

APPROVED

July 1, 2008

Michigan State
Administrative Board

Lansing, Michigan

June 17, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, June 17, 2008, at 11:00 a.m.

Present: Steven Liedel, Deputy Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Brandon Hofmeister, Deputy Legal Counsel, representing John D. Cherry, Jr., 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
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of State
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

John VanWagoner, Department of Education; James Burris, Eva Rojas, Department of Management and Budget; Amy Meldrum, Marsha Norder, Department of Transportation

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:

Ms. Wolenberg moved that the minutes of the regular meeting of June 3, 2008, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

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

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

General Schedule #25 - Township Clerks, 6/17/2008

Mr. Hank moved that the Retention and Disposal Schedule be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

June 17, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **June 10, 2008**. Those present being:

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

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

Member: Steve Liedel, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Dave Arking, Sherry
Bond, James Burris, Janet Rouse, Department of Management and
Budget; Rick Dolan, Department of Transportation

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 with the
withdrawal of Item 7. Supported by Mr. Herzig, the motion was
unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

June 10, 2008 / June 17, 2008
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 CONTRACT

1. DEPARTMENT OF TRANSPORTATION, PONTIAC – Pontiac TranspoCenter Terminal – Building and Walkway Demolition and Disposal
File No. 591/07045.RAN - Index No. 20700
Low Responsive Bidder: Universal Consolidated Enterprises, Inc., Roseville;
\$387,972.00

Purpose/Business Case

The purpose of this contract is to provide demolition services for the removal and disposal of the Pontiac TranspoCenter Terminal including all required hazardous abatement.

Benefit

The State will benefit by removal of a structurally unsafe train/bus terminal building which has been abandoned. Demolition of the facility will allow the eventual construction of a new terminal facility on the site.

Funding Source

100% Agency Funds

Commitment

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

Risk Assessment

Failure to approve this contract will result in the rapid deterioration of an already unsafe, abandoned building, thereby causing health and safety concerns for the traveling public on one of the busiest thoroughfares in the Metro Detroit Area, Woodward Avenue.

Zip Code

48341

MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, MIDLAND, SAGINAW AND BAY COUNTIES – Tittabawassee River, Saginaw River and Saginaw Bay Site – Natural Resource Damage Assessment
File No. 761/07019.SAR - Index No. 45865 – Contract No. Y07051
That the contract for professional services with Stratus Consulting, Inc., Boulder, Colorado, be increased \$503,720.00 on billing rate basis plus reimbursables to provide additional natural resource damage assessment services at the Tittabawassee River, Saginaw River, and Saginaw Bay Site.

Purpose/Business Case

The purpose of this contract modification is to acquire additional professional environmental services to evaluate data and information to assist the State and Federal Trustees in natural resource damage assessment (NRDA) services at the site. The Trustees include the Michigan Department of Environmental Quality (DEQ), the Michigan Department of Natural Resources (DNR), the Michigan Department of Attorney General, the United States Fish and Wildlife Service, the Bureau of Indian Affairs and the Saginaw-Chippewa Indian Tribe of Michigan. The contract modification will require the contractor to perform additional cooperative assessment and independent assessment including studies and analyses of human services studies employing economic methods, ecological field and laboratory studies. Also, the contractor will provide investigation of restoration opportunities and quantification of injuries and damages for the Tittabawassee River System.

Benefit

The State will benefit by complying with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980 at the Tittabawassee River, Saginaw River and Saginaw Bay Site.

Funding

100% Dow Chemical Settlement

Commitment

The professional services contract modification will be paid on a billing rate basis plus reimbursables. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract may risk violating environmental regulations.

Zip Code

Multiple

REVISIONS TO CONSTRUCTION CONTRACTS

3. DEPARTMENT OF ENVIRONMENTAL QUALITY, VARIOUS LOCATIONS – Mobile Environmental Laboratory Testing Services
File No. 761/05078.RRD – Index No. Various
New Age/Landmark, Benton Harbor; CCO No. 2, Incr. \$200,000.00

Purpose/Business Case

The purpose of this change order is to allow the contractor to provide additional mobile environmental laboratory testing services needed by the Department of Environmental Quality (DEQ). This contract allows the DEQ to obtain testing services in the most economical and expeditious manner at environmental contamination sites being investigated.

Benefit

The use of mobile testing services allows for quick turn around of analytical results which are needed to guide further investigation in real time. Costs are minimized by this type of testing.

Funding Source

Various sources of funding will be used depending on the particular site at which testing takes place.

Commitment

The change order costs are fixed actual not-to-exceed costs to be charged only when incurred.

Risk Assessment

Failure to approve this change order results in costs at certain sites being higher, and response to environmental issues and site characterization will take longer.

Zip Code

Various

4. DEPARTMENT OF ENVIRONMENTAL QUALITY, CORAL – Coral General Store – Installation of Multiphase Extraction System & Air Sparge System
File No. 761/05095.RRD – Index No. 44901
Global Environmental Engineering, Inc., Elk Rapids; CCO No. 10, Incr.
\$99,982.00

Purpose/Business Case

The purpose of this change order is to modify the construction contract to provide continuing system operation and maintenance. This contract change order will extend the contract 549 calendar days.

Benefit

The State will benefit by continuing to provide operation and maintenance of the remediation system to comply with the discharge permit requirements. The environmental hazard will be abated.

Funding Source

100% Refined Petroleum Fund (RPF)

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order may result in the remediation system not operating properly and therefore may not comply with the requirements of the environmental regulations.

Zip Code
49322

LEASE FOR PRIVATE PROPERTY

5. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, ANN ARBOR - Renewal of Lease #7693 effective December 1, 2007, through November 30, 2012, with Robert F. Guenther, a single man, 2864 Carpenter Road, Suite 300, Ann Arbor, Michigan 48108, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth, as Lessee, for 4,462 square feet of office space located at 3810 Packard Road, Suite 170, Ann Arbor, Michigan 48104. The annual per square foot rental rate for this space is \$21.36 (\$7,942.36 per month). This rate does not include utilities. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The space is utilized by the Department of Labor and Economic Growth, Michigan Rehabilitation Services as a field office and continues to meet their operational needs to serve the public. The rental rate is within the current market rate for this sub-market. The expiring lease did not contain any renewal options; therefore a new lease is needed.

Benefit

This lease allows the Department to remain at an established location to provide continuous uninterrupted services and avoid potential relocation costs.

Funding Source

100% Federal Funds

Commitment Level

Five 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 services and may result in increased costs if they are forced to relocate.

Zip Code

48104

GRANT OF EASEMENT

6. DEPARTMENTS OF MANAGEMENT AND BUDGET (DMB), COMMUNITY HEALTH (DCH) AND CORRECTIONS (DOC) - INDIANFIELDS TOWNSHIP, TUSCOLA COUNTY, MI to the Tuscola County Road Commission, whose address is 1733 S. Mertz Road, Caro, MI 48723, for the purpose of widening the Chambers Road right-of-way from sixty-six (66) feet total to one hundred and ten (110) feet total (half being on either side of the existing roadway centerline) and for the purpose of constructing, operating and maintaining roadway and bridge improvements on land that is partially under the jurisdiction of the Department of

Community Health and partially under the jurisdiction of the Department of Corrections located in Tuscola County, Michigan. This is a permanent non-exclusive easement. The easement area is described as follows:

Easement Part 1: Commencing at the Northwest Corner of Section 20, T12N-R09E, Tuscola County, Michigan; thence East 714.05 feet along the North Section line of said Section 20; thence South 453.92 feet to the old southwesterly 33-foot Right-of-Way line of Wells Road and the Point of Beginning: Thence S 79°17'43" E 130.76 feet to the old 33-foot Right-of-Way of Chambers Road; thence southeasterly 110.51 feet along a non-tangent curve to the left (Curve 1), Long Chord bearing S 56°03'05" E and 110.00 feet long, radius 333.00 feet; thence S 65°33'31" E 270.19 feet; thence southeasterly 187.77 feet along a non-tangent curve to the right (Curve 2), Long Chord Bearing S 58°32'43" E and 187.30 feet long, radius 767.00 feet; thence continuing southeasterly 348.70 feet along another non-tangent curve to the right (Curve 3), Long Chord Bearing S 26°57'23" E and 334.61 feet long, radius 352.00 feet; thence S 01°25'21" W 24.30'; thence N 88°34'39" W 22.00 feet to the new southwesterly 55 foot Right-of-Way line of Chambers Road; thence northwesterly 461.77 feet along a curve to the left (Curve 4), Long Chord bearing N 32°04'05" W and 435.92 feet long, radius 395.00 feet; thence N 65°33'31" W 607.19 feet along said new Right-of-Way line to the Point of Beginning.

Easement Part 2: Commencing at the Northwest Corner of Section 20, T12N-R09E, Tuscola County, Michigan; thence East 903.24 feet along the North Section line of said Section 20; thence South 419.05 feet to the old 33-foot Right-of-Way line of Chambers Road and the Point of Beginning: Thence southeasterly 109.15 feet along a curve to the left (Curve 5), Long Chord bearing S 53°50'51" E and 108.39 feet long, radius 267.00 feet; thence S 65° 33'31" E 270.19 feet; thence southeasterly 200.61 feet along a non-tangent curve to the right (Curve 6), Long Chord bearing S 58°39'33" E and 200.13 feet long, radius 833.00 feet; thence continuing southeasterly along another non-tangent curve to the right (Curve 7) 169.36 feet to the westerly 33-foot Right-of-Way line of Wells Road, Long Chord bearing S 43°34'59" E and 168.20 feet long, radius 418 feet; thence N 00°35'36" E 35.57 feet along said Right-of-Way line of Wells Road; thence northwesterly 281.50 feet along the new 55-foot Right-of-Way line of Chambers Road along a Curve to the left (Curve 8), Long Chord bearing N 49°35'21" W and 277.87 feet long, radius 505.00 feet; thence N 65°33'31"W along said 55-foot Right-of-Way line 449.44 feet to the Point of Beginning.

Subject to easements and restrictions of record, if any. The Attorney General's office has approved this easement as to legal form.

Purpose

The Tuscola County Road Commission has requested this easement in order to make needed roadway and bridge improvements to Chambers Road as it approaches and crosses the Cass River.

Benefit

Granting this easement will allow the State to assist in providing improved roadways and a bridge serving adjacent state lands as well the general public.

Funding Source

N/A

Commitment

This easement will be a permanent non-exclusive easement. However, the easement terminates if unused for its intended purpose for a period of one calendar year.

Risk Assessment

The risk of not approving this easement is that the County will be precluded from making the needed roadway and bridge improvements.

ZIP Code

48723

- 7. THE DEPARTMENTS OF MANAGEMENT AND BUDGET (DMB) AND COMMUNITY HEALTH (DCH) – YORK TOWNSHIP, WASHTENAW COUNTY to Washtenaw County for the purpose of installing and maintaining a communications tower **Withdrawn** into the Michigan Public Safety Communication System described below (“Property”) under the jurisdiction of the Department of Community Health in Washtenaw County, Michigan. This is an easement in gross for consideration of \$1.00 (one dollar).

Legislative Background

Public Act 431 of 1984, as amended, (the “Act”) authorizes the State Administrative Board to grant an easement in gross to Washtenaw County for consideration of \$1.00 (one dollar).

The Property is described as:

A parcel of land in the NW ¼ of the NE ¼ Section 2, T.4S., R.6E., York Township, Washtenaw County, Michigan and more particularly described as commencing at the S ¼ corner Section 35, T.3S., R.6E. thence S 89°57’47”E 1.31 feet along the township line to the N1/4 corner Section 2, T.4S., R6E., thence S89°57’47”E 640.77 feet along said township line, thence S01°40’14”E 773.09 feet to the Point of Beginning, thence N 88°19’46”E 100.00 feet, thence S01°40’14”E 100.00 feet, thence S88°19’46”W 100.00 feet, thence N 01°40’14”W 100.00 feet to the Point of Beginning, containing 10,000.00 square feet or 0.23 acres.

Including a 20 and 30 foot wide easement for ingress/egress and utilities described as follows;

Commencing at the S ¼ corner Section 35, T.3S., R.6E. thence S 89°57'47"E 1.31 feet along the township line to the N1/4 corner Section 2, T.4S., R6E., thence S89°57'47"E 561.84 feet along said township line, thence S00°02'13"E 33.00 feet to the south right of way of Bemis Road and the Point of Beginning, thence continuing S00°02'13"E 51.14 feet, thence S 58°09'26"E 61.52 feet, thence S01°40'14"E 757.21 feet, thence N88°19'46"E 30.00 feet, thence N01°40'14"W 761.35 feet, thence N 58°09'26"W 73.01 feet, thence N00°02'13"W 40.01 feet to the south right of way of Bemis Road, thence N89°57'47"W 20.00 feet to the Point of Beginning.

Purpose/Business Case

The Property shall be used to install, maintain and operate a communication tower which will be integrated into the current Michigan Department of Information Technology Michigan Public Safety Communication System (MPSCS). MPSCS, along with DCH has approved this easement location.

Benefit

The approval of this easement will allow Washtenaw County to construct a tower on this site that will integrate into the MPSCS providing greater public safety communications coverage throughout Washtenaw County. This tower will enhance the current MPSCS system at very little cost to the state.

Funding Source/Commitment Level

N/A

Risk Assessment

Failure to approve this easement would result in the County not obtaining a location for their proposed tower. DCH has reviewed the location of this site and concluded that the proposed tower will not interfere with their operations.

Zip Code

48197

Ms. MacDowell presented the Building Committee Report for the regular meeting of June 10, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held June 10, 2008, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

APPROVED

June 17, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Finance and Claims** Committee was held at **11:00 a.m.** on **June 10, 2008**. Those present being:

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

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Steve Liedel, representing Approved _____
Governor Granholm

Others: Dave Arking, Sherry Bond, James Burris, Janet Rouse, Department
of Management and Budget; Rick Dolan, Department of
Transportation

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

Following discussion, Mr. Liedel moved that the regular and supplemental agendas be recommended to the State Administrative Board for approval with Item 2(1) of the regular agenda contingent upon receipt of a corrected bid tab and Item 27 of the regular agenda withdrawn. The motion was supported by Ms. Lopez and unanimously adopted.

Ms. MacDowell adjourned the meeting.

At the State Administrative Board meeting on June 17, 2008, Item 11(2) of the regular agenda was withdrawn by the Department of Management and Budget.

A G E N D A

6/6/08 4:30 version

FINANCE AND CLAIMS COMMITTEE

June 10, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

June 17, 2008, 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) Madeleine Guevara
Lansing, MI | \$ 50,000.00 Total
FY08-10 50% Federal Funds
50% State Other
Two-year grant funding for
primary care medical, dental or
mental health professionals
willing to work full-time in a
Michigan Health Professional
Shortage Area |
| 2) Aaron John DeFrang
Grand Rapids, MI | \$ 50,000.00 Total
FY08-10 50% Federal Funds
50% State Other
Two-year grant funding for
primary care medical, dental or
mental health professionals
willing to work full-time in a
Michigan Health Professional
Shortage Area |
| 3) Michigan Coalition Against
Domestic Violence
Okemos, MI | \$ 30,500.00 Amendment
\$ 81,775.00 New Total
FY08 100% Federal Funds
Additional funds for one-year
grant agreement to provide
enhanced statewide training and
technical assistance to the
violence prevention advocates,
practitioners and stakeholders |

1. DEPARTMENT OF COMMUNITY HEALTH continued

4) Erika Kipp \$ 50,000.00 Total
Twin Lake, MI **FY08-10** 50% Federal Funds
50% State Other
Two-year grant funding for
primary care medical, dental or
mental health professionals
willing to work full-time in a
Michigan Health Professional
Shortage Area

2. DEPARTMENT OF CORRECTIONS

1) Kalamazoo Probation \$ 40,000.00 Amendment
Enhancement Program \$ 1,974,009.00 New Total
Kalamazoo, MI **FY08** 100% General Fund
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers

2) Interim Associates, PLLC \$ 8,000.00 Amendment
Ludington, MI \$ 32,500.00 New Total
FY08 100% Restricted Fund
Additional funds to provide sex
offender counseling to parolees
and probationers

3) Lifeways Community Mental \$ 5,917,400.00 Amendment
Health Authority \$13,547,591.00 New Total
Jackson, MI **FY08-09** 100% General Fund
One-year extension and
additional funds to provide
Michigan Prisoner Re-Entry
Initiative mental health
management services

3. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) Lawrence D. Lemke, LLC. NOT TO EXCEED
Ann Arbor, Michigan \$ 48,000.00 Total
FY08-10 100% Restricted Funds
To provide expert witness
services in Civil Court Case
No. 07-083146-CH

3. DEPARTMENT OF ENVIRONMENTAL QUALITY continued

- 2) Department of Interior \$ 305,300.00 Amendment
Water Resources Division \$ 938,420.00 New Total
Lansing, MI **FY09-10** 100% Restricted Funds
Additional funds for a one-year
extension of the grant for
implementation of the Lake
Water Quality Assessment
monitoring project under a
Joint Funding Agreement with
the USGS
- 3) Various Vendors \$ 271,656.06 Total
(Listing on file) **FY08-10** 100% Restricted Funds
To provide the annual grant
funding for implementation of
the statewide water quality
monitoring efforts

4. DEPARTMENT OF HUMAN SERVICES

- 1) Joyce Schulz NOT TO EXCEED
Tawas City, MI \$ 40,194.00 Total
FY08-10 100% Federal
Two-year, five-month contract
for In Home Parent Aide
services
- 2) Lutheran Child & Family \$ 168,000.00 Total
Bay City, MI **FY08-10** 00% Federal
Two-year, three-month contract
for Teen Parent services
- 3) Missaukee County MSU NOT TO EXCEED
East Lansing, MI \$ 50,000.00 Total
FY08-10 100% Federal
Two-year, four-month contract
for Mentor Recruitment and
Training

4. DEPARTMENT OF HUMAN SERVICES continued

- 4) Sanilac County Kid's Connection Sandusky, MI \$ 26,922.00 Amendment \$ 50,925.00 New Total **FY08-10** 100% Federal Additional funds for Coordination worker to provide additional services
- 5) Kent County Grand Rapids, MI NOT TO EXCEED \$ 880,560.00 Total **FY08-11** 100% Federal Three-year contract for refugee services

5. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Detroit Receiving Hospital Detroit, MI \$ 316,000.00 Amendment \$ 1,265,932.00 New Total **FY08** 78.7% Federal Funds 21.3% General Funds Additional funds for a one-year extension of the contract to give persons who are visually impaired the skills necessary to maintain independence in caring for their personal and vocational needs
- 2) Various PSC Energy Assistance Grants (Listing on file) \$ 6,482,802.00 Total **FY08** 100% Restricted Funds These grants will promote the development or improve the quality or application of energy efficient technologies
- 3) Various PSC Energy Assistance Grants (Listing on file) \$ 7,000,000.00 Total **FY08** 100% Restricted Funds These grants will be used to provide energy assistance services to low-income customers in Michigan

5. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

- | | | |
|----|--|--|
| 4) | Various-Statewide Local
School Districts Non-
Organizations and Other
Eligible Providers
(Listing on file) | \$ 15,645,243.00 Total
FY08-09 100% Federal Funds
Annual federal grant
allocations for the Adult
Education and Family Literacy
Act, WIA, Title II for the
Adult Basic Education, High
School Completion GED, English
as a Second Language and
English/Civics programs |
| 5) | Various-Statewide Workforce
Development Boards
(Listing on file) | \$ 5,000,000.00 Total
FY08-09 100% Federal Funds
Annual formula distributions to
the Grantees to provide funding
to operate an incumbent worker
program through the one-stop
system |
| 6) | Various-Statewide Workforce
Development Boards
(Listing on file) | \$ 4,200,000.00 Total
FY08-09 100% Federal Funds
Annual formula distributions
the Grantees to provide funding
to establish and One-Stop
service centers |
| 7) | Detroit Regional Chamber,
Inc.
Detroit, MI | \$ 4,500,000.00 Amendment
\$ 5,100,000.00 New Total
FY08-09 100% Federal Funds
Grant to provide additional
Federal Workforce Innovation in
Regional Economic Development
(WIRED) Funding for the WIRED
Initiative for the State of
Michigan. Funding will prepare
workers for productive careers
in new/revitalized job areas |

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

6. DEPARTMENT OF CORRECTIONS

1) Philips Healthcare NOT TO EXCEED
Bothell, WA \$ 329,193.48 (One-Time)
FY08 100% General Funds
071I8200077 Mobile X-Ray
Equipment for Duane Waters
Hospital

7. DEPARTMENT OF EDUCATION

1) Goddard Coatings Company, \$ 73,700.00 (One-Time)
Incorporated **FY08** 100% Federal Funds
Holly, MI 071I8200148 Athletic Track
Resurfacing

8. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) Canberra Industries, Inc. NOT TO EXCEED
Meriden, CT \$ 40,540.00 (One-Time)
FY08 100% Restricted Funds
761R8200333 Spectrum Analyzer
for the Radiological
Protection Laboratory

9. DEPARTMENT OF HUMAN SERVICES

1) State of Rhode Island \$ 290,000.00 (1 yr 348 dys)
Providence, RI **FY08-10** 66% Federal Funds
34% General Funds
071I8200171 Child Support
Lien Network

10. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Key Government Finance, Inc. NOT TO EXCEED
Superior, CO \$ 3,549,093,92 (3 years)
8-11 100% Revolving Funds
Financing for Lease/Purchase of
EDL Equipment

10. DEPARTMENT OF INFORMATION TECHNOLOGY continued

2)	US Netcom Corp. Joplin, MO	\$ 241,040.00 (3 years) FY08 100% Federal Funds 084R8200199 Autodialer for the Women, Infants and Children (WIC) Information System for the Department of Human Services
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Various RE:START Vendors

**Short-term Staff Augmentation
for Information Technology for
various departments**

3)	Business Solutions 21 (Stanley Samuel) East Lansing, MI	\$ 210,080.00 (1 year) FY08 100% Restricted Funds 071I8200151 For a Project Manager for three projects involving the development of major database management systems within the Department of Environmental Quality
4)	MillenniumSoft (Rotimi Amarvi) Fairfax, VA	\$ 208,000.00 (1 year) FY08 100% General Funds 071I82000158 For a Technology Consultant to assist with the IT Asset Management Project
5)	Ramsoft (Manish Kuman) Southfield, MI	\$ 114,400.00 (1 year) FY08 100% Revolving Funds 071I82000139 For one Network Administrator to assist with delivery of services to State agency customers

10. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 6) TekSystems \$ 135,200.00 (1 year)
(Peter Eggenberger) **FY08** 100% Revolving Funds
Grand Rapids, MI 071I8200139 For one Network
Administrator to assist with
delivery of services to state
agency customers
- 7) V2Soft \$ 131,040.00 (1 year)
(James Byrne) **FY08** 100% Revolving Funds
Bingham Farms, MI 071I8200139 For one Network
Administrator to assist with
delivery of services to state
agency customers

11. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Bowe Bell & Howell Co. NOT TO EXCEED
Wheeling, IL \$ 1,146,127.00 (5 years)
FY08 100% Revolving Funds
071R8200363/071I8200117
Combination Letter/Flat Mail
Sorting Machine
- 2) West Publishing \$ 53,500.00 (1 year)
Egan, MN **FY08** 100% Various Funds
071R8200029/071I8200034
071I8200034 Access to
Electronic Legal Databases-
Statewide
- Lexis-Nexis \$ 458,500.00 (1 year)
Miamisburg, OH **FY08** 100% Various Funds
071R8200029/071I8200034
071I8200034 Access to
Electronic Legal Databases-
Statewide
- 3) 3M Company \$ 3,464,634.24 (3 years)
St. Paul, MN **FY08-11** 100% Various
071R7200194/071I7200204
Reflective Sheeting and Traffic
Marking Tape-Statewide

12. DEPARTMENT OF NATURAL RESOURCES

1) Controlco, Inc. NOT TO EXCEED
Muskegon, MI \$ 167,876.00 (One Time)
FY08 100% Restricted Funds
751P82001234 Hydraulic Deck
Machinery and Installation

13. DEPARTMENT OF STATE POLICE

1) The Camera Shop, Inc. \$ 33,831.00 (One-Time)
Muskegon, MI **FY08** 100% Restricted Funds
551R8200056 Digital Camera for
the Crime Laboratory

2) Weiss Equipment Polaris \$ 31,372.00 (One-Time)
Frankenmuth, MI **FY08** 100% Federal Funds
51R8200050 Two All-Terrain
Vehicles for the Bomb Squad

14. DEPARTMENT OF TRANSPORTATION

1) Carrier & Gable, Inc. \$ 1,865,416.00 (1 year)
Farmington Hills, MI **FY08** 100% Restricted Funds
591R8200011/071I8200086
Vehicle Crash Attenuators

2) Hawker Beechcraft NOT TO EXCEED
Wichita, KS \$ 475,928.00 (One-Time)
FY08 100% Restricted Funds
591R8200003/071I8200142
To Refurbish a Beechcraft Air
King Airplane

3) Omaha Airplane Supply Co. NOT TO EXCEED
Carter Lake, IA \$ 133,524.72 (One-Time)
FY08 100% Restricted Funds
591R8200016/071I8200143
Four Factory Rebuilt Aircraft
Engines

15. DEPARTMENT OF TREASURY

1) Morley Companies \$ 745,340.00 (3 yrs 9 mo)
Saginaw, MI **FY08-12** 100% General Funds
071I8200056 Principal
Residence Exemption Data
Collection and Reporting

CONTRACT CHANGES

16. DEPARTMENT OF COMMUNITY HEALTH

- 1) Netwerkes,.com \$ 350,000.00 Amendment
Appleton, WI \$ 5,895,500.00 New Total
FY08-09 75% Federal 25% GF
071B4200228 Additional funding
for a one-year extension of the
contract for conversion of
Paper Medicaid Claims to
Electronic Claims
- 2) Pride Care Ambulance \$ 30,000.00 Amendment
Kalamazoo, MI \$ 112,305.00 New Total
FY08-09 100% General Funds
071B5200315 Additional funding
for a one-year option to the
contract for Emergency
Ambulance and Transportation
Services
- 3) The Myers Group \$ 210,650.00 Amendment
Snellville, GA \$ 1,096,464.00 New Total
FY08-09 50% Federal Funds
50% General Funds
071B5200231 Additional funds
for a one-year option to the
contract for Customer
Satisfaction Surveys

17. DEPARTMENT OF CORRECTIONS

- 1) Embarq \$ 0.00 Amendment
Overland Park, KS \$ 67,500,000.00 New Total
071B7200075 For a one-year
extension of the contract for
the Inmate Telephone System
- 2) Maxim Health Care Services \$ 500,000.00 Amendment
Incorporated \$ 4,250,000.00 New Total
Southfield, MI **FY08** 100% General Funds
071B3001367 Additional funds
for a three-month extension of
the contract for Registered
Nurses for the Huron Valley
Complex

17. DEPARTMENT OF CORRECTIONS continued

3) Various Food Vendors \$ 8,817,675.00 Amendment
(Listing on File) \$ 29,183,910.63 New Total
FY08-09 100% General Funds
Additional funds for one-year
options to the contracts for
the Inmate Food Program

18. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) Nordic Interactive LLC \$ 15,000.00 Amendment
Flint, MI \$ 20,457.00 New Total
FY08-09 100% Restricted Funds
071B8200078 Additional funds
for a one-year option to the
contract for Wireline Log
Conversion to Digital Image

19. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Computer Projects of \$ 229,800.00 Amendment
Illinois \$ 1,263,303.00 New Total
Westmont, IL **FY08-11** 57% Federal Funds
43% General Funds
071B6200123 Additional funds
for a two-year option and a
one-year, nine-month extension
of the contract for software
enhancements and maintenance to
the proprietary Next Generation
Law Enforcement Information
Network software application
for the Department of State
Police

2) HSS, Inc. \$ 393,330.00 Amendment
Hamden, CT \$ 1,077,974.00 New Total
FY08 50% Federal 50% GF
071B5200308 Additional funds
for a one-year option to the
contract for EasyGroup and
WebStat Software and license
for current COBOL-based system
for the Department of Community
Health

19. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 3) Messageway Solutions, Inc. \$ 38,464.83 Amendment
Livonia, MI \$ 829,583.83 New Total
FY08 100% Revolving Funds
071B8200137 Additional funds
for Data Exchange Gateway
Services for the State's
Hosting Centers
- 4) Professional Technical \$ 3,000,000.00 Amendment
Development \$ 6,271,203.00 New Total
East Lansing, MI **FY08-09** 100% General Funds
071B4200213 Additional funds
for Technology Training for all
State agencies
- 5) Tracy, Inc. \$ 881,984.46 Amendment
Grand Rapids, MI \$ 1,501,413.48 New Total
FY09-11 100% General Funds
071B4200039 Additional funds
for the UltraTime Enterprise
Software and Modules for the
Computerized Timekeeping System
for the Department of
Corrections

20. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Corporation for a Skilled \$ 825,000.00 Amendment
Workforce \$ 1,750,000.00 New Total
Ann Arbor, MI **FY08-09** 90% Federal Funds
10% Private Funds
071B7200206 Additional funds
for a one-year option to the
contract for Consulting and
Staffing Services to support
the bureau of Workforce
Programs

21. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Great Lakes Cleaning Group \$ 61,221.00 Amendment
Lansing, MI \$ 496,699.00 New Total
FY08-09 100% Restricted Funds
071B6200304 Additional funds
for a one-year option to the
contract for Window Cleaning
Services at the Capitol,
Secondary, and North Complexes
- 2) Wheels, Inc. \$ 72,394,940.00 Amendment
Des Plaines, IL \$240,414,622.00 New Total
FY09-10 100% Restricted Funds
071B5200359 Additional Funds
for a two-year option to the
contract for Management
Services for Fleet and Fuel
Cards for Vehicle and Travel
Services for vehicles Statewide

22. DEPARTMENT OF TRANSPORTATION

- 1) SunWest Sales Company \$ 26,800.00 Amendment
Hayward, CA \$ 147,400.00 New Total
FY08-09 100% Restricted Funds
071B7200298 Additional funds
for a one-year option to the
contract for Adopt-A-Highway
Safety Vests

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

23. DEPARTMENT OF CORRECTIONS

- 1) Joseph Gullett #238347 \$ 9.75

The Claimant (08-SAB/DOC-114) requests \$9.75 reimbursement for his watch lost while under control of the Department. The Department recommends approval of \$11.75 for this claim.

23. DEPARTMENT OF CORRECTIONS continued

- 2) Brian Hill #401252 \$ 14.99

The Claimant (08-SAB/DOC-108) requests \$14.99 reimbursement for 3 packs of guitar strings ordered and never received. The Department recommends approval of \$16.95 for this claim.

- 3) Michael Malott #467434 \$109.70

The Claimant (08-SAB/DOC-113) requests \$109.70 reimbursement for his walkman, headphones, shaver, watch and calculator missing during transfer. The Department recommends approval of \$116.14 this claim.

- 4) Michael Malott #467434 \$ 29.04

The Claimant (08-SAB/DOC-115) requests \$29.04 reimbursement for his tobacco seized and then stolen. The Department recommends approval of \$29.29 for this claim.

24. DEPARTMENT OF STATE POLICE

- 1) Lee Werth \$396.78

The claimant (08-SAB-066) requests \$396.78 reimbursement for his tires after running over a tack strip. The Department recommends approval of this claim.

25. DEPARTMENT OF TRANSPORTATION

- 1) Martin Mamayek \$816.49

The claimant (08-SAB-060) requests \$816.49 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

26. DEPARTMENT OF HUMAN SERVICES

- 1) 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:

\$1,069.27 at 1121 McAllister, Benton Harbor, MI
\$1,250.00 at 1131 Niles Ave, Saint Joseph, MI
\$ 921.30 at 195 Pikka Rd, Wakefield, MI

- 2) Reporting an emergency purchase with Starr Commonwealth for \$346,000.00 for FY08 for the transfer of medium security services for 21 youth.

27. DEPARTMENT OF MANAGEMENT AND BUDGET

The Secretary of the State Administrative Board requests approval of the State Administrative Board 2009 Calendar Meetings. **Withdrawn**

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

6/9/08 8:30 ver.

FINANCE AND CLAIMS COMMITTEE

June 10, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

June 17, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1s. DEPARTMENT OF HISTORY, ARTS AND LIBRARIES

- | | |
|--------------------------------------|--|
| 1) Grand Traverse Resort
Acme, MI | \$ 70,000.00 Total
FY08-09 60% Federal Funds
40% Restricted Funds
Conference Facility for the
2009 Rural Libraries Conference |
|--------------------------------------|--|

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.

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of June 10, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held June 10, 2008, be approved and adopted with Item 11(2) of the regular agenda withdrawn at the State Administrative Board on June 17, 2008. The motion was supported by Mr. DeBano and unanimously approved.

APPROVED

June 17, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on June 11, 2008. Those present
being:

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

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

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Duane Berger, Department of State; Keith Brown, Connie Hanrahan,
Kathy Popoff, Mike Smith, Betsy Steudle, Christine Stephenson,
Karen Watson, Department of Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular, supplemental, second
supplemental, and third supplemental agendas were presented.

Two retroactive letters were received from Kirk T. Steudle,
Director of the Department of Transportation, regarding retroactive
Items 20, 47, and 48 of the regular agenda.

Following discussion, Mr. Shell moved that the Transportation regular,
supplemental, second supplemental, and third supplemental agendas be
recommended to the State Administrative Board for approval with the
contingencies listed on MDOT's letter dated June 11, 2008, as follows:

1. Items 24 and 32 of the regular agenda contingent upon approval by
the Office of Commission Audit;
2. Item 32 of the regular agenda contingent upon approval by the
Attorney General; and

Transportation and Natural Resources Report

June 11, 2008

Page 2

3. Item 7 of the regular agenda contingent upon obtaining a waiver from the State Transportation Commission; and
4. Items 6, 7, 8, 14, 22, 36, 38 and 55 of the supplemental agenda contingent upon MDOT's receipt of the 10% over engineers estimate justification letter; and

Item 22 of the supplemental agenda contingent upon the T&NR committee members' receipt of the 10% over engineers estimate justification letter; and receipt of a corrected June 11, 2008 letter from MDOT listing the contingencies.

Supported by Mr. Herzig, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

At the State Administrative Board meeting on June 17, 2007, Items 21 and 22 of the supplemental agenda were withdrawn by the Department of Transportation.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 11, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: June 17, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
Tract 1156, Control Section 39042, Parcel 50, Part U

The subject tract is located in the city of Kalamazoo, Kalamazoo County, Michigan, and contains approximately 0.24 square acres. The tract is undersized and poorly configured for individual use; consequently, the highest and best use is assemblage with the abutting land. The tract was appraised by Joel Francis, consultant appraiser, on November 16, 2007, at \$1,045. The appraised tract was approved for sale by Sherry Piacenti, Southwest Region Real Estate Agent, on May 1, 2008, at the amount of \$1,045. The sole abutting owner, Georgia-Pacific, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$209, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

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

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

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

Funding Source: N/A - revenue generating.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code 49001.

2. HIGHWAYS (Real Estate) – Resolution “B” (Relinquishment of Easement)
 Tract 1157, Control Section 39042, Parcel 86, Part A

The subject tract is located in the city of Kalamazoo, Kalamazoo County, Michigan, and contains approximately 0.47 acres. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Georgia-Pacific, LLC, which has negotiated with the underlying fee owner, the City of Kalamazoo, to purchase the property for environmental mitigation purposes associated with Georgia-Pacific’s adjoining landfill operation. The relinquishment processing fee of \$500 has been received by MDOT. The relinquishment was approved by Sherry Piacenti, Southwest Region Real Estate Agent, on May 2, 2008. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

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

Purpose/Business Case: The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

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

Funding Source: N/A - revenue generating.

Commitment Level: Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500 or appraised value if the value of the relinquishment exceeds the \$500 processing fee. The fee may be waived if it is in the best interest of MDOT.

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

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49001.

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

Amendatory Contract (2007-0769/A1) between MDOT and the City of Holland will increase the contract amount by \$270,105 to cover the actual construction bid amounts and to provide funding for project contingencies. The original contract provides for modifications to be made to the east end runway and taxiway, for the installation of a medium intensity approach lighting system with runway alignment indicator lights (MALSR) on runway 26, and for the installation of blast pads on runway 8 at the Tulip City Airport in Holland, Michigan. The contract term remains unchanged, September 28, 2007, through September 27, 2027. The revised contract amount will be \$2,500,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$2,118,400	\$256,600	\$2,375,000
State Bond Funds	\$ 55,747	\$ 6,753	\$ 62,500
City of Holland Funds	\$ 55,748	\$ 6,752	\$ 62,500
Total	<u>\$2,229,895</u>	<u>\$270,105</u>	<u>\$2,500,000</u>

Criticality: This amendment will provide the additional funds needed to cover the actual construction bids and to provide for project contingencies. A delay would put the airport in noncompliance with the FAA, as the current runway safety area does not comply with FAA standards.

Purpose/Business Case: To increase the contract amount by \$270,105 to cover the actual construction bids and to provide funding for project contingencies, if needed. The original costs were based on estimates.

Benefit: Will provide the additional funding needed to complete the project.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% City of Holland Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not approved, the project may not be completed as planned, as the City of Holland cannot afford the additional costs at this time without federal and state participation.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49423.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Runway Extension

Contract (2008-0288) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the extension of runway 14/32 (phase II) at the Jackson County-Reynolds Field in Jackson, 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 \$3,850,000. Source of Funds: FAA Funds (via block grant) - \$3,657,500; State Restricted Aeronautics Funds - \$96,250; Jackson County Funds - \$96,250.

Criticality: The extension of runway 14/32 is necessary prior to the extension of runway 7/25 and the undertaking of runway safety area (RSA) improvements. Runway 14/32 will be the primary runway during the construction of runway 7/25. If this work is not done, the airport will not be able to operate at full capacity, with full safety areas, during the construction of primary runway 7/25. This project will result in increased safety margins for aeronautical activity at the airport and economic benefits for the local community. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the extension of runway 14/32 (phase II).

Benefit: The improvements will accommodate the large aircraft that utilize Reynolds Field, which will provide economic benefits to the community.

Funding Source: 95% FAA Funds; 2.5% State Aeronautics Funds; 2.5% Jackson County Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49202.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Runway

Contract (2008-0289) between MDOT and the Hastings City/Barry County Airport Commission will provide federal and state grant funds for the rehabilitation of runway 12/30, including the medium intensity runway lights (MIRL), at the Hastings City/Barry County Airport in Hastings, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,125,000. Source of Funds: FAA Funds (via block grant) - \$900,000; State Bond Funds - \$196,875; Hastings City/Barry County Airport Commission Funds - \$28,125.

Criticality: The existing runway pavement is in poor condition and in need of rehabilitation. This will reduce the potential for loose material to be ingested into jet engines, which could result in damage requiring costly repairs, or injuries to ground personnel. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the rehabilitation of runway 12/30, including MIRL.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Hastings City/Barry County Airport Commission Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49058.

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

Contract (2008-0290) between MDOT and the City of Sturgis will provide federal and state grant funds for the construction of a taxiway to the end of runway 18 and for airport crack sealing and paint marking at the Kirsch Municipal Airport in Sturgis, 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 \$495,000. Source of Funds: FAA Funds (via block grant) - \$470,250; State Bond Funds - \$12,375; City of Sturgis Funds - \$12,375.

Criticality: The improvements will provide for safer airport operations. Runway 18 is the primary runway at the airport. The new taxiway will eliminate the need for back taxiing on the runway. The FAA requires that airport pavements be marked with paint to indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. The FAA also requires that pavement cracks be sealed to extend pavement life and reduce the need for repairs and costly rehabilitation. Delaying these projects could impact airport safety.

Purpose/Business Case: To provide for the construction of a taxiway to the end of runway 18 and for airport crack sealing and paint marking.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% City of Sturgis Funds.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction for these projects was bid through MDOT and awarded to the lowest bidders. There were seven bidders for the taxiway construction, eight bidders for the airport crack sealing, and four bidders for the paint marking.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49091.

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

Contract (2008-0293) between MDOT and the County of Oakland will provide federal and state grant funds for the removal of the displaced threshold on runway 9 (end), the replacement of a beacon, and the construction of a new standby power source for airfield lighting at the Oakland-Troy Airport in Troy, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$100,000. Source of Funds: FAA Funds (via block grant) - \$46,400; State Bond Funds - \$50,050; Oakland County Funds - \$3,550.

Criticality: The removal of the displaced threshold will provide a longer runway for landing on runway 9. The replacement of the beacon will brighten the airport near the shopping area, as the existing beacon is quite dim. The standby power generator will provide back up lighting on the airfield in case of power outages. Delaying these improvements could impact airport safety.

Purpose/Business Case: To provide for the removal of the displaced threshold on runway 9, the replacement of a beacon, and the construction of a new standby power source for airfield lighting.

Benefit: Will enhance airport safety.

Funding Source: 46.4% FAA Funds; 50% State Bond Funds; 3.6% Oakland County Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

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

Contract (2008-0295) between MDOT and the Muskegon County Board of Commissioners will provide federal and state grant funds for the reconstruction of runway 14/32, for the construction of taxiways B and E, and for reimbursement of land acquisition costs for parcel E271 at the Muskegon County Airport in Muskegon, 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 \$3,065,195. Source of Funds: FAA Funds - \$2,911,935; State Bond Funds - \$76,630; Muskegon County Funds - \$76,630.

*Denotes a non-standard contract/amendment

Criticality: This is the third and final phase of the runway 14/32 safety area project. The last segment of the parallel taxiway system will be completed, and the need for back taxiing on the runway will be eliminated. Muskegon County will be reimbursed for land acquisition costs expended due to a court-ordered settlement. The land is needed in order to control the runway protection zones and maintain an obstruction-free approach to the airport.

Purpose/Business Case: To provide for the reconstruction of runway 14/32, the construction of taxiways B and E, and land reimbursement for parcel E271.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% Muskegon 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 approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49441.

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

Contract (2008-0302) between MDOT and the City of Mt. Pleasant will provide federal and state grant funds for the expansion of the terminal building, the undertaking of airport crack sealing and paint marking, and the update of the Exhibit A property map at the Mt. Pleasant Municipal Airport in Mt. Pleasant, 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 \$192,000. Source of Funds: FAA Funds (via block grant) - \$153,600; State Bond Funds - \$33,600; City of Mt. Pleasant Funds - \$4,800.

Criticality: This project will enhance airport safety and capacity for aeronautical activity. The FAA requires that airport pavements be marked with paint and that cracks be sealed. The paint markings indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. Sealing pavement cracks extends the life of the pavement and reduces the need for repairs and costly rehabilitation. Delaying these projects could impact airport safety.

Purpose/Business Case: To provide for the expansion of the terminal building, the undertaking of airport crack sealing and paint marking, and the update of the Exhibit A property map.

Benefit: The expansion of the existing terminal building is necessary to better accommodate passengers, baggage and cargo, and traffic flow at the airport. The crack sealing and paint marking will enhance airport safety. The update of the Exhibit A property will document the land interests that are dedicated to airport purposes.

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

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The terminal building expansion was let locally and awarded to the lowest bidder. The crack sealing and paint marking were let through MDOT and awarded to the lowest bidders. There were eight bidders for the crack sealing and four bidders for the paint marking. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48858.

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

Contract (2008-0303) between MDOT and the Houghton County Board of Commissioners will provide federal and state grant funds for the preparation of specifications for snow removal equipment (SRE) and for the rehabilitation of the airport entrance road (phase 1) at the Houghton County Memorial Airport in Hancock, 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 20 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 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$838,482. Source of Funds: FAA Funds - \$796,558; State Bond Funds - \$20,962; Houghton County Funds - \$20,962.

Criticality: This project will enhance airport safety and the capacity for aeronautical activity. It is mandated by the FAA for operational safety reasons. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the preparation of specifications for SRE (loader) and for the rehabilitation of the existing airport entrance road (phase 1).

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 5% State Bond Funds; 5% Houghton 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 approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49913.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0304) between MDOT and the Emmet County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcel 38 (phase III) at the Pellston Regional Airport in Pellston, 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 20 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 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$438,500. Source of Funds: FAA Funds - \$416,575; State Bond Funds - \$10,962; Emmet County Funds - \$10,963.

Criticality: The land acquisition is in accordance with a court-ordered settlement arising out of condemnation proceedings. The land is needed in order to control the runway protection zones and maintain safe approaches to the airport.

Purpose/Business Case: To provide for the land acquisition costs of parcel 38 (phase III).

Benefit: Will comply with the settlement award issued by the Emmet County Circuit Court.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% Emmet 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 approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48669.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0306) between MDOT and the Marlette Township will provide federal and state grant funds for the land acquisition costs of parcel 16 at the Marlette Township Airport in Marlette, 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 \$24,000. Source of Funds: FAA Funds (via block grant) - \$19,200; State Bond Funds - \$4,200; Marlette Township Funds - \$600.

Criticality: All land acquisitions are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones. The property acquisition will meet this federal requirement for safety.

Purpose/Business Case: To provide for the land acquisition costs of parcel 16. The costs will include the environmental site assessment (phase 1), property survey, appraisal and appraisal review, negotiations, and closing costs.

Benefit: Acquiring the land will enhance airport safety by allowing the airport to maintain an obstruction-free approach.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48453.

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

Authorization (33060-103528) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the relocation of side-of-street flashers and the extension of half-roadway gates at GTW's grade crossing of Shepherd Street in the city of Charlotte, Michigan. This work, to be undertaken in conjunction with a local roadway widening project, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Charlotte and approved on May 12, 2008. It will reflect 50 percent of the total project costs. The City of Charlotte is responsible for the remaining 50 percent. The authorization amount will be \$28,022.50. Source of Funds: Federal Highway Administration (FHWA) Funds - \$16,813.50; FY 2008 State Restricted Trunkline Funds - \$11,209.

Criticality: In April 2008, members of a review team determined that the existing side-of-street flashers needed to be relocated and the half-roadway gates extended in order to continue to provide appropriate warning for motorists.

Purpose/Business Case: To provide for the relocation of side-of-street flashers and the extension of half-roadway gates at the existing grade crossing of GTW with Shepherd Street in city of Charlotte, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The decision to relocate the side-of-street flashers and extend the half-roadway gates was made by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal 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 - \$16,813.50; FY 2008 State Restricted Trunkline Funds - \$11,209.

Commitment Level: The authorization amount is based on GTW's detailed estimate and 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 GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the City of Charlotte.

Selection: N/A.

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

Zip Code: 48813.

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

Authorization (41068-103459) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the addition of a cantilever and the relocation of the flashing-light signals and half-roadway gates at the grade crossing of East Paris Avenue in the city of Kentwood, Kent County, Michigan. This work, to be undertaken to accommodate a road-widening project, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Kentwood and approved on March 28, 2007. It will reflect 50 percent of the total project costs. The City of Kentwood is responsible for the remaining 50 percent. The authorization amount will be \$42,318.50. Source of Funds: Federal Highway Administration (FHWA) Funds - \$25,391.10; FY 2008 State Restricted Trunkline Funds - \$16,927.40.

Criticality: In January 2007, members of a review team determined that the addition of a cantilever and the relocation of the flashing-light signals and half-roadway gates were necessary to provide appropriate warning for motorists. An administrative order was issued in February 2007 mandating that CSX make the safety enhancements.

Purpose/Business Case: The project will provide for the addition of a cantilever and the relocation of the flashing-light signals and half-roadway gates at the existing grade crossing of CSX in Kentwood, 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 Kentwood, 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 - \$25,391.10; FY 2008 State Restricted Trunkline Funds - \$16,927.40.

Commitment Level: The authorization amount is based on a 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 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 Kentwood.

Selection: N/A.

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

Zip Code: 49512.

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

Authorization (82075-102225) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of three-quarter roadway gates and the upgrade of the flashing-light signals at the grade crossing of Ecorse Road in Wayne 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 Wayne County Road Commission and approved on October 2, 2007. The total cost of the project is estimated at \$109,244. Source of Funds: Federal Highway Administration (FHWA) Funds - \$65,546.40; FY 2008 State Restricted Trunkline Funds - \$43,697.60.

Criticality: In October 2007, members of a review team determined that the existing active warning devices needed to be supplemented with three-quarter roadway gates and upgraded flashing-light signals to provide appropriate warning for motorists. An administrative order has been issued to mandate that CSX make the safety enhancements.

Purpose/Business Case: To provide for the installation of three-quarter roadway gates and the upgrade of the flashing-light signals at the existing grade crossing of CSX with Ecorse Road in Wayne 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 Wayne County Road Commission, CSX, 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 - \$65,546.40; FY 2008 State Restricted Trunkline Funds - \$43,697.60.

Commitment Level: The authorization amount is based on CSX's actual 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 Wayne County Road Commission.

Selection: N/A.

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

Zip Code: 48174.

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

Authorization (12014-103371) under Master Agreement (94-1667), dated October 4, 1994, between MDOT and Indiana Northeastern Railroad Company (IN) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Fremont Road in Branch 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 Branch County Road Commission and approved on September 9, 2007. The total cost of the project is estimated at \$131,262. Source of Funds: Federal Highway Administration (FHWA) Funds - \$78,757.20; FY 2008 State Restricted Trunkline Funds - \$52,504.80.

Criticality: In September 2007, members of a review team determined that flashing-light signals and half-roadway gates were needed to provide appropriate warning for motorists. An administrative order was issued in October 2007 mandating that IN make the safety enhancements.

Purpose/Business Case: To provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of IN with Fremont Road in Branch 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 Branch County Road Commission, IN, 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 - \$78,757.20; FY 2008 State Restricted Trunkline Funds - 52,504.80.

Commitment Level: The authorization amount is based on IN'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 IN on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of IN and the Branch County Road Commission.

Selection: N/A.

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

Zip Code: 49036.

17. AERONAUTICS AND FREIGHT (Freight) - Railroad Crossing Closure

Contract (2008-0285) between MDOT and the City of Stephenson will provide a lump sum incentive payment in exchange for the City of Stephenson's action to close Division Street at its grade crossing with the Wisconsin Central, Ltd., railroad tracks in Menominee County. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of the award until the last obligation between the parties has been fulfilled. The contract amount will be \$110,000. Source of Funds: FY 2008 State Restricted Trunkline Funds - \$110,000.

Criticality: Permanently closing a crossing to vehicular traffic ensures that no motorist will be injured or killed at the crossing in the future. The availability of this incentive funding, which the City of Stephenson may use for any transportation purpose, was critical to the decision to close the crossing.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the City of Stephenson for the purpose of enhancing motorist safety. Closing Division Street at the railroad tracks will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for these closures comes from state dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a). FY 2008 State Restricted Trunkline Funds - \$110,000.

Commitment Level: The contract amount is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: If this cash incentive payment is not made available, the road will not be closed and the resulting safety benefits will not be realized.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure.

Zip Code: 49887.

18. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0801) between MDOT and Canadian National Railway Company (CN), dated July 5, 1994, will provide for improvements under job number 54661A to a crossing of the CN railroad tracks at the I-94 business loop (Michigan Avenue) in Battle Creek, Calhoun County. The improvements include the installation/relocation of two cantilevers with gates and the removal of an existing side-of-street signal that is no longer needed.

Estimated Funds:

Federal Highway Administration Funds	\$ 114,180.75
State Restricted Trunkline Funds	\$ 22,152.60
City of Battle Creek Funds	\$ 3,166.65
Total Funds	<u>\$ 139,500.00</u>

ST 13161 – 54661A
Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project already let in February 2008. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: To facilitate lane configuration changes for traffic under MDOT corridor project JN 73807.

Benefit: Appropriate railroad warning device display for new lane configuration.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, and City of Battle Creek Funds.

Commitment Level: 81.85% federal, 15.88% state, and 2.27% City of Battle Creek; based on railroad estimate.

Risk Assessment: Without this contract, the possibility of vehicle/train crashes is greatly increased due to an inappropriate railroad warning device display.

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

Selection: N/A.

New Project Identification: Improvements to existing railroad crossing.

Zip Code: 49018.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z14/R4) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for the performance of additional design services and will increase the authorization amount by \$39,850. The additional services will include the updating of plans for 13 remaining pin and hanger replacement bridges in the Grand Region; the updates are being made to accommodate changes that have occurred in the field. The original authorization provides for design services to be performed for the rehabilitation of 21 bridges in the Grand Region. The authorization term remains unchanged, September 9, 2004, through December 31, 2009. The revised authorization amount will be \$396,350. The contract term is September 20, 2002, through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Poor elements on the structures could result in unsafe conditions. If the rehabilitation work is not performed now, falling concrete could injure travelers beneath the bridges and lead to closure of the structures. This project needs to be done in order to complete the services for the letting in September 2008. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the updating of plans for 13 remaining pin and hanger replacement bridges in the Grand Region. The intent of this project is to preserve the lives of the structures.

Benefit: This project will enhance the safety of travelers on and beneath these structures.

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 rehabilitation work is not performed now, falling concrete could injure travelers beneath the bridges and lead to closure of the structures.

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 authorization.

New Project Identification: This is not a new project.

Zip Code: 49504.

20. *HIGHWAYS - Time Extension

Retroactive Amendatory Contract (2006-0130/A1) between MDOT and Kimley-Horn of Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the services (169 days retroactive). The additional time is needed because the Michigan Department of Information Technology (DIT) and the Michigan Department of Management & Budget (DMB) took longer than anticipated to review and approve Kimley-Horn's draft of the Advanced Traffic Management System (ATMS) software request for proposal (RFP). The original contract, which expired on December 31, 2007, provided for the performance of design services and procurement support for the development of ATMS software to manage Intelligent Transportation System (ITS) devices throughout the state. The revised contract term will be June 16, 2006, through December 31, 2008. The contract amount remains unchanged at \$546,519.55. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This contract is retroactive because an amendment to extend the term of the contract was not processed prior to the original contract expiration date due to an administrative error.

Criticality: It is critical that this contract be extended to allow the services to be completed. The original contract expired on December 31, 2007. Invoices for services provided after that date cannot be paid and federal funds cannot be reimbursed without a time extension. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for consultant to guide DIT, DMB, and MDOT through the selection and contracting stage of the ATMS software procurement, including documenting the pre-bid meeting, answering technical questions, and comparing submitted proposals with the RFP requirements.

Benefit: Will allow the invoices to be processed, the costs to be federally reimbursed, and the project to be completed.

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 amendment is not approved, the consultant cannot be paid, federal funding will be in jeopardy, and the project will not be completed.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

21. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z9/R2) under Contract (2006-0296) between MDOT and Alfred Benesch & Company will provide for additional bridge load rating services and will increase the authorization amount by \$12,702.75. The additional services will include analysis for two bridges that were not originally included in the project and analysis of the gusset plates per Federal Highway Administration (FHWA) guidelines. The original authorization provides for bridge load rating analysis for approximately 135 bridges to be performed at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The authorization term remains unchanged, May 3, 2007, through May 2, 2009. The revised authorization amount will be \$311,198.26. The contract term is May 3, 2006, through May 2, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires recalculations of load capacity on non-load-path-redundant steel truss bridges. The two structures being added to the project are non-load-path-redundant steel truss bridges that have had significant dead load changes. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for additional bridge load rating services, including analysis for two bridges that were not originally included in the project and analysis of the gusset plates per FHWA guidelines. This revision will finalize the load rating to include the widening of the two bridges.

Benefit: The load rating of the bridges is required by the FHWA. This project will decrease the number of structures requiring rating. Verifying the capacity of the gusset plates is required to ensure the safety of motorists. This revision needs to be approved so that the analysis can be completed before the bridge is reopened to traffic.

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, MDOT might not be in compliance with the NBIS. All federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used in determining federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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 original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

22. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2006-0311/A3) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of additional design services and will increase the contract amount by \$84,982.94. The additional services will include the design of a mid-block pedestrian crosswalk for the west side of Ox Creek; additional survey work at the Ox Creek bridge; the design of a raised island in the center lane; restoration of bridge pillars and railings; revision of the roundabout design at 5th Street; revision of the maintenance of traffic plans; and extension of the project limits at the point of beginning (POB). The original contract provides for design services to be performed for roadway reconstruction on the Main Street/I-94 business loop (BL) from east of the Bicentennial Bridge to North Fair Avenue in the city of Benton Harbor, Berrien County (CS 11013 - JN 86206C). The contract term remains unchanged, May 17, 2006, through December 31, 2008. The revised contract amount will be \$1,576,875.12. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The project letting is scheduled for February 2009. The City of Benton Harbor is included in the Cool Cities program. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services, including the design of a mid-block pedestrian crosswalk for the west side of Ox Creek; additional survey work at the Ox Creek bridge; the design of a raised island in the center lane; restoration of bridge pillars and railings; revision of the roundabout design at 5th Street; revision of the maintenance of traffic plans; and extension of the project limits at the POB.

Benefit: This project will provide a more direct route through the business district of Benton Harbor and help to revitalize the economy of Benton Harbor by bringing businesses back to town with new roadway and enhancement work.

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

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

Risk Assessment: If the project is not completed, the pavement will continue to deteriorate, the strategy to improve the existing system and meet statewide condition goals will be in jeopardy, and an opportunity to contribute to the economic revitalization of the area may be lost.

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

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

New Project Identification: This is not a new project.

Zip Code: 49022.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z28) under Contract (2007-0676) between MDOT and Wade Trim Associates, Inc., will provide for full construction engineering services to be performed for longitudinal pavement marking throughout the Metro Region. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$142,681.16. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for full construction engineering services to be performed for longitudinal pavement marking throughout the Metro Region.

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

Funding Source: 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 these services are not approved, the project will lack adequate inspection and testing, which could result in substandard work. Current state and federal standards will not be met, and federal funding could be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

24. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z19/R1) under Contract (2007-0801) between MDOT and URS Corporation Great Lakes will provide for the performance of additional as-needed design services during construction and will increase the authorization amount by \$48,680.42. The reconstruction project is complex, and the construction firm has required the design consultant's expertise to answer more design questions than expected, approve more shop drawings than normal, and resolve several unexpected field condition issues, including previously unknown utility conflicts. The original authorization provides for as-needed design services during construction to be performed for the reconstruction of the I-96 and Wixom Road interchange in Oakland County (CS 63022 - JN 05892A). The authorization term remains unchanged, February 4, 2008, through September 30, 2010. The revised authorization amount will be \$148,575.81. The contract term is from October 1, 2007, through September 30, 2010. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Responsible management of the I-96 corridor and the safety of the public make this project critical. This project will reduce congestion and increase safety along the corridor. The additional services are needed at this time to maintain the current construction schedule. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of necessary additional design services during construction. The construction firm has required the design consultant's expertise to answer more design questions than expected, approve more shop drawings than normal, and resolve several unexpected field condition issues, including previously unknown utility conflicts. MDOT has determined there were no errors in the original design and that these problems were unavoidable.

Benefit: Will provide needed design assistance services for the project. The project will reduce congestion and increase safety.

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

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

Risk Assessment: If these services are not approved, urgent project needs will not be met.

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

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

New Project Identification: This is not a new project.

Zip Code: 48393.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z32) under Contract (2007-0801) between MDOT and URS Corporation Great Lakes will provide for the performance of construction engineering services for the installation and integration of a security system to be deployed on the bridge structures, buildings, and grounds of the Blue Water Bridge (BWB) in St. Clair County (CS 77111 - JN 82503A). The work items include project administration, inspection, staking, quality assurance testing and reporting, measurement, computation, documentation of quantities, reporting and record-keeping, and finalizing all project documentation. The authorization will be in effect from the date of award through September 30, 2010. The authorization amount will be \$353,251.97. The contract term is October 1, 2007, through September 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This project will address security risks identified in several security assessments. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of all work related to the construction engineering services required for the installation of a closed circuit television (CCTV) security and alarm system at the BWB.

*Denotes a non-standard contract/amendment

Benefit: The security system will greatly enhance 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 and the installation of the security system is delayed, identified security risks will continue.

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.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2008-0028) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed for the Muskegon Transportation Service Center (TSC) at various locations in Muskegon, Newaygo, Oceana, and Ottawa Counties. Work items include inspection, staking, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 25, 2010. The authorization amount will be \$236,994.98. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines. 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 projects in the Grand Region administered by the Muskegon TSC.

Benefit: Will provide inspection and testing services required 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 oversight, including inspection and testing, which could result in substandard work.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49444.

27. *HIGHWAYS - Construction Engineering Services

Contract (2008-0238) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed for the concrete reconstruction of I-94 through the township of Casco, St. Clair County (CS 77111 - JN 100701A). The work items include construction administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$2,749,101.23. The contract will be in effect from the date of award through January 31, 2012. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for full construction engineering services to be performed for the concrete reconstruction of I-94 through the township of Casco, St. Clair County.

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

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

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

Risk Assessment: If these services are not approved, the project will lack adequate inspection and testing, which could result in substandard work. Current state and federal standards will not be met, and federal funding could be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48064.

28. HIGHWAYS - IDS Engineering Services

Contract (2008-0287) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS - IDS Engineering Services

Contract (2008-0299) between MDOT and Birchler Arroyo Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$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.

30. *HIGHWAYS - Crash Process Redesign Project

Memorandum of Understanding (MOU) (2008-0310) between MDOT and the Michigan Department of State Police (MSP) will provide for the continuation of system development for the Crash Process Redesign (CPR) project. This MOU will utilize a grant made to MDOT for Release 7 of the CPR project by the National Highway Traffic Safety Administration (NHTSA). MDOT will administer the grant funds, the MSP Office of Highway Safety Planning will provide oversight and will report the expenditures to the NHTSA, and the Michigan Department of Information Technology (DIT) will provide technical oversight to support the CPR project on MDOT's behalf, in accordance with Michigan's statutory requirements regarding information technology initiatives. The MOU will be in effect from the date of award through October 31, 2009. The MOU amount will be \$599,990. Source of Funds: 100% U.S. Department of Transportation Highway Safety Funds.

Criticality: Significant updates to the system are needed to process crash files electronically and to develop a standard electronic format that can be used by vendors statewide. If the MOU is not approved, the federal grant funds will be lost; therefore, this MOU cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: The CPR project is a cross-agency information technology initiative by the Michigan Department of State, MDOT, DIT, and MSP. This MOU will provide for Release 7 of the initiative. The project objective is to improve the accuracy and timeliness of crash data collection and to enable government agencies to make timely decisions to improve traffic safety. In excess of 400,000 traffic crashes occur on Michigan roadways every year. The details of each crash are recorded by the investigating police officers on a particular form and the data from the form is compiled by the MSP Criminal Justice Information Center into a statewide database, which is then used by MDOT for safety analysis.

Benefit: An improved crash system that is kept up to date will allow traffic safety professionals to make more timely and accurate decisions, resulting in better use of state and federal safety funds. Acceptance of this grant will provide for the continuation of the project. This project will improve the success rate for crash locating, allow improved integration with business processes, reduce manual effort for crash locating, improve the accuracy of crash locating, and allow improved decision-making regarding traffic safety programs and funding.

Funding Source: 100% U.S. Department of Transportation Highway Safety Funds.

Commitment Level: The grant amount is determined by the NHTSA.

Risk Assessment: If the MOU is not approved and the project is not completed, crash data will not be up to date, and the ability of traffic professionals to identify and redesign high crash locations throughout Michigan will be limited.

Cost Reduction: The grant amount is determined by the NHTSA and is not subject to negotiation.

Selection: N/A.

New Project Identification: This is not a new project. The CPR project has been in development since June 2002 and continues to be supported by federal funds.

Zip Code: 48909.

31. *HIGHWAYS - Crash Process Redesign Project

Memorandum of Understanding (MOU) (2008-0313) between MDOT and the Michigan Department of State Police (MSP) will provide for the continuation of system development for the Crash Process Redesign (CPR) project. This MOU will utilize a grant made to MDOT for Release 7 of the CPR project by the Federal Motor Carrier Safety Administration (FMCSA). MDOT will administer the grant funds, the MSP Office of Highway Safety Planning will provide oversight and will report the expenditures to the FMCSA, and the Michigan Department of Information Technology (DIT) will provide technical oversight to support the CPR project on MDOT's behalf, in accordance with Michigan's statutory requirements regarding information technology initiatives. The MOU will be in effect from the date of award through October 31, 2009. The MOU amount will be \$230,810. Source of Funds: 80% FMCSA Funds and 20% MSP Funds.

Criticality: Significant updates to the system are needed to process crash files electronically and to develop a standard electronic format that can be used by vendors statewide. If the MOU is not approved, the federal grant funds will be lost; therefore, this MOU cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: The CPR project is a cross-agency information technology initiative by the Michigan Department of State, MDOT, DIT, and MSP. This MOU will provide for Release 7 of the initiative. The project objective is to improve the accuracy and timeliness of crash data collection and to enable government agencies to make timely decisions to improve traffic safety. In excess of 400,000 traffic crashes occur on Michigan roadways every year. The details of each crash are recorded by the investigating police officers on a particular form and the data from the form is compiled by the MSP Criminal Justice Information Center into a statewide database, which is then used by MDOT for safety analysis.

Benefit: An improved crash system that is kept up to date will allow traffic safety professionals to make more timely and accurate decisions, resulting in better use of state and federal safety funds. Acceptance of this grant will provide for the continuation of the project. This project will improve the success rate for crash locating, allow improved integration with business processes, reduce manual effort for crash locating, improve the accuracy of crash locating, and allow improved decision-making regarding traffic safety programs and funding.

Funding Source: 80% FMCSA Funds and 20% MSP Funds.

Commitment Level: The grant amount is determined by the FMCSA.

Risk Assessment: If the MOU is not approved and the project is not completed, crash data will not be up to date, and the ability of traffic professionals to identify and redesign high crash locations throughout Michigan will be limited.

Cost Reduction: The grant amount is determined by the FMCSA and is not subject to negotiation.

Selection: N/A.

New Project Identification: This is not a new project. The CPR project has been under development since June 2002 and continues to be supported by federal funds.

Zip Code: 48909.

32. HIGHWAYS - Participation for Local Agency Contract

Amendatory Contract (2008-5163) between MDOT and the Detroit/Wayne County Port Authority will provide for funding participation in the following improvements:

PART A

The performance of the pre-construction portion of the Construction Manager at Risk activities for a public dock located along the Detroit River at Bates Street and for a public passenger ship terminal building located along the southeast side of Atwater Street between Renaissance Drive and Bates Street in the City of Detroit, Michigan; the performance of the construction portion of the Construction Manager at Risk activities for a functional public passenger ship terminal building located along the southeast side of Atwater Street between Renaissance Drive and Bates Street; including the review and evaluation of construction documents during the design phase and construction management and services during the construction phase.

PART B

The performance of the construction portion of the Construction Manager at Risk activities for timber pile repair and seawall repair work along the Detroit River for a public dock and passenger ship terminal building as described in Part A; including construction management and construction services.

The purpose of this amendment is to provide for the inclusion of the construction portion of the Construction Manager at Risk activities necessary for the completion of a public passenger ship terminal building located along the southeast side of Atwater Street between Renaissance Drive and Bates Street as part of the Part A portion of the project, the addition of the construction portion of the Construction Manager at Risk activities necessary for timber pile repair and seawall repair work along the Detroit River for the proposed public dock and passenger ship terminal building as the Part B portion of the project, and the increase in the estimated project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A AMEND</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$36,000.00	\$4,317,403.20	\$4,353,403.20
State Restricted Comprehensive Transportation Funds	\$ 9,000.00	\$1,079,350.00	\$1,088,350.00
Detroit/Wayne County Port Authority Funds	\$ 0.00	\$ 92,699.80	\$ 92,699.80
Total Funds	<u>\$45,000.00</u>	<u>\$5,489,453.00</u>	<u>\$5,534,453.00</u>

*Denotes a non-standard contract/amendment

	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$750,000.00	\$5,103,403.20
State Restricted Comprehensive Transportation Funds	\$187,500.00	\$1,275,850.00
Detroit/Wayne County Port Authority Funds	\$ 0.00	\$ 92,699.80
Total Funds	<u>\$937,500.00</u>	<u>\$6,471,953.00</u>

HPP 82400 – 74904, DPO 82457 - 103061; Wayne County
Amendment

Criticality: The work for the pre-construction phase of the project is underway. Approval of this amendment will allow the contractor to begin construction so that the passenger ship terminal building can be open for the start of the Great Lakes’ 2009 passenger ship season. Delaying this amendment will delay the construction phase of the public passenger ship terminal building and the repair work for the seawall, which is part of an overall Detroit Waterfront Dock and interstate access improvement project expected to create jobs and promote tourism in the State of Michigan.

Purpose/Business Case: To amend the original contract to allow the public passenger ship terminal building to be constructed and the repair work to enhance the stability and safety of the seawall to be performed.

Benefit: Will allow the construction of the public passenger ship terminal building portion and the repair work for the seawall portion of the project to proceed and is expected to increase mobility and tourism in Michigan.

Funding Source: Federal High Priority Project Funds, State Comprehensive Transportation Funds, and Detroit/Wayne County Port Authority Funds for Part A; Federal Demonstration Funds and State Comprehensive Transportation Funds for Part B.

Commitment Level: \$4,353,403.20 not to exceed 80% federal, \$1,088,350 not to exceed 20% state, and the balance by the Detroit/Wayne County Port Authority for Part A; \$750,000 not to exceed 80% federal and \$187,500 not to exceed 20% state for Part B.

Risk Assessment: Without this amendment, the construction phase of the public passenger ship terminal building portion and the repair work for the seawall portion of this project will not be able to proceed and the opportunity to create jobs, promote tourism, and open the facility for the beginning of the Great Lakes’ 2009 passenger ship season through this unique endeavor will be lost.

Cost Reduction: Construction costs are based on a guaranteed maximum price provided by the contractor and verified against industry standard costs for similar types of work.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48502.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2008-5200) between MDOT and the Isabella County Road Commission will provide for participation in the following transportation enhancement improvements:

Construction of a 30-inch diameter storm sewer and outlet from the intersection of the Highway US-127 business route and Isabella Road southerly to the Potter-Brodie Drain located in Union Township, Isabella County, Michigan.

The purpose of this amendment is to revise the calculation of construction engineering costs to the County from prorated amounts to actual documented costs. The overall estimated project cost remains unchanged.

Estimated Funds:

Isabella County Road Commission Funds	<u>\$140,000</u>
Total Funds	<u>\$140,000</u>

*Denotes a non-standard contract/amendment

ST 37011 – 86635
Amendment

Criticality: This project was let in February 2007. Delaying this amendment would keep MDOT from correctly billing Isabella County for construction engineering costs.

Purpose/Business Case: To amend the original contract to change the calculation of construction engineering costs from prorated estimated costs to actual documented costs.

Benefit: Will provide a more equitable breakdown of the construction engineering costs.

Funding Source: Isabella County Road Commission.

Commitment Level: 100% Isabella County Road Commission.

Risk Assessment: Without the amendment, Isabella County will be charged an incorrect amount for the construction engineering work.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48858.

34. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5219) between MDOT and the City of Marquette will provide for participation in the following Transportation Enhancement improvements:

Non-motorized pathway work along abandoned railroad right-of-way parallel to and along the south side of the Highway US-41 business route (Washington Street) from McClellan Avenue to Seventh Street, including hot mix asphalt paving, decorative lighting, landscaping, and drainage work.

Estimated Funds:

Federal Highway Administration Funds	\$288,410.85
City of Marquette Funds	<u>\$523,189.15</u>
Total Funds	<u>\$811,600.00</u>

STE 52418 – 103046; Marquette County
Local Letting

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

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

Benefit: Will provide pedestrian and bicycle facilities.

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

Commitment Level: \$288,410.85 not to exceed 80% federal and the balance by City of Marquette; based on estimate.

Risk Assessment: Without this contract, the City cannot receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49855.

*Denotes a non-standard contract/amendment

35. HIGHWAYS - Railroad Grade Crossing Improvement Contract
 Contract (2008-5224) between MDOT and the City of Fenton will provide for participation in the following improvements:

Signal interconnection modification work at the at-grade crossing of the tracks of the Canadian National Railway/Grand Trunk Western Railroad, Inc., with Leroy Street.

Estimated Funds:

Federal Highway Administration Funds	\$29,200
City of Fenton Funds	<u>\$ 7,300</u>
Total Funds	<u>\$36,500</u>

STH 25609 – 101389; Genesee County
 Railroad Force Account

Criticality: This railroad work is required in the interest of public safety and must be done in conjunction with the related roadway project that was let in March 2008. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: To financially assist and invest in highway-railroad grade crossing improvements to enhance motorist safety.

Benefit: Increased motorist safety at the highway-railroad grade crossing.

Funding Source: Federal Surface Transportation Program Funds and City of Fenton Funds.

Commitment Level: 80% federal, 20% City of Fenton; based on estimate.

Risk Assessment: Without this contract, the opportunity to enhance motorist safety at the highway-railroad grade crossing will be lost and additional costs will be incurred due to delays caused to the roadway contractor.

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

Selection: N/A.

New Project Identification: Improvement of existing highway-railroad grade crossing.

Zip Code: 48430.

36. HIGHWAYS - Participation for Local Agency Contract
 Contract (2008-5230) between MDOT and the Road Commission for Oakland County will provide for participation in the following improvements:

Traffic Operations Center work, including general operation, communications, equipment management, and Fast-Trac traffic system management work.

Estimated Funds:

Federal Highway Administration Funds	\$1,520,000
Road Commission for Oakland County Funds	<u>\$ 380,000</u>
Total Funds	<u>\$1,900,000</u>

CM 63400 - 101469
 No Letting

Criticality: The funding, in conjunction with this project, is being used to improve air quality by minimizing traffic congestion and delay. Delaying this project would adversely affect Michigan's goal to meet and maintain air quality standards and to limit emissions of hazardous and toxic pollutants.

Purpose/Business Case: To provide for the operation and maintenance of a traffic system management center.

Benefit: Continued maintenance of system whose intent is to maximize the efficiency of traffic operations and increase safety.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and Road Commission for Oakland County Funds.

Commitment Level: \$1,520,000 not to exceed 80% federal and the balance by the Road Commission for Oakland County.

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

Cost Reduction: Local agency to perform the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Continued maintenance of existing traffic management system.

Zip Code: 48025.

37. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5233) between MDOT and the Mason County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category D Funds:

Culvert replacement work at Masten Road over an unnamed tributary of Carr Creek at Hawley Road, including guardrail and slope restoration work.

Estimated Funds:

State Restricted TED Funds	\$74,700
Mason County Road Commission Funds	\$18,700
Total Funds	<u>\$93,400</u>

EDD 53555 - 90338

Local Force Account

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities. Delaying this project would adversely affect Michigan's economy.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

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

Funding Source: State TED Funds and Mason County Road Commission Funds.

Commitment Level: 80% state, 20% Mason County Road Commission.

Risk Assessment: Without this contract, development opportunities could be lost.

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49402.

38. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2002-0070) between MDOT and the City of Milan will renew the authorization and extend the authorization term by seven months and will reduce the authorization amount by \$21,344. The original authorization provided state matching funds for Milan's FY 2002 Federal Section 5309 Capital Discretionary Program grant for the purchase of two buses. The City of Milan ceased transit operations on June 30, 2007, and MDOT has determined that the Benzie Transportation Authority (BTA) (2007-0175/Z7) and the St. Joseph County Transportation Authority (SJCTA) (2007-0292/Z10) need these vehicles. The revised authorization term will be from February 19, 2003, through February 18, 2006, and from the date of award of this revision through January 1, 2009. No costs will be incurred between the expiration date of the original authorization and the date of award of this revision. The revised authorization amount will be \$102,410. 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 - \$81,928; FY 2002 State Restricted Comprehensive Transportation Funds - \$20,482.

Criticality: Approval of this revision is critical because the City of Milan has ceased operation and BTA and SJCTA need this equipment to provide efficient transit service.

Purpose/Business Case: To renew the authorization and extend the authorization term by seven months and to reduce the authorization amount by \$21,344. Project equipment and funding will be transferred from the City of Milan to BTA and SJCTA.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$81,928; FY 2002 State Restricted Comprehensive Transportation Funds - \$20,482.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not reassigning this equipment is that public transportation services in Benzie and St. Joseph counties 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: 48160.

39. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2002-0070) between MDOT and the City of Milan will renew the authorization and extend the authorization term by seven months and will reduce the authorization amount by \$65,554. The original authorization provided state matching funds for the City of Milan's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The City of Milan ceased transit operations on June 30, 2007, and MDOT has determined that the following transit agencies need the equipment purchased under the grant: the Ann Arbor Transportation Authority (2007-0162/Z8), the Bay Metropolitan Transportation Authority (2007-0171/Z10), the Benzie Transportation Authority (2007-0175/Z8), the Huron County Board of Commissioners (2007-0227/Z5), the Marquette County Transit Authority (2007-0252/Z8), the City of Marshall (2007-0253/Z5), and the St. Joseph County Transportation Authority (2007-0292/Z11). The revised authorization term will be from July 29, 2003, through July 28, 2006, and from the date of award of this revision through January 1, 2009. No costs will be incurred between the expiration date of the original authorization and the date of award of this revision. The revised authorization amount will be \$155,773. 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 - \$124,619; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$31,154.

Criticality: Approval of this revision is critical because the City of Milan ceased transit operations and the Ann Arbor Transportation Authority, the Bay Metropolitan Transportation Authority, the Benzie Transportation Authority, the Huron County Board of Commissioners, the Marquette County Transit Authority, the City of Marshall, and the St. Joseph County Transportation Authority need the equipment to provide efficient transit service.

Purpose/Business Case: To renew the authorization and extend the authorization term by seven months and to reduce the authorization amount by \$65,554. Project equipment with a remaining useful life value of \$65,554 will be transferred from the City of Milan to seven transit providers.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$124,619; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$31,154.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not reassigning this equipment is that public transportation services in Ann Arbor, Arenac County, Benzie County, Huron County, Marquette County, the City of Marshall, and St. Joseph 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: 48160.

40. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z8/R2) under Master Agreement (2002-0070) between MDOT and the City of Milan will renew the authorization and extend the authorization term by seven months and will reduce the authorization amount by \$53,076. The original authorization provided state matching funds for the City of Milan's FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The City of Milan ceased transit operations on June 30, 2007, and MDOT has determined that the Benzie Transportation Authority (2007-0175/Z6), the Huron County Board of Commissioners (2007-0227/Z6), and the Suburban Mobility Authority for Regional Transportation/Lake Erie Transportation Commission (SMART/LETC) (2007-0294/Z13) need the equipment purchased under this grant. The revised authorization term will be from September 14, 2004, through September 13, 2007, and from the date of award of this revision through January 1, 2009. No costs will be incurred between the expiration date of the original authorization and the date of award of this revision. The revised authorization amount will be \$16,924. 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 - \$13,539; FY 2004 State Restricted Comprehensive Transportation Funds - \$3,385.

Criticality: Approval of this revision is critical because the City of Milan ceased operation and the Benzie Transportation Authority, the Huron County Board of Commissioners, and SMART/LETC need the equipment to provide efficient transit service.

Purpose/Business Case: To renew the authorization and extend the authorization term by seven months and to reduce the authorization amount by \$53,076. Project equipment with a remaining useful life value of \$53,076 will be transferred from the City of Milan to the Benzie Transportation Authority, the Huron County Board of Commissioners, and SMART/LETC.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$13,539; FY 2004 State Restricted Comprehensive Transportation Funds - \$3,385.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not reassigning this equipment is that public transportation services in Benzie, Huron, and Monroe Counties 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: 48160.

41. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z8) under Master Agreement (2007-0162) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide for the reassignment of three buses and administration responsibilities from the City of Milan (2002-0070/Z5) to AATA. The City of Milan ceased transit operations on June 30, 2007, and the vehicles are being reassigned to AATA to be used for public transportation in Washtenaw County. The authorization will be in effect from the date of award through January 1, 2009. The authorization amount will be \$43,161, which represents the remaining useful life value of the equipment. 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 - \$34,529; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,632.

Criticality: This authorization is critical as this equipment will enable AATA to provide more efficient transportation services in Washtenaw County.

Purpose/Business Case: To provide for the reassignment of vehicles from the City of Milan to AATA.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$34,529; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,632.

Commitment Level: Authorization amount is based on remaining useful life of the equipment.

Risk Assessment: The risk of not approving this authorization is that AATA will not receive the transit buses that will provide for a more efficient operation.

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: 48104.

42. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization (Z6) under Master Agreement (2007-0175) between MDOT and the Benzie Transportation Authority (BTA) will provide for the reassignment of maintenance equipment and administration responsibilities from the City of Milan (2002-0070/Z8) to BTA. The City of Milan ceased transit operations on June 30, 2007, and the equipment is being reassigned to be used for public transportation purposes in Benzie County. The authorization will be in effect from the date of award through January 1, 2009. The authorization amount will be \$25,174, which represents the remaining useful life value of the equipment. 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 - \$20,139; FY 2004 State Restricted Comprehensive Transportation Funds - \$5,035.

Criticality: This authorization is critical as this equipment will enable BTA to provide more efficient transportation services in Benzie County.

Purpose/Business Case: To provide for the reassignment of maintenance equipment from the City of Milan to BTA.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$20,139; FY 2004 State Restricted Comprehensive Transportation Funds - \$5,035.

Commitment Level: Authorization amount is based on the current value of the equipment being reassigned.

Risk Assessment: The risk of not approving this authorization is that BTA will not receive maintenance equipment that will provide for a more efficient operation.

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: 49640.

43. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z7) under Master Agreement (2007-0236) between MDOT and the City of Jackson Transportation Authority (JTA) will provide state matching funds for the Authority's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of up to one replacement bus. The authorization will be in effect from April 25, 2008, through April 24, 2011. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$62,619. 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 - \$50,095; FY 2008 State Restricted Comprehensive Transportation Funds - \$12,524.

Criticality: A safe and reliable fleet is critical for passenger safety and public safety. The newly purchased vehicle will replace an existing vehicle that has exceeded its useful life.

Purpose/Business Case: To provide state matching funds for JTA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$50,095; FY 2008 State Restricted Comprehensive Transportation Funds - \$12,524.

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 a new project.

Zip Code: 49203.

44. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z8) under Master Agreement (2007-0236) between MDOT and the City of Jackson Transportation Authority (JTA) will provide state matching funds for JTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of up to one bus and security equipment. The authorization will be in effect from April 25, 2008, through April 24, 2011. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$176,271. Local funds in the amount of \$7,500 will provide the local match for the security equipment. 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 - \$141,017; FY 2008 State Restricted Comprehensive Transportation Funds - \$27,754; JTA Funds - \$7,500.

Criticality: A safe and reliable fleet is critical for passenger safety and public safety. The newly purchased vehicle will replace an existing vehicle that has exceeded its useful life.

Purpose/Business Case: To provide state matching funds for JTA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$141,017; FY 2008 State Restricted Comprehensive Transportation Funds - \$27,754; JTA Funds - \$7,500.

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 a new project.

Zip Code: 49203.

45. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization (Z13) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will provide for the reassignment of maintenance equipment and administration responsibilities from the City of Milan (2002-0070/Z8) to SMART. The City of Milan ceased transit operations on June 30, 2007, and the equipment is being reassigned to be used for public transportation purposes by the Lake Erie Transportation Commission in Monroe County. The authorization will be in effect from the date of award through January 1, 2009. The authorization amount will be \$26,538, which represents the remaining useful life value of the equipment. 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 - \$21,231; FY 2004 State Restricted Comprehensive Transportation Funds - \$5,307.

Criticality: This authorization is critical as this equipment will enable SMART to provide more efficient transportation services.

Purpose/Business Case: To provide for the reassignment of maintenance equipment from the City of Milan to SMART.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$21,231; FY 2004 State Restricted Comprehensive Transportation Funds - \$5,307.

Commitment Level: Authorization amount is based on current value of the equipment being reassigned.

Risk Assessment: The risk of not approving this authorization is that SMART will not receive maintenance equipment that will provide for a more efficient operation.

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: 48226.

46. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z14) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA), which provides transit service in Ottawa County, will provide toll credits as the state match for MAETA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of computer hardware, support equipment, and passenger shelters. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$25,000. Toll credits in the amount of \$5,000 will be allocated as match for all line items. The term of the master agreement is from July 1, 2007, 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 - \$25,000.

Criticality: Approval at this time is critical to give MAETA access to federal funds necessary to acquire computer hardware, passenger shelters, and support equipment.

Purpose/Business Case: To provide toll credits as the state match for MAETA's FY 2008 Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$25,000.

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 a new project.

Zip Code: 49423.

47. *PASSENGER TRANSPORTATION - Interagency Agreement

Retroactive Contract (2008-0272) between MDOT and the Michigan Department of Human Services (MDHS) will transfer \$550,000 of FY 2008 funds from MDHS to MDOT to fund transportation to work services in Genesee County (261 days retroactive). This program is an instrumental component of Michigan's welfare reform efforts. MDOT, MDHS, and the Michigan Department of Labor and Economic Growth (MDLEG) will each provide funds to be used with Flint Mass Transportation Authority's FY 2008 Federal Section 5316 Job Access and Reverse Commute grant. The contract will be in effect from October 1, 2007, through September 30, 2008. The contract amount will be \$550,000. Source of Funds: MDHS Funds - \$550,000.

This contract is retroactive as MDOT did not receive the contract documents from MDHS until late April.

Criticality: MDHS, MDLEG, MDOT, and the Federal Transit Administration are all providing funds for this service that began on October 1, 2007. The MDHS funding is needed to ensure that the service is available to transport welfare recipients and low income individuals to their employment.

Purpose/Business Case: To provide MDHS FY 2008 funding of \$550,000 for transportation to work services in Genesee County.

Benefit: Will provide funds to transport welfare recipients and low income individuals to and from employment.

Funding Source: MDHS Funds - \$550,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not awarding this contract is that needed transportation to work services will not be provided.

Cost Reduction: Pass-through grant from MDHS; amount is not negotiated.

Selection: N/A.

New Project Identification: This grant provides for a continuation of services from previous years.

Zip Code: 48909.

48. *PASSENGER TRANSPORTATION - Interagency Agreement

Retroactive Contract (2008-0273) between MDOT and the Michigan Department of Labor and Economic Growth (MDLEG) will transfer \$550,000 of FY 2008 funds from MDLEG to MDOT to fund transportation to work services in Genesee County (261 days retroactive). This program is an instrumental component of Michigan's welfare reform efforts. MDOT, MDLEG, and the Michigan Department of Human Services will each provide funds to be used as a portion of the match for Flint Mass Transportation Authority's FY 2008 Federal Section 5316 Job Access and Reverse Commute grant. The contract will be in effect from October 1, 2007, through September 30, 2008. The contract amount will be \$550,000. Source of Funds: MDLEG Funds - \$550,000.

*Denotes a non-standard contract/amendment

This contract is retroactive as MDOT did not receive the contract documents from MDLEG until late April.

Criticality: MDLEG, the Michigan Department of Human Services, MDOT, and the Federal Transit Administration are all providing funds for this service that began on October 1, 2007. MDLEG's funding is needed to ensure that the service is available to transport welfare recipients and low income individuals to their places of employment.

Purpose/Business Case: To provide MDLEG FY 2008 funding of \$550,000 for transportation to work services in Genesee County.

Benefit: Will provide funds to transport welfare recipients and low income individuals to and from employment.

Funding Source: MDLEG Funds - \$550,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not awarding this contract is that needed transportation services will not be provided.

Cost Reduction: Pass-through grant from MDLEG; amount is not negotiated.

Selection: N/A.

New Project Identification: This grant provides for a continuation of services from previous years.

Zip Code: 48909.

49. TRANSPORTATION PLANNING - Pavement Management System

Project Authorization Revision (Z18/R1) under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will increase the authorization amount by \$148,877.75 in previously obligated FY 2007 funds. The original authorization provides for the development of pavement maintenance strategies by the local units of government. The authorization term remains unchanged, October 17, 2007, through September 30, 2008. The revised authorization amount will be \$343,877.75. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To increase the authorization amount by \$148,877.75 in previously obligated funds. The authorization provides for the local units of government to gather condition data using the Pavement Management System.

Benefit: The development of pavement maintenance strategies.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

50. TRANSPORTATION PLANNING - Update and Maintenance of GIS

Project Authorization Revision (Z19/R1) under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will increase the authorization amount by \$173,506 in previously obligated FY 2007 funds. The original authorization provides for the update and expansion of the GVMC database and maintenance of the regional Geographic Information System (GIS). The authorization term remains unchanged, October 17, 2007, through September 30, 2008. The revised authorization amount will be \$208,506. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To increase the authorization amount by \$173,506 in previously obligated funds. The authorization provides for the update and maintenance of the regional GIS.

Benefit: The system will have the most current data available for the pavement and congestion management systems and other various transportation variables.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

51. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization Revision (Z20/R1) under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will increase the authorization amount by \$150,110.56 in previously obligated FY 2007 funds. The original authorization provides for the update and maintenance of the Congestion Management System for GVMC member agencies using information collected by metropolitan planning organization (MPO) staff. The project will allow the local units of government to develop congestion mitigation strategies and priorities for improvements on the federal aid system. This authorization term remains unchanged, October 17, 2007, through September 30, 2008. The revised authorization amount will be \$225,110.56. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Purpose/Business Case: To increase the authorization amount by \$150,110.56 in previously obligated funds. The authorization provides for the update and maintenance of the Congestion Management System.

Benefit: Will allow the local units of government to develop congestion mitigation strategies and priorities for improvements on the federal aid system.

Funding Source: 81.85% Federal Highway Administration Funds and 20% GVMC Funds.

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

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

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

New Project Identification: This is an ongoing program.

Zip Code: 49503.

52. TRANSPORTATION PLANNING - Ozone Action Outreach Program

Project Authorization Revision (Z23/R1) under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will increase the authorization amount by \$85,604.45 in previously obligated FY 2007 funds. The additional funds will be used to complete the Ozone Action Outreach Program activities. The original authorization provides for the performance of activities to raise public awareness of and expand the Ozone Action Outreach Program in the Grand Rapids metropolitan area, including promotional/educational activities with local media at community events. The revised authorization term remains unchanged, March 6, 2008, through September 30, 2008. The revised authorization amount will be \$179,354.45. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To increase the authorization amount by \$85,604.45 in previously obligated funds to complete the Ozone Action Day Program activities.

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

53. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z35) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The metropolitan process will promote consistency between transportation improvements and state and local planned growth and economic development patterns. The authorization will be in effect from July 1, 2008, through June 30, 2009. The authorization amount will be \$2,024,917. The term of the master agreement is October 1, 2005, through September 30, 2009. Source of Funds: 80% Federal Transit Administration Funds and 20% SEMCOG Funds.

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

Purpose/Business Case: To provide for the undertaking of transportation planning activities described in SEMCOG's federally-approved Unified Work Program (UWP).

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

54.-57. TRANSPORTATION PLANNING - Master Planning Agreements

The following project authorizations under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorizations will be in effect from July 1, 2008, through June 30, 2009. The term of the master agreement is October 1, 2005, through September 30, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.

	<u>Auth.</u>	<u>Urbanized Areas</u>	<u>FHWA Funds</u>	<u>SEMCOG Funds</u>	<u>Total</u>
54.	Z36	Ann Arbor	\$ 408,007	\$ 90,474	\$ 498,481
55.	Z37	Detroit	\$5,884,243	\$1,304,814	\$7,189,057
56.	Z38	Monroe/Toledo	\$ 67,346	\$ 14,934	\$ 82,280
57.	Z39	Port Huron	\$ 115,698	\$ 25,836	\$ 141,534

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

Purpose/Business Case: To provide for the undertaking of transportation planning activities described in SEMCOG's federally-approved Unified Work Program (UWP).

*Denotes a non-standard contract/amendment

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

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

58. TRANSPORTATION PLANNING - Transportation Needs Study

Authorization Revision (Z16/R2) under Contract (2006-0017) between MDOT and the Northeast Michigan Council of Governments (NEMCOG) will extend the authorization term by two months to provide sufficient time for NEMCOG to complete the study. The additional time is needed because Main Street USA is exploring the idea of building a theme park in the Grayling area and the delay in receiving land acquisition information has delayed the completion of the final traffic study. The original authorization provides for the conduct of a study to address the immediate and long-range transportation needs of the Grayling area, including multi-modal needs. The work will include identification and examination of the area's traffic patterns and the development of a model for analyzing existing and future traffic volumes. The revised authorization term will be October 1, 2007, through September 30, 2008. The authorization amount remains unchanged at \$33,343. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The additional time is needed because an accurate prediction of the impacts on the road system in the Grayling area must include the anticipated increase in traffic volume associated with the construction of a theme park.

Purpose/Business Case: To extend the authorization term by two months to provide sufficient time for NEMCOG to complete the transportation needs study.

Benefit: The study will identify and examine the area's traffic generation patterns and provide for the development of a model for analyzing existing and future traffic volumes.

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

Commitment Level: Regional planning organization (RPO) costs are fixed and limited by line item appropriation.

Risk Assessment: If the revision is not approved and the activities are not completed, the traffic model and final report would contain incorrect traffic projections.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49735.

SUBCONTRACTS

59.	Blue Badger Contracting 1502 N. Fancher Street Mt. Pleasant, MI 48858	Low Bid: Engineer's Estimate: Over/Under:	\$ 149,124.89 \$ 160,000.00 -6.8%
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Description of Work: Culvert Liner Installation

Approval is requested to authorize the Clare County Road Commission to award a subcontract for the installation of culvert liners along US-127 in Clare and Isabella Counties and along M-18 and M-30 in Gladwin County. The culvert repairs are needed to prevent the rusted culvert bottoms from washing out during times of high water flow. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the culverts will continue to deteriorate, and chances of the culverts washing out and the roads collapsing will increase.

Purpose/Business Case: To provide for the repair of culverts with flexible liners to extend their service lives. The liners will be placed in culverts along US-127 in Clare and Isabella Counties and along M-18 and M-30 in Gladwin County.

Benefit: The installation of liners in culverts with rusted bottoms will extend the service lives of the culverts and provide for safer highways.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The culverts are in need of new liners to extend their service lives. If the culverts are not repaired, the bottoms will rust and wash out during times of high water flow. The loss of material below the culverts could cause voids under the roads, which could cause the roads to collapse.

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: 48858.

60.	H & D, Inc. 06795 US-31 North Bay Shore, MI 49711	Low Bid: Engineer's Estimate: Over/Under:	\$ 57,952.98 \$ 72,150.00 -19.7%
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Description of Work: Pavement Repair

Approval is requested to authorize the Charlevoix County Road Commission to award a subcontract for pavement repairs on M-32 for approximately three miles from McKay Street to Pearsall Road in Charlevoix County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for pavement repairs on M-32 for approximately three miles from McKay Street to Pearsall Road in Charlevoix County.

*Denotes a non-standard contract/amendment

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If work is not performed, the roadways could become hazardous.

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

Selection: Low bid.

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

Zip Code: 49711.

61.	Subterranean, Inc. 46450 Erb Drive Macomb, MI 48042	Low Bid: \$ 35,400 Optional 1st Year: \$ 35,400 Optional 2nd Year: \$ 35,400 Engineer's Estimate: \$ 35,880 Over/Under: -1.3%
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Description of Work: Catch Basin Cleaning

Approval is requested to authorize the St. Clair County Road Commission to award a one-year subcontract with two optional one-year extensions for catch basin cleaning at various locations along state trunklines in Kent County. Costs are based upon a set unit cost per hour, which will remain fixed throughout the term of the contract. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the catch basins and tiles will clog, which could cause drainage to back up on state trunklines. The backup of drainage could lead to road flooding, which could require costly repairs and result in hazardous road conditions.

Purpose/Business Case: This contract provides for catch basin vacuum cleaning with sewer jet and video equipment at various locations along state trunklines in St. Clair County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, the catch basins and tiles may become clogged, which could result in drainage backups or flooding of trunklines. This could lead to costly road repairs.

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

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

Zip Code: 48042.

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

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

Respectfully submitted,

Authorized Signature on File
June 6, 2008

Kirk T. Steudle
Director

Purpose/Business Case: The Program supported by this project 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:

83240A

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: Resurfacing.

Zip Code: 48621.

2.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806003	\$ 363,297.12	\$ 273,067.14
	PROJECT STT 52041-101251		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 22, 2009		-24.84 %

6.65 acres of construction of a wetland mitigation site including topsoil stripping, grading, wetland plantings and seeding located on US-41/M-28 east of the M-95 intersection in Humboldt Township, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Associated Constructors, LLC	\$ 273,067.14	Same	1 **
Oberstar, Inc.	\$ 306,142.31	Same	2
A. Lindberg & Sons, Inc.	\$ 341,656.38	Same	3
MJO Contracting, Inc.	\$ 350,002.99	Same	4
Bacco Construction Company	\$ 388,860.50	Same	5
Musson Bros., Inc.			
Smith Paving, Inc.			
Tri-Valley Landscaping, Inc.			
Fisher Contracting Company			

5 Bidders

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

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

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

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

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

Funding Source:

100789A	
Federal Highway Administration Funds (Transportation Enhancement Funds)	72.75 %
City of Mt. Pleasant	10.65 %
State Restricted Trunkline Funds	16.60 %

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

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

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

Selection: Low bid.

New Project Identification: Rehabilitation and new construction.

Zip Code: 48858.

4. LETTING OF JUNE 06, 2008
 PROPOSAL 0806040
 PROJECT STH 34044-102316
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 29, 2009

ENG. EST.
 \$ 2,029,211.07

LOW BID
 \$ 1,887,718.56

% OVER/UNDER EST.
 -6.97 %

13.63 mi of median cable barrier and guardrail upgrades on I-96 from M-66 easterly to the east Ionia County line in the city of Portland, Ionia and Clinton Counties.

BIDDER	ORIGINAL A	AS-CHECKED A	
RMD Holdings, Ltd.	\$ 1,888,093.56	\$ 1,887,718.56	1 **
Tri-Valley Landscaping, Inc.	\$ 1,888,398.60	Same	2
Snowden, Inc.	\$ 1,936,468.97	Same	3
J. Slagter & Son Construction Co.	\$ 1,987,016.39	Same	4
Dale Dukes & Sons, Inc.	\$ 1,969,689.12	\$ 1,969,564.12	5
Rite Way Fence, Inc.	\$ 1,991,845.68	\$ 1,991,720.68	6
J & J Contracting, Inc.			
Nashville Construction Company			
Future Fence Company			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
RMD Holdings, Ltd.	\$ 1,888,094.56	\$ 1,887,719.56	1 **
Tri-Valley Landscaping, Inc.	\$ 1,889,398.60	Same	2
Snowden, Inc.	\$ 1,961,468.97	Same	3
J. Slagter & Son Construction Co.	\$ 1,987,017.39	Same	4
Dale Dukes & Sons, Inc.	\$ 1,994,689.12	\$ 1,994,564.12	5
Rite Way Fence, Inc.	\$ 2,011,845.68	\$ 2,011,720.68	6
J & J Contracting, Inc.			
Nashville Construction Company			
Future Fence Company			

6 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 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:

102316A

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 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: Reconstruction.

Zip Code: 48875.

5.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806041	\$ 631,116.63	\$ 571,740.34
	PROJECT NH 83012-79026, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 11, 2008		
	COMPLETION DATE - OCTOBER 31, 2008		-9.41 %

0.66 mi of cold milling and hot mix asphalt resurfacing on M-115/M-37 from west of M-37 (south junction) to east of Clark Street and bridge replacement over the abandoned Tuscola and Saginaw Bay Railroad in the village of Mesick, Springville Township, Wexford County. This project includes a 3 year pavement performance warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 571,740.34	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 587,286.87	Same	2
Porath Contractors, Inc.	\$ 609,033.00	Same	3
Milbocker and Sons, Inc.	\$ 654,295.34	Same	4
Elmer's Crane & Dozer, Inc.	\$ 654,813.70	Same	5
Rieth-Riley Construction Co., Inc.	\$ 668,314.20	Same	6
L.J. Construction, Inc.	\$ 771,546.55	Same	7
L.W. Lamb, Inc.			
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
Anlaan Corporation			
Fisher Contracting Company			
CJ's Excavating Septic Service, In			

7 Bidders

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

Purpose/Business Case: This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. This Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

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

Funding Source:

102868A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
79026A		
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: Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Resurfacing and maintenance.

Zip Code: 49668.

6.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806042	\$ 209,686.02	\$ 256,739.08
	PROJECT BHT 11021-90029		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 07, 2008		
	COMPLETION DATE - AUGUST 29, 2008		22.44 %

Bridge rehabilitation, hot mix asphalt and concrete cold milling, hot mix asphalt resurfacing, steel repairs, partial painting, substructure repair, approach work and maintaining traffic on US-12 over the Galien River east of New Buffalo, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Jackson Steel Construction, Inc.	\$ 256,739.08	Same	1 **
Anlaan Corporation	\$ 260,304.22	Same	2
L.W. Lamb, Inc.	\$ 273,434.60	Same	3
Midwest Bridge Company	\$ 278,874.56	Same	4
Posen Construction, Inc.	\$ 292,567.91	Same	5
Northern Indiana Construction Co.			
J. Slagter & Son Construction Co.			

5 Bidders

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

Purpose/Business Case: The Program supported by this project 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:

90029A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation and resurfacing.

Zip Code: 49113.

7.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806047	\$ 423,430.46	\$ 528,723.20
	PROJECT NH 25031-103044		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 23, 2008		
	COMPLETION DATE - AUGUST 25, 2008		24.87 %

1.63 mi of full depth hot mix asphalt repairs on northbound and southbound US-23 at the Owen Road, Silver Lake Road, and North/Torrey Road interchanges in the city of Fenton, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 528,723.20	Same	1 **
Barrett Paving Materials, Inc.	\$ 538,332.00	Same	2
Cadillac Asphalt, LLC.	\$ 653,475.50	Same	3
Ajax Paving Industries, Inc.	\$ 1,060,620.96	Same	4
Pyramid Paving & Contracting Co.			
ABC Paving Company			

4 Bidders

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

Purpose/Business Case: MDOT's 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:

103044A

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: 48430.

8.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806048	\$ 226,878.09	\$ 307,758.40
	PROJECT STT 09021-88235		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 25, 2008		
	COMPLETION DATE - OCTOBER 31, 2008		35.65 %

Bridge rehabilitation and approach work on M-138 over the Quanicassee River, Bay County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 307,758.40	Same	1 **
Midwest Bridge/Great Lakes Hydro	\$ 308,285.06	Same	2
Posen Construction, Inc.	\$ 326,648.03	Same	3
J. Slagter & Son Construction Co.	\$ 355,057.78	Same	4
C. A. Hull Co., Inc.			

4 Bidders

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

Purpose/Business Case: The Program supported by this project 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:

88235A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Bridge rehabilitation.

Zip Code: 48747.

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

Funding Source:

100716A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
84568A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	8.75 %
	City of Troy	1.25 %
85598A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	19.43 %
	City of Troy	0.57 %
86039A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	19.98 %
	City of Troy	0.02 %
86892A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	9.47 %
	City of Troy	0.53 %
86893A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	9.49 %
	City of Troy	0.51 %
89332A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	19.13 %
	City of Troy	0.87 %
89384A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	19.47 %
	City of Troy	0.53 %

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

Risk Assessment: Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

Cost Reduction: Reduced motorists operating costs, roadway and vehicle maintenance costs. Increase safety, efficiency, and capacity

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 48084.

10. LETTING OF JUNE 06, 2008
 PROPOSAL 0806050
 PROJECT NH 63041-100112
 LOCAL AGRMT.
 START DATE - JULY 20, 2008
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST. LOW BID
 \$ 1,214,730.88 \$ 1,334,123.62

% OVER/UNDER EST.
 9.83 %

3.28 mi of hot mix asphalt cold milling and resurfacing, sidewalk ramps, and pedestrian push button installation on M-59 from Airport Road easterly to Elizabeth Lake Road, Oakland 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	
Cadillac Asphalt, LLC.	\$ 1,334,123.62	Same	1 **
Barrett Paving Materials, Inc.	\$ 1,476,098.53	Same	2
Ajax Paving Industries, Inc.	\$ 1,507,324.56	Same	3

3 Bidders

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

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

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

Funding Source:

100112A

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: 48327.

17. LETTING OF JUNE 06, 2008
 PROPOSAL 0806069
 PROJECT STT 16051-103123
 LOCAL AGRMT.
 START DATE - AUGUST 04, 2008
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.
 \$ 333,116.72

LOW BID
 \$ 360,151.46

% OVER/UNDER EST.
 8.12 %

9.85 mi of overband crack filling and single course chip sealing on M-33 from M-68 northerly to north of Pioneer Road, Cheboygan County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, LLC.	\$ 360,151.46	Same	1 **
Michigan Pavement Solutions LLC	\$ 372,264.96	Same	2
Superior Chip Sealing & Maintenance	\$ 372,675.11	Same	3

3 Bidders

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

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

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

Funding Source:

103123A

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: 49749.

18. LETTING OF JUNE 06, 2008
 PROPOSAL 0806070
 PROJECT NH 20021-103053
 LOCAL AGRMT.
 START DATE - SEPTEMBER 02, 2008
 COMPLETION DATE - SEPTEMBER 26, 2008

ENG. EST.
 \$ 148,821.12

LOW BID
 \$ 155,115.55

% OVER/UNDER EST.
 4.23 %

0.74 mi of cold milling and hot mix asphalt overlay on M-72 from east of Pine Point Street easterly to east of Norway Street in the city of Grayling, Crawford County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 155,115.55	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 163,251.29	Same	2
Pyramid Paving & Contracting Co.	\$ 185,026.17	Same	3
D.J. McQuestion & Sons, Inc.			
Payne & Dolan, Inc.			

3 Bidders

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

Purpose/Business Case: 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:

103053A

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: 49738.

19. LETTING OF JUNE 06, 2008
 PROPOSAL 0806071
 PROJECT M 52032-100511
 LOCAL AGRMT.
 START DATE - AUGUST 18, 2008
 COMPLETION DATE - 10 working days

ENG. EST. LOW BID
 \$ 50,384.24 \$ 41,973.00

% OVER/UNDER EST.
 -16.69 %

Construction of a paved hot mix asphalt park and ride lot on M-35 at M-553 near Gwinn, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Associated Constructors, LLC	\$ 41,973.00	Same	1 **
Oberstar, Inc.	\$ 55,856.13	Same	2
Smith Paving, Inc.	\$ 59,455.50	Same	3
Bacco Construction Company	\$ 63,031.59	Same	4
A. Lindberg & Sons, Inc.	\$ 75,033.00	Same	5
Payne & Dolan, Inc.			

5 Bidders

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

Purpose/Business Case: To increase the capacity and encourage the use of the carpool lots, this project consists of constructing a new carpool lot.

Benefit: Constructing a carpool lot will reduce maintenance costs at this location and attract carpoolers.

Funding Source:

100511A

State Restricted Trunkline Funds 100 %

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

Risk Assessment: The surrounding community is anticipating the carpool lot. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Our customers will benefit from the convenience associated with the new lot.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 49841.

20. LETTING OF JUNE 06, 2008
 PROPOSAL 0806073
 PROJECT CM 63173-85445
 LOCAL AGRMT.
 START DATE - JULY 07, 2008
 COMPLETION DATE - SEPTEMBER 19, 2009

ENG. EST.
 \$ 256,702.09

LOW BID
 \$ 245,548.47

% OVER/UNDER EST.
 -4.35 %

Construction of a hot mix asphalt carpool lot on I-75 west of the Grange Hall Road interchange, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Sera Excavating, LLC.	\$ 245,548.47	Same	1 **
San Marino Excavating, Inc.	\$ 251,624.83	Same	2
Fonson, Inc.	\$ 255,899.37	Same	3
Zito Construction Co.	\$ 258,881.12	Same	4
DiPonio Contracting, Inc.	\$ 264,244.77	Same	5
Cadillac Asphalt, LLC.	\$ 272,366.82	Same	6
Commerce Construction & Landscaping	\$ 283,909.68	Same	7
ABC Paving Company	\$ 288,439.52	Same	8
Jack Fick Excavating, Inc.	\$ 300,552.17	Same	9
D.L.F. Trucking, Inc.			
Ajax Paving Industries, Inc.			
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.			
Rohde Brothers Excavating, Inc.			

9 Bidders

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

Purpose/Business Case: To increase the capacity and encourage the use of the carpool lots, this project consists of constructing a new carpool lot.

Benefit: Constructing a carpool lot will reduce maintenance costs at this location and attract carpoolers.

Funding Source:

85445A

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

Cost Reduction: Our customers will benefit from the convenience associated with the new lot.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 48442.

21.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806075	\$ 133,542.85	\$ 145,803.71
	PROJECT M 56032-M40875		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - AUGUST 04, 2008		
	COMPLETION DATE - AUGUST 27, 2008		9.18 %

0.49 mi of hot mix asphalt widening for a center left turn lane on M-30 from Barden Road northerly, Midland County.

	BIDDER	AS-SUBMITTED	AS-CHECKED	
	WITHDRAWN			
	Central Asphalt, Inc.	\$ 145,803.71	Same	1 **
	Saginaw Asphalt Paving Company	\$ 153,539.19	Same	2
	Pyramid Paving & Contracting Co.	\$ 157,201.29	Same	3
	Rieth-Riley Construction Co., Inc.	\$ 159,063.69	Same	4

4 Bidders



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

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

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

Funding Source:

M40875

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: 48657 Region-wide.

Risk Assessment: If the project is not awarded the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48207.

24. LETTING OF JUNE 06, 2008
 PROPOSAL 0806006
 PROJECT BRT 46015-86429
 LOCAL AGRMT. 08-5144
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2008

	ENG. EST.	LOW BID
	\$ 1,727,520.00	\$ 1,644,461.19
	% OVER/UNDER EST.	
	-4.81 %	

Removal of four-span prestressed concrete box beam bridge, construction of two-span prestressed post-tensioned concrete box beam bridge, and related approach work at Laberdee Road over River Raisin, Lenawee County.

2.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 1,644,461.19	Same	1 **
Hardman Construction, Inc.	\$ 1,660,784.54	Same	2
Milbocker and Sons, Inc.	\$ 1,699,506.07	Same	3
C. A. Hull Co., Inc.	\$ 1,905,021.55	Same	4
E. C. Korneffel Co.			
Anlaan Corporation			
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
S.L. & H. Contractors, Inc.			
Walter Toebe Construction Co.			

4 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

86429A

Lenawee 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 the project is not awarded, the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49221.

25.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806007	\$ 1,579,533.00	\$ 1,332,922.20
	PROJECT STUL 70414-84375		
	LOCAL AGRMT. 08-5168		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2008		-15.61 %

0.40 mi of hot mix asphalt road reconstruction including concrete curb, gutter, and sidewalk, watermain, sanitary and storm sewer, drainage structures, hot mix asphalt paving, and pavement markings on West Main Avenue from Washington Avenue to Colonial Street in the city of Zeeland, Ottawa County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kammainga & Roodvoets, Inc.	\$ 1,332,922.20	Same	1 **
Caledonia Excavating, Inc.	\$ 1,349,314.60	Same	2
Georgetown Construction Company	\$ 1,360,947.50	Same	3
Milbocker and Sons, Inc.	\$ 1,386,445.98	Same	4
Kentwood Excavating, Inc.	\$ 1,421,918.00	Same	5
CL Trucking & Excavating, LLC.	\$ 1,491,826.20	Same	6
Kalin Construction Co., Inc.	\$ 1,541,631.23	Same	7
Schippers Excavating, Inc.	\$ 1,601,641.10	Same	8
Dykema Excavators, Inc.	\$ 1,650,053.16	Same	9
Nashville Construction Company	\$ 1,681,691.21	Same	10
Wyoming Excavators, Inc.	\$ 1,704,285.05	Same	11
Diversco Construction Company Inc.	\$ 1,705,987.40	Same	12
Bultema Brothers Road Contractors			
Peters Construction Co.			
Jack Dykstra Excavating Inc.			
Bond Construction Company			
Brenner Excavating, Inc.			

12 Bidders

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

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

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

Funding Source:

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

84375A

Federal Highway Administration Funds	47.92 %
City of Zeeland	52.08 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49464.

26. LETTING OF JUNE 06, 2008
 PROPOSAL 0806008
 PROJECT STU 63457-103099
 LOCAL AGRMT. 08-5194
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 17, 2008

ENG. EST.
 \$ 1,413,530.00

LOW BID
 \$ 1,461,151.79

% OVER/UNDER EST.
 3.37 %

1.46 mi of cracking, seating and cold milling concrete pavement, concrete pavement repairs, hot mix asphalt resurfacing, concrete curb and gutter, drainage structure work, and traffic signal upgrades on Walton Boulevard from Clintonville Road easterly to the Pontiac city limits, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 1,461,151.79	Same	1 **
Barrett Paving Materials, Inc.	\$ 1,494,831.22	Same	2
Cadillac Asphalt, LLC.	\$ 1,537,883.75	Same	3
Ace Asphalt & Paving Co.	\$ 1,574,896.49	Same	4
Florence Cement Company	\$ 1,716,325.85	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 jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

103099A	
Oakland County	50.14 %
Federal Highway Administration Funds	49.86 %

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

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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.
New Project Identification: Road rehabilitation.
Selection: Low bid.
Zip Code: 49648.

28. LETTING OF JUNE 06, 2008
 PROPOSAL 0806010
 PROJECT BHT 58014-86434
 LOCAL AGRMT. 08-5161
 START DATE - 10 days after award
 COMPLETION DATE - MAY 01, 2009

	ENG. EST.	LOW BID
	\$ 972,028.35	\$ 958,524.29
	% OVER/UNDER EST.	
	-1.39 %	

Superstructure replacement, substructure repair, and riprap placement with related approach work on Petersburg Road over River Raisin, Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 958,524.29	Same	1 **
C. A. Hull Co., Inc.	\$ 1,172,484.84	Same	2
Midwest Bridge Company	\$ 1,174,895.39	Same	3
DeAngelis Landscape, Inc.			
E. C. Korneffel Co.			
Anlaan Corporation			
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			
S.L. & H. Contractors, Inc.			
Walter Toebe Construction Co.			

3 Bidders

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

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

Purpose/Business Case: This project is for the rehabilitation of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

86434A

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

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

Risk Assessment: If the project is not awarded the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 49270.

29.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806013	\$ 619,871.75	\$ 537,178.29
	PROJECT STH 03609-100306		
	LOCAL AGRMT. 08-5132		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 24, 2008		-13.34 %

0.50 mi of clearing, grading, box culvert, hot mix asphalt pavement, and restoration on 124th Avenue from west of 12th Street easterly to 12th Street, Allegan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Brenner Excavating, Inc.	\$ 537,178.29	Same	1 **
Milbocker and Sons, Inc.	\$ 594,558.95	Same	2
D.J. McQuestion & Sons, Inc.	\$ 610,192.35	Same	3
Weick Bros., Inc.	\$ 622,323.05	Same	4
Robert Bailey Contractors, Inc.	\$ 651,487.13	Same	5
Langlois & Sons Excavating, Inc.	\$ 651,739.00	Same	6
Davis Construction, Inc.	\$ 656,513.25	Same	7
CL Trucking & Excavating, LLC.	\$ 699,610.95	Same	8
Schippers Excavating, Inc.	\$ 717,746.25	Same	9
Nashville Construction Company	\$ 743,608.10	Same	10
Diversco Construction Company Inc.	\$ 769,602.00	Same	11
Dykema Excavators, Inc.	\$ 839,317.75	Same	12
Peters Construction Co.			
J.E. Kloote Contracting, Inc.			
Kamminga & Roodvoets, Inc.			
L.J. Construction, Inc.			
Bond Construction Company			

12 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

100306A

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 and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49334.

30.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806015	\$ 536,803.00	\$ 447,974.14
	PROJECT STE 52081-100055		
	LOCAL AGRMT. 08-5192		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2008		-16.55 %

2.55 mi of non-motorized hot mix asphalt trail, aggregate, and grading on Tobin Street southwesterly along old railbed to M-28BR in the cities of Negaunee and Ishpeming, Marquette County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Oberstar, Inc.	\$ 447,974.14	Same	1 **
Associated Constructors, LLC	\$ 481,127.20	Same	2
Bacco Construction Company	\$ 528,781.50	Same	3
A. Lindberg & Sons, Inc.	\$ 767,841.00	Same	4
Smith Paving, Inc.			
Payne & Dolan, Inc.			

4 Bidders

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

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

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

100055A

Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	
City of Negaunee	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 may be returned to the federal government for use on another federal-aid project.

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

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 49866.

31.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806016	\$ 872,539.15	\$ 797,686.98
	PROJECT MCS 17004-89197		
	LOCAL AGRMT. 08-5186		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2008		-8.58 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on 6 Mile Road at Waiskey River, Chippewa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 797,686.98	Same	1 **
Hebert Construction Company	\$ 819,634.29	Same	2
A. Lindberg & Sons, Inc.			
Anlaan Corporation			
Bacco Construction Company			
J. Slagter & Son Construction Co.			
Zenith Tech, Inc.			

2 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

89197A

Chippewa County	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 the project is not awarded, the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49715.

32. LETTING OF JUNE 06, 2008
 PROPOSAL 0806017
 PROJECT EDD 64555-76810
 LOCAL AGRMT. 08-5181
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST.
 \$ 531,858.00

LOW BID
 \$ 514,217.49

% OVER/UNDER EST.
 -3.32 %

0.55 mi of hot mix asphalt road reconstruction, concrete curb and gutter, storm sewer, sanitary sewer, and watermain on Griswold Street from Polk Road (US-31BR) northerly to Wood Street in the city of Hart, Oceana County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hallack Contracting, Inc.	\$ 514,217.49	Same	1 **
Wadel Stabilization, Inc.	\$ 518,221.66	Same	2
McCormick Sand, Inc.	\$ 554,013.89	Same	3
D.J. McQuestion & Sons, Inc.	\$ 584,051.99	Same	4
Kamminga & Roodvoets, Inc.	\$ 645,503.29	Same	5
Omans Contracting, Inc.			
Davis Construction, Inc.			
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			
CJ's Excavating Septic Service			
C & D Hughes, Inc.			
Nashville Construction Company			
Schippers Excavating, 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.

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 local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

76810A

City of Hart	43.20 %
State Restricted Trunkline Funds	56.80 %

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

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49935.

34.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806019	\$ 483,400.00	\$ 407,385.61
	PROJECT STH 82609-86129-2		
	LOCAL AGRMT. 07-5600		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 30, 2009		-15.72 %

Installation of impact attenuators and solar power flashing beacons at 15 locations on Rosa Parks Boulevard from Lonyo Road at Cronk Road to Southfield Road at Borman Road in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 407,385.61	Same	1 **
RMD Holdings, Ltd.	\$ 423,118.46	Same	2
J. Ranck Electric, Inc.	\$ 424,453.33	Same	3
Midwest Bridge Company	\$ 494,464.40	Same	4
Tri-Valley Landscaping, Inc.	\$ 543,950.00	Same	5
Snowden, Inc.			
J. Slagter & Son Construction Co.			

5 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

86129A	
City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48208.

35.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806020	\$ 468,755.50	\$ 488,097.25
	PROJECT STU 41401-102338		
	LOCAL AGRMT. 08-5133		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 16, 2008		4.13 %

1.00 mi of hot mix asphalt road resurfacing including cold milling, concrete curb, gutter, sidewalk and ramps, hot mix asphalt paving, and pavement markings on Rivertown Parkway from Wilson Avenue to Ivanrest Avenue in the city of Grandville, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 488,097.25	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 522,602.75	Same	2
Aggregate Industries-Central Region	\$ 532,041.95	Same	3

3 Bidders

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

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

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

102338A

Federal Highway Administration Funds	81.85 %
City of Grandville	18.15 %

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

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

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

New Project Identification: Resurfacing.

Selection: Low bid.

Zip Code: 49418.

36.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806021	\$ 344,025.25	\$ 399,275.43
	PROJECT BRO 11021-86378		
	LOCAL AGRMT. 08-5178		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 60 calendar days		16.06 %

Removal of existing bridge, construction of a 3-sided precast culvert, channel excavation, riprap placement and related approach work on Holden Road over Galien Creek in Weesaw Township, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 399,275.43	Same	1 **
Davis Construction, Inc.	\$ 437,611.03	Same	2
Posen Construction, Inc.	\$ 437,801.43	Same	3
J.E. Kloote Contracting, Inc.	\$ 464,939.00	Same	4
Northern Indiana Construction Co.	\$ 466,340.43	Same	5
Nashville Construction Company	\$ 527,997.99	Same	6
L.W. Lamb, Inc.			
Anlaan Corporation			
Northern Construction Services, Co.			
J. Slagter & Son Construction Co.			
Peters Construction Co.			
Kamminga & Roodvoets, Inc.			
S.L. & H. Contractors, Inc.			
Kalin Construction 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 jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

86378A

Berrien 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 the project is not awarded, the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49113.

37.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806022	\$ 385,073.50	\$ 357,223.22
	PROJECT STH 70609-102139		
	LOCAL AGRMT. 08-5198		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2008		-7.23 %

0.57 mi of guardrail upgrading in 16 locations area-wide, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nashville Construction Company	\$ 357,223.22	Same	1 **
J & J Contracting, Inc.	\$ 427,812.44	Same	2
Tri-Valley Landscaping, Inc.	\$ 430,416.00	Same	3
C. Slagter Construction, Inc.	\$ 437,762.15	Same	4
Dale Dukes & Sons, Inc.	\$ 438,721.00	Same	5
Snowden, Inc.			

5 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

102139A

Ottawa County	20.00 %
Federal Highway Administration Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49403.

38.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806023	\$ 392,548.80	\$ 487,396.53
	PROJECT BRO 16020-86351		
	LOCAL AGRMT. 08-5170		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 14, 2008		24.16 %

Bridge removal and replacement along with related approach work including hot mix asphalt and guardrail placement, Cheboygan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 487,396.53	Same	1 **
Miller Development, Inc.	\$ 494,401.50	Same	2
L.W. Lamb, Inc.			
Snowden, Inc.			
S.L. & H. Contractors, Inc.			
Anlaan Corporation			
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			
J.E. Kloote Contracting, Inc.			

2 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

86351A

Cheboygan 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 the project is not awarded, the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49799.

39. LETTING OF JUNE 06, 2008
 PROPOSAL 0806024
 PROJECT CM 41400-102389
 LOCAL AGRMT. 08-5179
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 22, 2008

ENG. EST.
 \$ 384,541.50

LOW BID
 \$ 387,277.14

% OVER/UNDER EST.
 0.71 %

1.00 mi of hot mix asphalt road widening and resurfacing including concrete curb, gutter, and sidewalk, storm sewer, drainage structures, cold milling, hot mix asphalt paving, and pavement markings on Three Mile Road at Fruitridge Avenue in the city of Walker, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nashville Construction Company	\$ 387,277.14	Same	1 **
Jack Dykstra Excavating Inc	\$ 407,191.00	Same	2
Brenner Excavating, Inc.	\$ 409,001.05	Same	3
Kamminga & Roodvoets, Inc.	\$ 416,846.63	Same	4
Dykema Excavators, Inc.	\$ 417,329.05	Same	5
Schippers Excavating, Inc.	\$ 418,603.00	Same	6
Workman Contractors, Inc.	\$ 421,182.00	Same	7
Eastlund Concrete Construction	\$ 421,228.00	Same	8
Kentwood Excavating, Inc.	\$ 451,839.10	Same	9
Diversco Construction Company Inc.	\$ 458,490.25	Same	10
Wadel Stabilization, Inc.	\$ 499,401.75	Same	11
The Isabella Corporation			
Bond Construction Company			
Dean's Landscaping & Excavating			
Milbocker and Sons, Inc.			
C & D Hughes, Inc.			
Nagel Construction, Inc.			
Weick Bros., Inc.			

11 Bidders

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

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

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

102389A
 Federal Highway Administration Funds 80.00 %
 City of Walker 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49554.

40. LETTING OF JUNE 06, 2008
 PROPOSAL 0806025 ENG. EST. LOW BID
 \$ 376,435.60 \$ 348,304.49
 PROJECT STH 41609-87699, ETC
 LOCAL AGRMT. 08-5180 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2008 -7.47 %

0.59 mi of road reconstruction including hot mix asphalt, concrete curb and gutter, and pavement markings on Knapp Street at Egypt Valley Avenue and on Lincoln Lake Avenue at Bailey Road, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
CL Trucking & Excavating, LLC.	\$ 348,304.49	Same	1 **
Nashville Construction Company	\$ 374,385.67	Same	2
Diversco Construction Company Inc.	\$ 379,002.10	Same	3
Dykema Excavators, Inc.	\$ 385,764.00	Same	4
Kamminga & Roodvoets, Inc.	\$ 396,216.98	Same	5
Kentwood Excavating, Inc.	\$ 411,189.95	Same	6
Davis Construction, Inc.	\$ 412,961.26	Same	7
Workman Contractors, Inc.	\$ 418,403.24	Same	8
Brenner Excavating, Inc.			
Milbocker and Sons, Inc.			
Schippers Excavating, Inc.			
C & D Hughes, Inc.			
Dean's Landscaping & Excavating			
Caledonia Excavating, Inc.			
Nagel Construction, Inc.			
Weick Bros., Inc.			

8 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

100338A	
Kent County	20.00 %
Federal Highway Administration Funds	80.00 %
87699A	
Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49301.

41. LETTING OF JUNE 06, 2008
 PROPOSAL 0806026
 PROJECT EDDF 69555-83207
 LOCAL AGRMT. 08-5177
 START DATE - 15 days after award
 COMPLETION DATE - SEPTEMBER 12, 2008

ENG. EST.
 \$ 363,548.00

LOW BID
 \$ 309,945.35

% OVER/UNDER EST.
 -14.74 %

1.01 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate base and shoulders, slope restoration, and pavement marking on Hayes Tower Road from Old Stump Road northerly to Old Alba Road, Otsego County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 309,945.35	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 326,274.35	Same	2
Cordes Excavating, Inc.	\$ 331,367.65	Same	3
Payne & Dolan, Inc.	\$ 333,493.75	Same	4
M & M Excavating Co., Inc.	\$ 333,773.86	Same	5
Rieth-Riley Construction Co., Inc.	\$ 334,934.84	Same	6
Champagne and Marx Excavating, Inc.			

6 Bidders

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

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

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

83207A	
Otsego County	20.00 %
Federal Highway Administration Funds	52.00 %
State Restricted Economic Development Funds	28.00 %

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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road resurfacing and rehabilitation.

Selection: Low bid.

Zip Code: 49735.

42. LETTING OF JUNE 06, 2008
 PROPOSAL 0806027 ENG. EST. \$ 341,825.95 LOW BID \$ 289,930.60
 PROJECT STH 29609-87637
 LOCAL AGRMT. 08-5187 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 17, 2008 -15.18 %

0.15 mi of hot mix asphalt roadway reconstruction, horizontal and vertical curve modification, earth excavation, embankment, subbase, aggregate base, hot mix asphalt, curb and gutter, storm sewer and slope restoration on Roosevelt Road at Luce Road, Gratiot County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Wonsey Tree Service, Inc.	\$ 289,930.60	Same	1 **
CL Trucking & Excavating, LLC.	\$ 297,446.89	Same	2
Crawford Contracting, Inc.	\$ 313,729.81	Same	3
Milbocker and Sons, Inc.	\$ 319,040.02	Same	4
Youngstrom Contracting, Inc.	\$ 325,474.25	Same	5
Nashville Construction Company	\$ 338,110.51	Same	6
Malley Transport, LLC	\$ 338,792.56	Same	7
Cadwell Brothers Construction	\$ 345,627.45	Same	8
Geiersbach Construction, Inc.	\$ 350,993.25	Same	9
Champagne and Marx Excavating, Inc.	\$ 358,739.39	Same	10
Rohde Brothers Excavating, Inc.	\$ 359,200.00	Same	11
Tri-Valley Landscaping, Inc.	\$ 397,708.90	Same	12
The Isabella Corporation			
Saginaw Asphalt Paving Company			
Jackson Bulldozing Company			
D.J. McQuestion & Sons, Inc.			
Fisher Contracting Company			
3-S Construction, Inc.			
McGuirk Sand & Gravel, Inc.			

12 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

87637A

Gratiot 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 and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48871.

43.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806028	\$ 329,573.30	\$ 343,232.75
	PROJECT STH 28609-87635		
	LOCAL AGRMT. 08-5188		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 29, 2008		4.14 %

0.29 mi of hot mix asphalt paving including roadway grading, pavement markings, and traffic signal on Silver Lake Road from west of Franke Road northeasterly to east of Franke Road, Grand Traverse County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 343,232.75	Same	1 **
J R Howell Airport Lighting LLC	\$ 344,498.45	Same	2
J. Ranck Electric, Inc.	\$ 349,141.11	Same	3
Windemuller Electric, Inc.	\$ 361,827.75	Same	4
Rieth-Riley Construction Co., Inc.	\$ 433,900.60	Same	5
Severance Electric Co., Inc.			
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
CJ's Excavating Septic Service			

5 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

87635A

Grand Traverse County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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 and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49686.

44. LETTING OF JUNE 06, 2008
 PROPOSAL 0806029
 PROJECT CMG 80040-89864, ETC
 LOCAL AGRMT. 08-5153
 START DATE - 10 days after award
 COMPLETION DATE - 30 working days

	ENG. EST. \$ 263,550.00	LOW BID \$ 259,165.46
		% OVER/UNDER EST. -1.66 %

0.10 mi of trenching, storm sewer, cold milling hot mix asphalt, concrete curb, gutter, and sidewalks, hot mix asphalt paving, driveways, traffic control, pavement markings, upgrade signal equipment and actuate at the intersection of Main Street and Center Street in the city of Hartford, Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Wolverine Electrical Contracting	\$ 259,165.46	Same	1 **
Severance Electric Co., Inc.	\$ 264,472.09	Same	2
Windemuller Electric, Inc.	\$ 271,647.50	Same	3
J. Ranck Electric, Inc.	\$ 278,527.72	Same	4
J R Howell Airport Lighting LLC	\$ 282,046.25	Same	5
Trans Tech Electric, L.P.	\$ 293,695.45	Same	6
Strain Electric Company			
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
DVT Electric, Inc			

6 Bidders

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

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

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

102879A	Federal Highway Administration Funds	100 %
89864A	Federal Highway Administration Funds (Transportation Enhancement Funds)	78.32 %
	City of Hartford	2.10 %
	State Restricted Trunkline Funds	19.58 %

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

73597A

Berrien 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 and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49102.

46.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806031	\$ 199,703.95	\$ 174,998.50
	PROJECT STH 41609-102124		
	LOCAL AGRMT. 08-5183		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 24, 2008		-12.37 %

Traffic signal upgrades on 28th Street at Kraft Avenue and at Cascade Road, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 174,998.50	Same	1 **
J. Ranck Electric, Inc.	\$ 179,380.60	Same	2
J R Howell Airport Lighting LLC	\$ 189,764.09	Same	3
Windemuller Electric, Inc.	\$ 190,862.50	Same	4
DVT Electric, Inc	\$ 192,516.00	Same	5
Trans Tech Electric, L.P.	\$ 192,530.25	Same	6
Severance Electric Co., Inc.	\$ 194,195.75	Same	7
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			

7 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

102124A	
Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49546.

47.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806032	\$ 107,129.61	\$ 115,602.54
	PROJECT STH 63609-100367		
	LOCAL AGRMT. 08-5159		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2008		7.91 %

Installation of pedestrian signals, sidewalk ADA ramps and pavement markings on 14 Mile Road at Cooper Avenue/Eton Road, on Main Street at Normandy Road, on Coolidge Highway at Meijer Drive and on Crooks Road at Washington Avenue in the city of Royal Oak, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Alpha Electric, Inc.	\$ 115,602.54	Same	1 **
J. Ranck Electric, Inc.	\$ 125,910.50	Same	2
Posen Construction, Inc.	\$ 134,244.25	Same	3
Metropolitan Power & Lighting, Inc.	\$ 149,741.00	Same	4
Rauhorn Electric, Inc.	\$ 153,659.95	Same	5
Motor City Electric Utilities Co.	\$ 163,708.35	Same	6
Severance Electric Co., Inc.			
RMD Holdings, Ltd.			

6 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

100367A

Federal Highway Administration Funds	79.46 %
City of Royal Oak	20.54 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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 and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48073.

Funding Source:

102735A

Ottawa County 32.58 %
Federal Highway Administration Funds 67.42 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49428.

49.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806034	\$ 289,932.00	\$ 304,498.24
	PROJECT CM 77475-101449		
	LOCAL AGRMT. 08-5202		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 29, 2008		5.02 %

0.18 mi of hot mix asphalt cold milling, resurfacing and widening, earth work, concrete curb and gutter, storm sewer, guardrail and signal upgrading on Lapeer Road at Michigan Road, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 304,498.24	Same	1 **
Raymond Excavating Company	\$ 333,025.80	Same	2
Pamar Enterprises, Inc.	\$ 341,965.08	Same	3
John Carlo, Inc.	\$ 398,472.49	Same	4
M.L. Chartier Excavating, Inc.			
Ajax Paving Industries, Inc.			
Barrett Paving Materials, Inc.			

4 Bidders

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

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

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

101449A

St Clair 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48060.

50. LETTING OF JUNE 06, 2008
 PROPOSAL 0806035
 PROJECT STH 29609-100333
 LOCAL AGRMT. 08-5197
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 03, 2008

ENG. EST. LOW BID
 \$ 282,165.00 \$ 276,255.90

% OVER/UNDER EST.
 -2.09 %

0.06 mi of culvert replacement and extension, cofferdams, earth excavation, embankment, hot mix asphalt surfacing and erosion control on Grant Road at Bear Creek, Gratiot County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Wonsey Tree Service, Inc.	\$ 276,255.90	Same	1 **
Crawford Contracting, Inc.	\$ 277,486.71	Same	2
CL Trucking & Excavating, LLC.	\$ 281,943.28	Same	3
Marlette Excavating Company	\$ 286,125.80	Same	4
Youngstrom Contracting, Inc.	\$ 304,194.00	Same	5
L.J. Construction, Inc.	\$ 304,651.50	Same	6
The Isabella Corporation	\$ 310,281.50	Same	7
3-S Construction, Inc.	\$ 327,687.71	Same	8
Geiersbach Construction, Inc.	\$ 334,801.00	Same	9
Wooten Contracting Co.	\$ 337,313.95	Same	10
Rohde Brothers Excavating, Inc.	\$ 341,815.00	Same	11
Nashville Construction Company	\$ 346,849.50	Same	12
Milbocker and Sons, Inc.	\$ 351,362.13	Same	13
Champagne and Marx Excavating, Inc.	\$ 370,933.27	Same	14
Tri-Valley Landscaping, Inc.	\$ 390,165.25	Same	15
L.W. Lamb, Inc.			
Malley Transport, LLC			
Heystek Contracting Inc.			
J. Slagter & Son Construction Co.			
J.E. Kloote Contracting, Inc.			
Anlaan Corporation			
Kamminga & Roodvoets, Inc.			
Cadwell Brothers Construction			
Fisher Contracting Company			
S.L. & H. Contractors, Inc.			
McGuirk Sand & Gravel, Inc.			
Miller Development, Inc.			

15 Bidders

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

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

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

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

103105A

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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49017.

52.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806037	\$ 826,748.00	\$ 791,422.17
	PROJECT BRT 32010-86247, ETC		
	LOCAL AGRMT. 08-5185		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2008		-4.27 %

Removal and replacement of 2 bridges along with related approach work including hot mix asphalt paving and guardrail placement on Canboro Road and Elkton Road at East Branch Pigeon River, Huron County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 791,422.17	Same	1 **
J.E. Kloote Contracting, Inc.	\$ 794,175.04	Same	2
Anlaan Corporation	\$ 799,968.45	Same	3
Posen Construction, Inc.	\$ 835,282.92	Same	4
3-S Construction, Inc.	\$ 898,766.86	Same	5
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			

5 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

86247A

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

86258A

Huron County	5.25 %
Federal Highway Administration Funds	79.79 %
State Restricted Trunkline Funds	14.96 %

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

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48754.

53. LETTING OF JUNE 06, 2008
 PROPOSAL 0806038
 PROJECT BRO 27006-86395
 LOCAL AGRMT. 08-5184
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST.
 \$ 354,705.00

LOW BID
 \$ 319,509.93

% OVER/UNDER EST.
 -9.92 %

Bridge removal and replacement along with related approach work including hot mix asphalt and guardrail installation on Sampson Road over McVichie Creek, Gogebic County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Company	\$ 319,509.93	Same	1 **
Yalmer Mattila Contracting, Inc.	\$ 368,355.00	Same	2
Snowden, Inc.	\$ 379,899.26	Same	3
A. Lindberg & Sons, Inc.			
Bacco Construction Company			
Oberstar, Inc.			
Zenith Tech, Inc.			

3 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

86395A	
Gogebic 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 the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Funding Source:

83309A

Federal Highway Administration Funds	65.40 %
City of Jackson	34.60 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49203.

55.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806044	\$ 371,502.00	\$ 455,231.60
	PROJECT CM 33400-102209		
	LOCAL AGRMT. 08-5201		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 22, 2008		22.54 %

0.35 mi of intersection rehabilitation, center left turn lane and traffic signal construction including grading, drainage improvements, concrete curb and gutter, hot mix asphalt pavement, pavement markings, traffic signal strain poles and foundations, and slope restoration on Haslett Road at Okemos Road, Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 455,231.60	Same	1 **
Eastlund Concrete Construction	\$ 467,684.22	Same	2
Hoffman Bros., Inc.	\$ 485,626.03	Same	3
Nashville Construction Company	\$ 491,483.27	Same	4
Cadwell Brothers Construction	\$ 502,489.90	Same	5
Michigan Paving & Materials Co.	\$ 518,979.87	\$ 513,979.87	6
Aggregate Industries-Central Region	\$ 516,745.00	Same	7
San Marino Excavating, Inc.	\$ 524,259.19	Same	8
C & D Hughes, Inc.	\$ 526,413.45	Same	9
Fonson, Inc.			
Rieth-Riley Construction Co., Inc.			

9 Bidders

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

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

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

102209A	
Ingham County	22.27 %
Federal Highway Administration Funds	77.73 %

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

Risk Assessment: 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48823.

56.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806045	\$ 419,367.74	\$ 382,295.46
	PROJECT BRT 27004-86398		
	LOCAL AGRMT. 08-5189		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2008		-8.84 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail installation on Lake Road at Omans Creek, Gogebic County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Company	\$ 382,295.46	Same	1 **
Snow Country Contracting, Inc.	\$ 437,725.60	Same	2
Yalmer Mattila Contracting, Inc.	\$ 467,994.25	Same	3
Snowden, Inc.	\$ 476,624.02	Same	4
A. Lindberg & Sons, Inc.			
Oberstar, Inc.			
Bacco Construction Company			
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 jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

86398A

Gogebic 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 the project is not awarded, the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49968.

57. LETTING OF JUNE 06, 2008
 PROPOSAL 0806046
 PROJECT MCS 82014-86342
 LOCAL AGRMT. 08-5206
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST.
 \$ 630,443.00

LOW BID
 \$ 671,148.37

% OVER/UNDER EST.
 6.46 %

Bridge removal and replacement, watermain, hot mix asphalt paving and traffic control on Beal Street at the Middle River Rouge in the city of Northville, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
K & S Piling Company	\$ 671,148.37	Same	1 **
Posen Construction, Inc.	\$ 699,369.72	Same	2
Dan's Excavating, Inc.	\$ 892,557.13	Same	3
Stante Excavating Co., Inc.	\$ 959,786.21	Same	4
Peter A. Basile Sons, Inc.			
E. C. Korneffel Co.			
Walter Toebe Construction Co.			
Pamar Enterprises, Inc.			
DiPonio Contracting, Inc.			
C. A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
Ajax Paving Industries, Inc.			
Fonson, Inc.			
DeAngelis Landscape, 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.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

86342A

City of Northville	7.12 %
State Restricted Trunkline Funds	92.88 %

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

Funding Source:

86263A

Huron 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 the project is not awarded, the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48735.

59.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806057	\$ 817,871.60	\$ 791,368.25
	PROJECT BRO 71001-86363, ETC		
	LOCAL AGRMT. 08-5212		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 14, 2008		-3.24 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on One Mile Road and South Porter Road over Rainy River, Presque Isle County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.W. Lamb, Inc.	\$ 791,368.25	Same	1 **
J.E. Kloote Contracting, Inc.	\$ 794,165.19	Same	2
Snowden, Inc.	\$ 823,077.08	Same	3
Miller Development, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
Anlaan Corporation			

3 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

86363A	
Presque Isle County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %
86364A	
Presque Isle County	5.17 %
Federal Highway Administration Funds	79.86 %
State Restricted Trunkline Funds	14.97 %

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

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49765.

60.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806058	\$ 423,960.30	\$ 387,476.75
	PROJECT BRO 06005-86231		
	LOCAL AGRMT. 08-5210		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 26, 2008		-8.61 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Manor Road over Big Creek, Arenac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 387,476.75	Same	1 **
John Henry Excavating, Inc.	\$ 409,400.25	Same	2
J.E. Kloote Contracting, Inc.	\$ 412,650.30	Same	3
Milbocker and Sons, Inc.	\$ 430,221.90	Same	4
Rohde Brothers Excavating, Inc.			
J. Slagter & Son Construction Co.			
Anlaan Corporation			

4 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

86231A

Arenac County	5.16 %
Federal Highway Administration Funds	79.87 %
State Restricted Trunkline Funds	14.97 %

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

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48749.

61. LETTING OF JUNE 06, 2008
 PROPOSAL 0806059
 PROJECT STE 77052-88059
 LOCAL AGRMT. 08-5196
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST. LOW BID
 \$ 194,713.00 \$ 175,825.15

% OVER/UNDER EST.
 -9.70 %

0.80 mi of hot mix asphalt bike path, grading, and aggregate base on M-29 (Bussha Highway) from I-94BL (Gratiot Avenue) to Bunce Road in the city of Marysville, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S. A. Torello, Inc.	\$ 175,825.15	Same	1 **
D.L.F. Trucking, Inc.	\$ 185,999.58	Same	2
Ace Asphalt & Paving Co.	\$ 186,741.10	Same	3
Boddy Construction Company, Inc.	\$ 189,070.63	Same	4
Florence Cement Company	\$ 196,166.95	Same	5
Astec Asphalt, Inc.	\$ 203,182.74	Same	6
Barrett Paving Materials, Inc.	\$ 209,330.00	Same	7
Raymond Excavating Company	\$ 212,608.45	Same	8
John Carlo, Inc.	\$ 219,741.86	Same	9
Pamar Enterprises, Inc.	\$ 235,980.25	Same	10
Tri-Valley Landscaping, Inc.	\$ 242,335.80	Same	11
Dan's Excavating, Inc.	\$ 245,472.41	Same	12
Weston Transport, Inc.			
ABC Paving Company			
DiPonio Contracting, Inc.			
Ajax Paving Industries, Inc.			
M.L. Chartier Excavating, Inc.			

12 Bidders

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

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

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

88059A		
Federal Highway Administration Funds	80.00 %	
(Transportation Enhancement Funds)		
City of Marysville	20.00 %	

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

100489A	
Oakland County	20.00 %
Federal Highway Administration Funds	80.00 %
83740A	
Oakland County	42.68 %
Federal Highway Administration Funds	57.32 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48322.

63. LETTING OF JUNE 06, 2008
 PROPOSAL 0806061
 PROJECT STU 33403-90024
 LOCAL AGRMT. 08-5215
 START DATE - JULY 07, 2008
 COMPLETION DATE - SEPTEMBER 15, 2008

ENG. EST. \$ 1,132,166.70
 LOW BID \$ 971,554.14
 % OVER/UNDER EST. -14.19 %

0.75 mi of hot mix asphalt pavement removal, roadway grading, storm sewer, concrete curb and gutter, hot mix asphalt pavement, and slope restoration on East Northrup Street from Washington Avenue to Cedar Street in the city of Lansing, Ingham County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bailey Excavating, Inc.	\$ 971,554.14	Same	1 **
C & D Hughes, Inc.	\$ 1,042,051.75	Same	2
C & G Myers Construction, LLC	\$ 1,047,702.93	Same	3
Posen Construction, Inc.	\$ 1,077,671.94	Same	4
Milbocker and Sons, Inc.	\$ 1,094,999.37	Same	5
Kamminga & Roodvoets, Inc.	\$ 1,103,621.00	Same	6
Cadwell Brothers Construction	\$ 1,104,222.07	Same	7
Aggregate Industries-Central Region	\$ 1,118,145.80	Same	8
Nashville Construction Company	\$ 1,126,831.09	Same	9
Eastlund Concrete Construction	\$ 1,142,743.59	Same	10
Hoffman Bros., Inc.	\$ 1,147,232.57	Same	11
Fisher Contracting Company			

11 Bidders

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

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

Purpose/Business Case: This project is for the 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 local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

90024A		
Federal Highway Administration Funds	81.33 %	
City of Lansing	18.67 %	

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

Funding Source:

84487A
 Otsego 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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49735.

65. LETTING OF JUNE 06, 2008
 PROPOSAL 0806063 ENG. EST. \$ 299,880.80 LOW BID \$ 307,962.27
 PROJECT HRRR 09609-100312
 LOCAL AGRMT. 08-5216 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 17, 2008 2.69 %

0.32 mi of culvert removal and replacement, roadway realignment, pavement removal, earth excavation, structure backfill, subbase, aggregate base, hot mix asphalt, drainage improvements, safety item upgrades, and box culvert replacement on Seven Mile Road at Bradford Drain, Bay County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
CRS/Shaw Contracting Co.	\$ 307,962.27	Same	1 **
Bilacic Trucking, Inc.	\$ 315,177.00	Same	2
Meylan Excavating, Inc.	\$ 325,077.05	Same	3
D.J. McQuestion & Sons, Inc.	\$ 331,096.41	Same	4
3-S Construction, Inc.	\$ 331,845.15	Same	5
Rohde Brothers Excavating, Inc.	\$ 334,157.00	Same	6
Zito Construction Co.	\$ 334,425.10	Same	7
Milbocker and Sons, Inc.	\$ 354,533.75	Same	8
Wooten Contracting Co.	\$ 373,333.90	Same	9
Fisher Contracting Company	\$ 393,449.43	Same	10
Champagne and Marx Excavating, Inc.	\$ 419,506.37	Same	11
L.J. Construction, Inc.	\$ 424,566.00	Same	12
Lee Wood Contracting, Inc.	\$ 449,048.50	Same	13
A. J. Rehms & Son, Inc.			
Saginaw Asphalt Paving Company			
Tri-Valley Landscaping, Inc.			
Bolen Asphalt Paving, Inc.			

13 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

100312A

Bay 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 and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48706.

66.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806064	\$ 410,526.75	\$ 369,217.83
	PROJECT STL 20555-72693		
	LOCAL AGRMT. 08-5182		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 28, 2008		-10.06 %

1.07 mi of hot mix asphalt road rehabilitation, base crushing and shaping, concrete curb and gutter, drainage, and slope restoration on North Higgins Lake Drive from east of South Grayling Road easterly to the I-75 southbound ramp, Crawford County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 369,217.83	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 376,747.15	Same	2
Bolen Asphalt Paving, Inc.	\$ 385,021.30	Same	3
Pyramid Paving & Contracting Co.	\$ 413,735.25	Same	4
Payne & Dolan, Inc.	\$ 441,025.30	Same	5
D.J. McQuestion & Sons, Inc.			

5 Bidders

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

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

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

72693A

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 negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48653.

FREIGHT SERVICES

67.	LETTING OF JUNE 06, 2008	ENG. EST.	LOW BID
	PROPOSAL 0806072	\$ 1,081,983.00	\$ 1,096,257.60
	PROJECT AO 30008-101722		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - APRIL 30, 2009		1.32 %

4.99 mi of track and crossing rehabilitation on state-owned railway operated by the Indiana and Northeastern Railroad Company between Jonesville Road and Litchfield Road, Hillsdale County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
CR Construction Company of Michigan	\$ 1,096,257.60	Same	1 **
Armond Cassil Railroad Construction	\$ 1,295,048.00	Same	2

2 Bidders

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

Purpose/Business Case: Rehabilitation of state-owned railroad track and bridges between Jonesville Road and the end of track just north of Hawk Road.

Benefit: Preserves the rail infrastructure, enhances safety, and reduces operational and equipment maintenance costs.

Funding Source:

100% State Funds - CTF (Comprehensive Transportation Fund)

Commitment Level: The contract final cost will be based on actual quantities and unit bid prices. Even though the contract cost is not fixed, cost containment practices and past experience will keep cost at or below bid amount.

Risk Assessment: There is a greater risk of derailments, property damage, and personal injury if nothing is done.

Cost Reduction: Reduces operational and equipment maintenance costs.

Selection: Low bid

New Project Identification: Rehabilitation of existing infrastructure.

Zip Code: 49250, 49252.

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

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

Respectfully submitted,

Authorized Signature on File
June 10, 2008

Kirk T. Steudle
Director

SECOND SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 11, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: June 17, 2008 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

EXTRAS

1. **Extra 2008 - 086**

Control Section/Job Number: 34081-60424 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Dean's Landscaping & Excavating, Inc.
48 Long Road
Sand Lake, MI 49343

Designed By: MDOT
Engineer's Estimate: \$2,942,237.32

Description of Project:

4.02 miles of hot mix asphalt cold milling, resurfacing and overlay, pavement widening, curb and gutter, sewer and concrete pavement repairs on M-44 from east of the Ionia County line easterly to west of Broas Street in the city of Belding, Ionia County. This project includes two 3-year pavement performance warranties.

Administrative Board Approval Date:	March 20, 2007	
Contract Date:	March 29, 2007	
Original Contract Amount:	\$2,751,924.02	
Total of Overruns/Changes (Approved to Date):	(221,949.18)	- 8.07%
Total of Extras/Adjustments (Approved to Date):	164,835.03	+ 5.99%
Total of Negative Adjustments (Approved to Date):	(29,555.81)	- 1.07%
THIS REQUEST	<u>11,182.50</u>	+ <u>0.41%</u>
Revised Total	<u>\$2,676,436.56</u>	- 2.74%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.15% under the original budget for an **Authorized to Date Amount** of \$2,665,254.06.

Approval of this extra will place the authorized status of the contract 2.74% or \$75,487.46 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 25 r. 1

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

CM 25		
Grading and Compacting Existing Material	1,491.000 Syd @ \$7.50/Syd	<u>\$11,182.50</u>
Total		<u>\$11,182.50</u>

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

CM 25

On five of the existing intersections, the grade of the intersecting road needed to be adjusted to meet the new grade of the main road. The engineer directed the contractor to regrade these intersections and then compact the material. This item was originally set up on contract modification 7 and now represents the amount needed to date. The extra cost for Grading and Compacting Existing Material was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT’s Average Unit Price Index.

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

This Extra is recommended for approval by the State Administrative Board on June 17, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

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

Risk Assessment: This item is 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: 48809.

2. **Extra 2008 – 087**

Control Section/Job Number: 84912-86925 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Hardman Construction, Inc.
242 South Brye Road
Ludington, MI 49431

Designed By: R.S. Scott Associates, Inc.
Engineer's Estimate: \$2,533,886.50

Description of Project:

0.68 miles of colored stamped concrete non-motorized pathway, pedestrian bridge construction, historical dock restoration, slope restoration and landscaping on the east bank of the Thunder Bay River from 2nd Avenue to 9th Avenue and continuing westerly to Rotary Island, in the City of Alpena, Alpena County.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 29, 2006	
Original Contract Amount:	\$3,192,235.40	
Total of Overruns/Changes (Approved to Date):	(272,845.76)	- 8.55%
Total of Extras/Adjustments (Approved to Date):	207,184.95	+ 6.49%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>3,090.17</u>	+ 0.10%
Revised Total	<u>\$3,129,664.76</u>	- 1.96%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.06% under the original budget for an **Authorized to Date Amount** of \$3,126,574.59.

Approval of this extra will place the authorized status of the contract 1.96% or \$62,570.64 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-136	4, 6	\$224,740.05	09/18/07

Contract Modification Number(s): 7 r. 1

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

CM 7

Bolt, Adhesive Anchored, 5/8", Zinc Coated	4.000 Ea @ \$14.50/Ea	\$58.00
Sandblasting, Removal of Graffiti, Pier Walls	1.000 LS @ \$700.00/LS	700.00
Slope Restoration Special, Washout, Repairs		<u>2,332.17</u>
Total		<u>\$3,090.17</u>

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

CM 7

The plans were changed to remove the cantilevered section of the dock on contract modification four; this also affected how the protective timber would be placed on the face of the dock. The original plans indicated to place them horizontally. With the new vertical face, the timber was changed to a vertical position. This required a change in the anchor bolts used to hold the timber in place. The contractor was directed by the engineer to use 5/8 inch bolts instead of the proposed 7/8 inch and 1/2 inch. The change in the size of the anchor bolts was originally set up on contract modification 6 and is now being increased to the amount needed to date. The extra cost for Bolt, Adhesive Anchored, 5/8 inch Zinc Coated was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index.

The pier wall was defaced with graffiti prior to acceptance of the project. The engineer directed the contractor to remove the graffiti by sandblasting. The extra cost for Sandblasting, Removal of Graffiti, Pier Walls 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.

Several areas washed out and the engineer determined that it was beyond the contractor's control. The engineer directed the contractor to restore the areas. The extra cost for Slope Restoration Special, Washout, Repairs 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.

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 on June 17, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are 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, 73%; State Restricted Trunkline, 19%; City of Alpena, 8%; unless otherwise noted.

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 are 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: 49707.

OVERRUNS

3. **Overrun 2008 – 25**

Control Section/Job Number: 53432-84502 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Hallack Contracting, Inc.
4223 West Polk Road
Hart, MI 49420

Designed By: Local Agency
Engineer's Estimate: \$590,786.00

Description of Project:

1.04 miles of road reconstruction including cold milling, machine grading, aggregate base, hot mix asphalt paving, and pavement markings on Jagger Road from M-116 (Lakeshore Drive) east to Lincoln Road, Mason County.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	May 30, 2007	
Original Contract Amount:	\$489,230.43	
Total of Overruns/Changes (Approved to Date):	48,923.04	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	8,143.75	+ 1.66%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>3,940.00</u>	+ <u>0.81%</u>
Revised Total	<u>\$550,237.22</u>	+ 12.47%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.66% over the original budget for an **Authorized to Date Amount** of \$546,297.22.

Approval of this overrun will place the authorized status of the contract 12.47% or \$61,006.79 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Subgrade Undercutting, Type II	394.000 Cyd @ \$10.00/Cyd	<u>\$3,940.00</u>
Total		<u>\$3,940.00</u>

Reason(s) for Overrun(s):

During excavation, peat was encountered below the subgrade that the engineer determined had to be removed. The peat was not encountered in the random soil borings completed for the project. The engineer directed the contractor to remove the peat using the pay item subgrade undercut type II. This caused an overrun in the original bid item Subgrade Undercutting, Type II.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on June 17, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: Federal Highway Administration, 81.85%; Mason CRC, 18.15%; unless otherwise noted.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 49431.

4. **Overrun 2008 – 26**

Control Section/Job Number: 82062-84088 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Abbott Construction, Inc.
132 Somerset Drive
Brooklyn, MI 49230

Designed By: Orchard, Hiltz and McCliment, Inc.
Engineer's Estimate: \$614,440.61

Description of Project:

1.09 miles of roadside modifications at various locations including hot mix asphalt approaches located in the parking bays, concrete sidewalk and ramp improvements, removal and replacement of curb and gutter, on US-12 (Michigan Avenue) from Firestone Road easterly to Miller Road, in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	June 15, 2006	
Original Contract Amount:	\$646,571.20	
Total of Overruns/Changes (Approved to Date):	64,657.12	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	11,412.50	+ 1.77%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>22,414.00</u>	+ <u>3.47%</u>
Revised Total	<u>\$745,054.82</u>	+ 15.24%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.77% over the original budget for an **Authorized to Date Amount** of \$722,640.82.

Approval of this overrun will place the authorized status of the contract 15.24% or \$98,483.62 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Sidewalk, Rem	1,100.000 Syd @ \$4.40/Syd	\$4,840.00
Sidewalk Ramp, ADA	4,040.000 Sft @ \$4.35/Sft	<u>17,574.00</u>
Total		<u>\$22,414.00</u>

Reason(s) for Overrun(s):

The project was designed to have some of the sidewalk ramps replaced. To meet the slopes indicated on the standard details and to meet the new requirements of the Americans with Disabilities Act (ADA), the lengths of the ramps had to be extended. This caused an overrun in the original bid items Sidewalk, Rem and Sidewalk Ramp, ADA.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on June 17, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: Federal Highway Administration, 81.85%; State Restricted Trunkline, 15.88%; City of Dearborn, 2.27%; unless otherwise noted.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48126.

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

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

Respectfully submitted,

*Authorized Signature on File
June 10, 2008*

Kirk T. Steudle
Director

THIRD SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 11, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: June 17, 2008 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. TRANSPORTATION PLANNING - IDS Cultural Resource Studies

Authorization (Z1) under Contract (2004-0318) between MDOT and Louis Berger & Associates, Inc., will provide for cultural resource studies to be performed at the Rosa Parks Integrated Transportation Campus. The work items will include a land use history, a Phase I archaeological site location survey, including geomorphological deep-testing, and a Phase II site evaluation for up to six historic sites within the campus. The authorization will be in effect from the date of award through January 12, 2009. The authorization amount will be \$156,282.86. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization will provide cultural resource services for a Michigan Department of Management and Budget (DMB) managed construction project. The environmental section of MDOT was notified late in the project planning process because DMB was unaware that environmental clearance needed to take place. It was not until the third week of May that staff archaeologists were able to compile the necessary project information regarding work scope and contamination issues and participate in appropriate consultations with the State Historic Preservation Office and the Office of the State Archaeologist. Construction for this project is due to begin on August 1, 2008, and environmental clearance needs to take place prior to construction. The State Historic Preservation Office and the Office of the State Archaeologist have been consulted and are requiring that an archaeological survey and testing of any discovered archaeological sites take place prior to project clearance.

Purpose/Business Case: This project involves the completion of a land use history detailing prior use of the project area and a Phase I archaeological survey, including geomorphological deep-testing, to search for evidence of deeply buried prehistoric and historic archaeological sites. Preliminary historical research indicates that a number of residential homes were present within the project area at the turn of the 19th/20th century. Intact remains relating to the buildings and other associated features (privies, trash dumps, outbuildings) may still be present beneath contemporary deposits of fill. Past archaeological work in downtown Detroit has indicated that while successive cycles of building, demolition, and rebuilding have taken place over the years, it is often the case that this results in the protective capping of earlier occupations. A number of prehistoric and historic sites are known to be present in the immediate project vicinity, which increases the likelihood of encountering archaeological sites within the project area. If sites are discovered, the project will proceed to a Phase II testing program in order to recover more detailed information to assess the significance of each site and determine its eligibility for listing on the National Register of Historic Places.

Benefit: The project will receive clearance for construction so there are no delays in scheduling and the construction project stays on budget.

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 archaeology field work is not completed by August 1, 2008, the construction project will be delayed and project costs will increase.

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: Best value.

New Project Identification: This is a new project.

Zip Code: 48226.

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

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

Respectfully submitted,

Kirk T. Steudle
Director

Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of June 11, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting held June 11, 2008, be approved and adopted with Items 21 and 22 of the supplemental Transportation agenda withdrawn by the Department of Transportation at the State Administrative Board meeting on June 17, 2008. The motion was supported by Ms. Wolenberg and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

SECRETARY

CHAIRPERSON