

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 10, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: November 16, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACTS

1. HIGHWAYS (Real Estate) - Resolution "A" (Public Auction Sale)
Tracts 120, 143, 144, 194, 209, 241, 466, 777

Attached is a resolution for the sale of excess property that sold at a public auction. These properties are located in Genesee, Kalamazoo, Oakland and St. Clair Counties. The minimum acceptable bid prices, which are the current appraised market values of the properties as determined by approved appraisals on file have been established. The properties were advertised and offered at a public auction on October 13, 2004, at the City of Novi Civic Center, Novi, Michigan. Total revenue from the auction is \$623,400. The minimum acceptable bid prices, together with the names of the prospective bidders and proposed selling prices, are set forth in the attached resolution. The tracts were offered to the local municipality prior to being offered to the public. These parcels were determined to be excess by the Bureau of Highway – Development.

\$623,400

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

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

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

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

New Project Identification: N/A.

Zip Code: 48334.

2. HIGHWAYS (Real Estate) – Resolution “B ” (Railroad Sale)
Sale RR-010-F, Item #1, Control Section 240395, Parcel 52A

The subject tract is located in the city of Petoskey, Emmet County, Michigan, and contains approximately 9,150 square feet. The tract was appraised by Jeffrey Kirby, an independent fee appraiser, on July 24, 2004, at \$12,000. It was reviewed by Doug Bixby, Property Analyst, Real Estate Support Area, on August 26, 2004, at \$12,000. The tract was approved for sale by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on September 2, 2004, for the amount of \$12,000. Thomas Gero, the sole abutting owner, has submitted an “Application to Purchase and Agreement of Sale” and a check in the amount of \$12,000, which represents payment in full. The property has been declared excess by the Bureau of Multi-Modal Transportation Services.

\$12,000

Purpose/Business Case: The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of governments, or private parties. The sale or exchange of railroad property for other state-needed real estate interests 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: Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

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

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

New Project Identification: N/A.

Zip Code: 49770.

3. HIGHWAYS (Real Estate) – Resolution “C ” (Over the Counter Sale)
Tract 543, Control Section 63102, Parcel C-1819, Part A, 1820, Part A

The subject tract is located in the city of Southfield, Oakland County, Michigan, and contains approximately 13,350 square feet. The tract was offered for sale at public auction on October 13, 2004, and did not sell. It was approved to be available on Over the Counter on October 20, 2004. The tract was appraised by Rhonda Simmons, Property Analyst, Metro Region, on February 18, 2004, at \$4,200. It was reviewed by Michael Odette, Staff Appraiser, Metro Region, on July 7, 2004, at \$4,200. The tract was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on July 12, 2004, for the amount of \$4,200. Andrew W. Duhaime has submitted an “Application to Purchase and Agreement of Sale” and a check in the amount of \$840, which represents a 20 percent bid deposit. The property was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$4,200

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

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

Funding Source: N/A - revenue generating.

* Denotes a non-standard contract/amendment

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

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

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

New Project Identification: N/A.

Zip Code: 48076.

4. *HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2001-0646/A4) between MDOT and Emergency Road Response, Inc. (ERR), will provide for additional services, will increase the contract by \$1,130,436.20, and will extend the contract term by ten months. This amendment is necessary to ensure uninterrupted Freeway Courtesy Patrol services and will add Automated Vehicle Locating (AVL) equipment for fleet tracking. The original contract provides for ERR to patrol segments of the freeway system in Wayne, Oakland, and Macomb Counties to assist stranded motorists. The revised contract term will be June 6, 2001, through September 30, 2005. The revised total contract will be \$4,787,464.07. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for an additional ten months of Freeway Courtesy Patrol services to assist stranded motorists throughout the Southeast Michigan freeway system and to increase the contract amount by \$1,130,436.20 accordingly. The amendment will also add AVL equipment for fleet tracking. The proposed work for this amendment exercises a portion of the two available one-year extensions provided for in the original contract's Statement of Work.

Benefit: Will extend the current contract to ensure continuous services that improve traffic safety. The services benefit not only those assisted but other motorists as well by reducing traffic congestion and providing for safer driving conditions. At the proposed level of service, nearly 16,000 assists are provided per year. In the 2002 Evaluation Report published by the Southeast Michigan Council of Governments, the benefit cost ratio for the program was 9.2:1.

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: Not authorizing this extension of the contract will provide for disruption to the Freeway Courtesy Patrol program and suspension of roadside assistance services.

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

New Project Identification: This is for the extension of an existing program.

Zip Code: 48226.

5. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z5/R4) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the project closeout services. The additional time is needed because of delays by the Cities of Detroit and Southfield in agreeing to the implementation of under-bridge lighting on Telegraph Road under 8 Mile Road, which lighting MDOT considered necessary for public safety. The original authorization provides for construction engineering work to be performed on M-102 at US-24 in Wayne and Oakland Counties (CS 82141 – JN 51501A). The revised authorization term will be January 8, 2003, through November 29, 2005. The authorization amount remains unchanged at \$334,274.57. The contract term is November 29, 2001, through November 29, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the project closeout services. The additional time is needed because of delays by the Cities of Detroit and Southfield in agreeing to the implementation of under-bridge lighting on Telegraph Road under 8 Mile Road, which lighting MDOT considered necessary for public safety.

Benefit: Will provide for quality assurance on the project.

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

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

Risk Assessment: The risk of not authorizing these services is that quality assurance on this project will not be ensured.

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

New Project Identification: Not a new project.

Zip Code: 48034.

6. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z7/R2) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional time is needed because unanticipated site conditions, including an underground obstruction encountered in the project work for a turn lane, that could not have been anticipated by the consultant team resulted in project delays. The original authorization provides for full construction engineering and inspection services to be performed on Plymouth Road, Wayne County (CS 82101 – JN 47068A). The revised authorization term will be April 16, 2003, through November 29, 2005. The authorization amount remains unchanged at \$185,278.92. The contract term is November 29, 2001, through November 29, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional time is needed because unanticipated site conditions, including an underground obstruction encountered in the project work for a turn lane, that could not have been anticipated by the consultant team resulted in project delays.

Benefit: Will provide for quality assurance on the project.

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

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

Risk Assessment: The risk of not authorizing these services is that quality assurance on this project will not be ensured.

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

New Project Identification: Not a new project

Zip Code: 48239.

7. HIGHWAYS - IDS Construction Engineering Services
Authorization Revision (Z12/R1) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete closeout services. The additional time is needed because MDOT underestimated the time needed for completion of the construction engineering work, which resulted in delays in the final closeout processes. The time extension will ensure that the consultant can continue to assist MDOT in meeting state and federal requirements for construction documentation, payments, and final closeout. The original authorization provides for statewide as-needed engineering and technician services. The revised authorization term will be April 17, 2003, through November 29, 2005. The authorization amount remains unchanged at \$99,976.53. The contract term is November 29, 2001, through November 29, 2005. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete closeout services. The additional time is needed because MDOT underestimated the time needed for completion of the construction engineering work, which resulted in delays in the final closeout processes.

Benefit: The primary benefit is the verification of compliance with state and federal construction documentation requirements. The verification ensures that the maximum amounts of federal reimbursement will be obtained on highway construction projects administered by the Lansing Transportation Service Center (TSC).

Funding Source: Federal, state, or local funds, depending on the particular project authorized.

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

Risk Assessment: If the extension is not authorized, the TSC's capacity to review construction documentation, distribute contractor payments, and close out construction projects will be hindered. The loss of this service may result in the loss of federal reimbursement if construction documentation is not verified.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

8. HIGHWAYS – IDS Construction Engineering Services
Authorization Revision (Z19/R3) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional time is needed because unanticipated underground site conditions resulted in construction delays, which resulted in delays in the construction engineering work. The original authorization provides for construction engineering services to be performed on US-12 from Firestone Avenue to Wyoming Avenue, Wayne County (CS 82062 – JN 47064A). The revised authorization term will be June 2, 2003, through November 29, 2005. The authorization amount remains unchanged at \$343,230.52. The contract term is November 29, 2001, through November 29, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the services. Unanticipated site conditions resulted in construction delays, which resulted in delays in the construction engineering work.

Benefit: Will provide for quality assurance on the project.

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

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

Risk Assessment: The risk of not authorizing these services is that quality assurance on this project will not be ensured.

* Denotes a non-standard contract/amendment

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

New Project Identification: Not a new project.

Zip Code: 48120.

9. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z20/R1) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. MDOT should have established a longer time frame for project completion, but underestimated the time needed to perform the final review and closeout services. The original authorization provides for construction engineering and related services to be performed on M-5 between Marene Street and M-102 in the cities of Detroit and Livonia and in Redford Township, Wayne County (CS 82121 – JN 47069A). The revised authorization term will be July 18, 2003, through November 29, 2005. The authorization amount remains unchanged at \$410,301.99. The contract term is November 29, 2001, through November 29, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the services. MDOT should have established a longer time frame for project completion, but underestimated the time needed to perform the final review and closeout services.

Benefit: Will provide for quality assurance on the project.

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

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

Risk Assessment: The risk of not authorizing these services is that quality assurance on this project will not be ensured.

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

New Project Identification: Not a new project

Zip Code: 48219.

10. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z21/R2) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional time is needed because unanticipated site conditions that required asbestos assessment, removal, and disposal resulted in project delays. The original authorization provides for construction engineering services to be performed on M-5 eastbound over the Rouge River, Wayne County (CS 82121 – JN 51494A). The revised authorization term will be July 15, 2003, through November 29, 2005. The authorization amount remains unchanged at \$209,161.28. The contract term is November 29, 2001, through November 29, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional time is needed because unanticipated site conditions that required asbestos assessment, removal, and disposal resulted in project delays.

Benefit: Will provide for quality assurance on the project.

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

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

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not authorizing these services is that quality assurance on this project will not be ensured.

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

New Project Identification: Not a new project

Zip Code: 48219.

11. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z22/R1) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional time is needed because unanticipated site conditions that required asbestos assessment, removal, and disposal resulted in project delays. The original authorization provides for construction engineering services to be performed on M-5 westbound over the Rouge River, Wayne County (CS 82121 – JN 56632A). The revised authorization term will be July 15, 2003, through November 29, 2005. The authorization amount remains unchanged at \$83,573.93. The contract term is November 29, 2001, through November 29, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional time is needed because unanticipated site conditions that required asbestos assessment, removal, and disposal resulted in project delays.

Benefit: Will provide for quality assurance on the project.

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

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

Risk Assessment: The risk of not authorizing these services is that quality assurance on this project will not be ensured.

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

New Project Identification: Not a new project

Zip Code: 48219.

12. HIGHWAYS – IDS Construction Engineering Services

Retroactive Authorization Revision (Z9/R1) under Contract (2001-0668) between MDOT and Professional Service Industries, Inc. (PSI), will retroactively extend the contract term by approximately sixteen months to allow time for reimbursement of costs for concrete paving inspection services and will increase the authorization amount by \$5,541.67. PSI performed necessary coring inspection work for three concrete paving projects that was not originally but should have been authorized by MDOT. The original authorization, which expired on December 31, 2003, provided for statewide concrete coring services. The revised authorization term will be January 8, 2003, through April 17, 2005. The revised authorization amount will be \$101,130.34. The contract term is April 17, 2002, through April 17, 2005. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To retroactively extend the authorization term and increase the authorization amount in order to reimburse PSI for concrete coring inspection work already performed.

Benefit: Concrete coring is a sampling method to determine if concrete pavement is built to the correct thickness, that any reinforcing steel is correctly placed, and that the concrete has adequate strength. Each major concrete paving project is cored according to MDOT's standard construction specifications. As a result of an MDOT oversight, PSI undertook \$5,541.67 more work than was originally authorized. This work resulted in proper coring inspection for three concrete paving projects.

* Denotes a non-standard contract/amendment

Funding Source: Federal, State, or local funds, depending on the particular project authorized.

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

Risk Assessment: If this authorization revision is not authorized, MDOT will be unable to reimburse PSI for necessary work performed in good faith.

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

New Project Identification: Not a new project.

Zip Code: 48909.

13. HIGHWAYS - Time Extension

Amendatory Contract (2001-0896/A3) between MDOT and CH2M Hill Michigan, Inc. will extend the contract term by one year to provide sufficient time for the consultant to complete the design services. The design of the project has taken longer than anticipated due to negotiation with the City of Troy on the right-of-way required for the project. The original contract provides for professional services for the design and preparation of engineering documents and related work necessary for the design of I-75 at Crooks and Long Lakes Roads, in Oakland County (CS 63172 - JN 49565C). The revised contract term will be November 14, 2001, through January 1, 2006. The contract amount remains unchanged at \$4,042,228.63. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for a time extension for the I-75/Crooks and Long Lake Roads interchange project. The design of the project has taken longer than anticipated due to negotiation with the City of Troy on the right-of-way required for the project.

Benefit: This time extension will give the consultant sufficient time to finish the plans using the most up-to-date information.

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

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

Risk Assessment: If this time extension is not granted, additional costs and time will be required, and MDOT will need to either hire a new consultant or rehire the existing consultant.

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

New Project Identification: This is not a new project.

Zip Code: 48084.

14. HIGHWAYS - Time Extension

Amendatory Contract (2001-0932/A2) between MDOT and HNTB Michigan, Inc., will extend the contract term by two years. This project is currently on hold in response to the Governor's Preserve First initiative, and this extension is needed to avoid expiration of the contract before the project resumes. The original contract provides for design services to be performed on M-59 between Crooks Road and Ryan Road in the cities of Troy, Sterling Heights, and Rochester Hills and the township of Shelby, Oakland and Macomb Counties (CSs 63043 and 50023 - JN 55850C). The project length is 5.8 miles. The revised contract term will be October 10, 2001, through December 31, 2006. The contract amount remains unchanged at \$790,055.29. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This amendment will extend the contract term by two years. This project includes both early preliminary engineering (EPE) and preliminary engineering (PE) components. The EPE portion has been completed. The PE phase has been put on hold in response to the Governor's Preserve First initiative. This extension is needed to avoid expiration of the contract before the project resumes. The original contract provides for design services to be performed on M-59 between Crooks Road and Ryan Road in the cities of Troy, Sterling Heights, and Rochester Hills and the township of Shelby, Oakland and Macomb Counties.

Benefit: This contract allows for the improvement of the pavement ride and for roadway safety. This project will also reduce the long-term maintenance costs for this area.

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: This project is a priority for the Metro Region, and the Region plans to bring the project back into the program in the future. Though the PE component of this project has not started, the Region does have a negotiated cost proposal with the selected vendor, which will allow for the design process to resume quickly. Failure to extend the contract term will cause the contract to terminate. This would result in the need for MDOT to re-advertise the PE component for vendor selection, losing the advantage of having selected a firm previously and adding many months to the design schedule.

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

New Project Identification: This project is for the widening of an existing roadway with a capacity increase.

Zip Code: 48307.

15. *HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2002-0523/A4) between MDOT and Global Remediation Technologies, Inc., will provide for the continued operation and maintenance of the remediation system, which includes a Post-SEAR (surfactant enhanced aquifer remediation) fresh water fold, contingency surfactant injection and extraction, and aquifer flushing and will increase the contract amount by \$93,177.90. The original contract provides for the design, installation, operation, and maintenance of a new remediation system for the cleanup of trichloroethylene-contaminated soil and groundwater at MDOT's Materials and Technology Building in Eaton County. The contract term remains unchanged, August 7, 2002, through September 30, 2007. The revised total contract amount will be \$1,594,419.51. Source of Funds: 100% Michigan Department of Environmental Quality (State Sites Cleanup) Funds.

Purpose/Business Case: This amendment will provide for the continued operation and maintenance of the remediation system, which includes a Post-SEAR (surfactant enhanced aquifer remediation) fresh water fold, contingency surfactant injection and extraction, and aquifer flushing and will increase the contract amount by \$93,177.90. The original contract provides for the design, installation, operation, and maintenance of a new remediation system for the cleanup of trichloroethylene-contaminated soil and groundwater at MDOT's Materials and Technology Building in Eaton County.

Benefit: This amendment will provide for the continuation of the remediation system and keep MDOT in compliance with the Michigan Department of Environmental Quality. (MDEQ).

Funding Source: 100% Michigan Department of Environmental Quality (State Sites Cleanup) Funds.

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

Risk Assessment: If the amendment is not awarded, the cleanup of the site will not be able to continue, which will cause MDOT to be out of compliance with Michigan Department of Environmental Quality regulations.

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

New Project Identification: This is an existing, ongoing project.

Zip Code: 48909.

16. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R1) under Contract (2003-0604) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional bridge approach design services due to the addition of six bridges to the project and will increase the authorization amount by \$52,987.13. The original authorization provides for the design of concrete pavement inlay on I-94, including westbound I-94 from 0.8 miles west of M-51 easterly 10.1 miles to 0.8 miles west of 24th Street and eastbound I-94 from 1.2 miles east of M-40 easterly 6.0 miles to 0.6 miles east of the Kalamazoo county line, Kalamazoo and Van Buren Counties (CS 80024 - JN 53350C). The authorization term remains unchanged, October 17, 2003, through September 3, 2006. The revised authorization amount will be \$650,412.15. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for additional bridge approach design services due to the addition of six bridges to the project and will increase the authorization amount by \$52,987.13. The original authorization (Z1) provides for the design of concrete pavement inlay on I-94, including westbound I-94 from 0.8 miles west of M-51 easterly 10.1 miles to 0.8 miles west of 24th Street and eastbound I-94 from 1.2 miles east of M-40 easterly 6.0 miles to 0.6 miles east of the Kalamazoo county line, Kalamazoo and Van Buren Counties (CS 80024 - JN 53350C).

Benefit: Will provide for bridge repair to be completed while traffic is switched to one side for the road project, which will reduce traffic control expenditures and reduce delays for motorists.

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: A delay in completion of plans for the bridge approach design work could delay the I-94 inlay project or cause bridge repairs to be done independently from the road work and duplicate traffic control costs and motorist delays.

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

New Project Identification: This is a rehabilitation project.

Zip Code: 49079.

17. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-0005) between MDOT and Berrien County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Hot mix asphalt shoulder work along River Road from Tabor Road to Oxbow Road and along Tabor Road from River Road easterly approximately 900 feet for a non-motorized pathway.

Estimated Funds:

Federal Highway Administration Funds	\$120,991.00
Berrien County Road Commission Funds	<u>\$ 74,155.78</u>
Total Funds	\$195,146.78

STE 11419 - 72190
Local Letting

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

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Berrien County Road Commission Funds.

Commitment Level: 62% federal up to \$120,991 and the balance by Berrien County Road Commission, based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49111.

18. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5387) between MDOT and the County of Wayne will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

PART A

Non-motorized pathway work along Evergreen Road from approximately 2,200 feet north of Highway US-12 southerly to Highway US-12 and along Highway US-12 westerly approximately 1,400 feet.

PART B

Non-motorized pathway work along Evergreen Road from approximately 200 feet north of Highway M-153 southerly to 2,200 feet north of Highway US-12.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$216,000	\$ 769,160	\$ 985,160
County of Wayne Funds	\$144,000	\$ 378,840	\$ 522,840
Total Funds	<u>\$360,000</u>	<u>\$1,148,000</u>	<u>\$1,508,000</u>

STE 82457 - 50090; STE 82495 – 72196

Local Letting

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

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and County of Wayne Funds.

Commitment Level: 60% federal up to \$216,000 and the balance by the County of Wayne for Part A, 67% federal up to \$769,160 and the balance by the County of Wayne for Part B; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 48124.

* Denotes a non-standard contract/amendment

19. *HIGHWAYS - IDS Michigan Engineer's Resource Library Program

Contract (2005-0014) between MDOT and Michigan Technological University (MTU) will provide for uninterrupted continuation of the development and maintenance activities of the Michigan Engineer's Resource Library (MERL) Program. The contract will be in effect from the date of award through September 30, 2009, or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$100,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for continuation of the MERL software program developed by MTU for which local agencies develop accurate estimates of costs compared to historical data. Under this contract, MTU will continue to offer training sessions throughout the state, as well as to provide user technical support during the life of the project.

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

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

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

Risk Assessment: If the requested service is not undertaken, MDOT will need to manually import over 300 local agency cost estimates per year. This will increase staff workload as well as the potential for introducing errors into the contract documents.

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

New Project Identification: This is for continuation of an existing service.

Zip Code: 49931.

20. HIGHWAYS – IDS Michigan Engineer’s Resource Library Program

Authorization (Z1) under Contract (2005-0014) between MDOT and Michigan Technological University (MTU) will provide for the continuation of development and maintenance activities for the Michigan Engineer’s Resource Library (MERL) program for 2005. The authorization will be in effect from the date of award through December 31, 2005. The authorization amount will be \$88,807.78. The contract will be in effect from the date of award through December 31, 2009, or until the last authorization has been completed, whichever is longer. (Please see previous item.) Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the calendar year 2005 continuation of the Michigan Engineer’s Resource Library (MERL) software program developed by MTU, for which local agencies develop accurate estimates of costs compared to historical data. Under this authorization, MTU will continue to offer training sessions throughout the state, as well as providing technical support services for users.

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

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

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

Risk Assessment: If the requested service is not undertaken, MDOT will need to manually import over 300 local agency cost estimates per year. This will increase staff workload and increase the potential for introducing errors into contract documents.

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

* Denotes a non-standard contract/amendment

New Project Identification: This is for continuation of an existing service.

Zip Code: 49931.

21. HIGHWAYS - IDS Engineering Services

Contract (2005-0015) between MDOT and Hubbell, Roth & Clark, 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.

22. MULTI-MODAL - Railroad Force Account Work

Authorization Revision (58066-77916/Z1) issued under the provisions of Master Agreement (94-0801), dated October 11, 1994, between MDOT and Canadian National Railway (CN) will provide for additional funding needed to adequately fund the project. The original authorization amount of \$175,000 was based on a field estimate for the installation of flashing-light signals and half-roadway gates at the CN grade crossing of Front Street in the city of Monroe, Michigan. CN has now provided MDOT with a detailed estimate that documents site conditions requiring extensive additional circuitry to enable the ordered devices to properly function, resulting in a proposed project authorization increase of \$75,488. The revised authorization amount will be \$250,488. Source of Funds: Federal Highway Administration Funds - \$250,488.

Purpose/Business Case: The revised authorization will provide adequate funding for the actual costs required for the installation of active warning devices at the CN grade crossing of Front Street in the city of Monroe, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The revised authorization amount will allow the railroad to proceed with this important project to enhance motorist safety.

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. Federal Highway Administration Funds - \$250,488.

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

Risk Assessment: CN will not likely undertake MDOT safety improvement projects without assurance that project estimate amounts have been fully reviewed and authorized.

Cost Reduction: The work will be performed by CN on a force account basis. MDOT will inspect final installation and reimburse only the actual costs incurred.

New Project Identification: This revision validates the detailed cost estimate for the new active warning device installation approved by the original authorization.

Zip Code: 48161.

23. *MULTI-MODAL - Economic Development

Contract (2005-0016) between MDOT and D & K Investments, LLC, will provide financial assistance in the form of a loan for the extension of an existing rail siding by 691 feet for the improvement of rail freight transportation and the promotion of economic development in the city of Grayling, Crawford County. This project will provide for an expansion of the existing rail siding at the Grayling Storage & Reload (industrial service provider) facility. This project will provide for the creation of up to nine new full time jobs within the city of Grayling. The total cost of the project is estimated at \$72,882. MDOT's loan is estimated to be \$36,441 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if D & K Investments, LLC, meets its commitment to ship and/or receive thirty rail carloads of freight annually. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid, whichever occurs first. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$36,441; D & K Investments, L.L.C. Funds - \$ 36,441.

Purpose/Business Case: The contract will provide for financial assistance for the extension of an existing rail siding by 691 feet at the Grayling Storage & Reload facility to accommodate the increased demand for storage and reload operations.

Benefit: Will provide for the extension of the existing rail siding at the Grayling Storage & Reload facility and will enhance facility operations. The benefit to the public will be reduced truck traffic along the state's roadways and the creation of up to nine new jobs within the city of Grayling.

Funding Source: FY 2005 State Restricted Comprehensive Transportation Funds - \$36,441; D & K Investments LLC Funds - \$36,441.

Commitment Level: The contract is based on an estimate from the applicant and serving carrier. Work will be competitively bid by D & K Investments, LLC.

Risk Assessment: Not performing this activity could result in the loss of economic growth and job creation in this area.

Cost Reduction: D & K Investments, LLC, will award the project to the lowest bidder.

New Project Identification: This is for expansion of an existing rail siding.

Zip Code: 49738.

24. *MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2003-0308/A2) between MDOT and the Northwestern Regional Airport Commission (NRAC) will increase the local share of the contract amount by \$110,492 in order to allow for higher than anticipated construction costs. The original contract provides for the construction of an automobile parking area at the Cherry Capital Airport in Traverse City, Michigan. The contract term remains unchanged, June 10, 2003, through June 9, 2023. The revised total contract amount will be \$2,446,255. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$2,000,000	\$ 0	\$2,000,000
NRAC Funds	<u>\$ 335,763</u>	<u>\$110,492</u>	<u>\$ 446,255</u>
Total	<u>\$2,335,763</u>	<u>\$110,492</u>	<u>\$2,446,255</u>

Purpose/Business Case: The amendment will provide local funds for the purchase of a gravel base for the parking lot. Initially, the gravel base was to be salvaged from material removed from an abandoned runway, but the material was found to be poorly graded and unacceptable for reuse. New base material was purchased at the original bid price from an offsite source. The increase in cost resulted from the difference between the salvaged material and the new material unit bid prices.

* Denotes a non-standard contract/amendment

Benefit: The purchase of the new gravel base material will allow the construction of the parking lot to be completed. The parking lot will serve the new terminal, which is planned to open soon.

Funding Source: State Restricted Aeronautics Funds - \$2,000,000; NRAC Funds - \$446,255; Contract Total - \$2,446,255.

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

Risk Assessment: The risk of not awarding the amendment is that the construction of the parking lot cannot be completed, which will delay the opening of the new terminal building.

Cost Reduction: The additional cost is the responsibility of the local government.

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

Zip Code: 49686.

25. *MULTI-MODAL (Aeronautics) – Revise Scope, Reduce Amount

Amendatory Contract (2004-0304/A1) between MDOT and the Marquette County Board of Commissioners will revise the scope of the project to remove the purchase of a mobile bridge adapter, as the equipment is no longer needed, and add the purchase of communications equipment (aviation transceiver, headset, external speaker, and desktop charger) and will reduce the contract amount by \$2,134 accordingly. The original contract provides for the acquisition of a hand-held portable aviation transceiver and a mobile aviation transceiver, the purchase of a mobile aircraft boarding bridge and adaptor, and the expansion of the public address system for the passenger terminal at the Sawyer International Airport in Marquette, Michigan. The contract term remains unchanged, September 9, 2004, through September 8, 2007. The revised total contract amount will be \$19,212. Source of Funds:

	<u>Previous Total</u>	<u>Decrease</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$19,211	(\$1,923)	\$17,288
Marquette County Funds	\$ 2,135	(\$ 211)	\$ 1,924
Total	<u>\$21,346</u>	<u>(\$2,134)</u>	<u>\$19,212</u>

Purpose/Business Case: To change the scope of the project to remove the purchase of a mobile bridge adapter and add the purchase of additional communication equipment and to reduce the contract amount accordingly.

Benefit: The communication equipment will allow greater communication between airport management, security, and maintenance personnel.

Funding Source: State Restricted Aeronautics Funds - \$17,288; Marquette County Funds - \$1,924; Contract Total - \$19,212.

Commitment Level: Actual costs are reimbursed up to the maximum amount of the contract.

Risk Assessment: The risk of not awarding the amendment is that the airport sponsor will have to purchase a mobile bridge adapter it does not need and will be unable to purchase the additional communication equipment it does need.

Cost Reduction: The project costs were reviewed by an MDOT project manager for further cost savings.

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

Zip Code: 49841.

26. *MULTI-MODAL (Aeronautics) - Installation of Automated Weather Observation System

Contract (2005-0009) between MDOT and Drummond Township will provide state grant funds for the installation of an automated weather observation system (AWOS) at the Drummond Island Airport on Drummond Island, Michigan. The contract will be in effect from the date of award through fifteen years. The estimated project amount will be \$100,000. Source of Funds: State Restricted Aeronautics Funds - \$90,000; Drummond Island Funds - \$10,000.

* Denotes a non-standard contract/amendment

Purpose/Business Case: The AWOS system is an electronic system with sensors that measures several weather conditions and reports them through the internet and telephone connections.

Benefit: The system will provide essential weather data to pilots for flight decisions and to the National Weather Service for its coverage of the conditions across the country.

Funding Source: State Restricted Aeronautics Funds - \$90,000; Drummond Island Funds - \$10,000; Contract Total - \$100,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford to fund the project without state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for cost reductions.

New Project Identification: This is for installation of new electronic equipment.

Zip Code: 49726.

27. *MULTI-MODAL (Aeronautics) - Installation of Automated Weather Observation System
Contract (2005-0010) between MDOT and the City of Grand Haven will provide state grant funds for the installation of an automated weather observation system (AWOS) at the Grand Haven Memorial Airpark in Grand Haven, Michigan. The contract will be in effect from the date of award through fifteen years. The estimated project amount will be \$92,593. Source of Funds: State Restricted Aeronautics Funds - \$83,334; City of Grand Haven Funds - \$9,259.

Purpose/Business Case: The AWOS system is an electronic system with sensors that measures several weather conditions and reports them through the internet and telephone connections.

Benefit: The system will provide essential weather data to pilots for flight decisions and to the National Weather Service for its coverage of the conditions across the country.

Funding Source: State Restricted Aeronautics Funds - \$83,334; City of Grand Haven Funds - \$9,259; Contract Total - \$92,593.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford to fund the project without state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for cost reductions.

New Project Identification: This is for installation of new electronic equipment.

Zip Code: 49417.

28. *MULTI-MODAL (Aeronautics) - Installation of Automated Weather Observation System
Contract (2005-0011) between MDOT and the City of Three Rivers will provide state grant funds for the installation of an automated weather observation system (AWOS) at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, Michigan. The contract will be in effect from the date of award through fifteen years. The estimated project amount will be \$92,593. Source of Funds: State Restricted Aeronautics Funds - \$83,334; City of Three Rivers Funds - \$9,259.

Purpose/Business Case: The AWOS system is an electronic system with sensors that measures several weather conditions and reports them through the internet and telephone connections.

Benefit: The system will provide essential weather data to pilots for flight decisions and to the National Weather Service for its coverage of the conditions across the country.

Funding Source: State Restricted Aeronautics Funds - \$83,334; City of Three Rivers Funds - \$9,259; Contract Total - \$92,593.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford to fund the project without state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for cost reductions.

New Project Identification: This is for installation of new electronic equipment.

Zip Code: 49093.

29. *MULTI-MODAL (Aeronautics) - Installation of Automated Weather Observation System
Contract (2005-0012) between MDOT and Romeo Airport Management, LLC, will provide state grant funds for the installation of an automated weather observation system (AWOS) at the Romeo State Airport in Romeo, Michigan. The contract will be in effect from the date of award through fifteen years. The estimated project amount will be \$92,593. Source of Funds: State Restricted Aeronautics Funds - \$83,334; Romeo Airport Management, LLC, Funds - \$9,259.

Purpose/Business Case: The AWOS system is an electronic system with sensors that measures several weather conditions and reports them through the internet and telephone connections.

Benefit: The system will provide essential weather data to pilots for flight decisions and to the National Weather Service for its coverage of the conditions across the country.

Funding Source: State Restricted Aeronautics Funds - \$83,334; Romeo Airport Management, LLC, Funds - \$9,259; Contract Total - \$92,593.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford to fund the project without state participation.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for cost reductions.

New Project Identification: This is for installation of new electronic equipment.

Zip Code: 48096.

30. MULTI-MODAL (Aeronautics) - Design and Construction of Electrical Vault
Contract (2005-0021) between MDOT and the City of Midland will provide state grant funds for the design and construction of a new electrical vault at the Jack Barstow Airport in Midland, Michigan. The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$73,000. Source of Funds: State Restricted Aeronautics Funds - \$65,700; City of Midland Funds - \$7,300.

Purpose/Business Case: The project includes the design and construction of a new electrical vault.

Benefit: Currently, the electrical equipment is housed in an unsecured storage area in the existing terminal building. The City of Midland is building a new terminal building and will demolish the old one. Therefore, it is necessary to provide a place for the new electrical equipment. The new vault will be a block building separate from the terminal building, which will be more secure and safer than having all the electrical equipment contained inside the building.

Funding Source: State Restricted Aeronautics Funds - \$65,700; City of Midland Funds - \$7,300; Contract Total - \$73,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The project was bid locally and awarded to the lowest bidder. The consultant contract for design services was reviewed by MDOT personnel for further cost reductions.

New Project Identification: This is a new construction project.

Zip Code: 48640.

31.-32. TRANSPORTATION PLANNING - Master Planning Agreements

The following Project Authorizations issued under Master Planning Agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. These projects will provide processes, criteria, recommendations, and a coordination plan for land use and the resolution of transportation issues along the Heritage Route of M-22 and M-119. These authorizations will be in effect from the date of award through September 30, 2005. The terms of the master agreements are October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

	<u>Contract/Auth #</u>	<u>RPO</u>	<u>Amount</u>
31.	2003-0018/Z12	Northwest Michigan Council of Governments	\$41,250
32.	2003-0018/Z13	Northwest Michigan Council of Governments	\$41,250

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

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

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

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

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. If the RPO are not funded, we may lose an invaluable resource. The risk of not performing these activities would be an increased workload for MDOT personnel.

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

New Project Identification: These are continuing projects.

Zip Code: 49685.

33. *TRANSPORTATION PLANNING - Change Effective Date

Amendatory Memorandum of Understanding (MOU) (2003-0082/A1) between MDOT and the Michigan Department of Corrections (MDOC) will **retroactively** change the effective date of the MOU by approximately two months in order for costs incurred before the date of contract award to become allowable costs. Costs were incurred prior to the MOU award date of December 6, 2002, due to delays in the processing of the MOU and the relocation of MDOC. The original MOU provides for assistance in the integration of the Framework Geographic Information Systems (GIS) database with MDOT databases and analytical systems. The revised MOU term will be October 1, 2002, through September 30, 2005. The MOU amount remains unchanged at \$450,000. Source of Funds: Federal Highway Administration Funds - \$360,000; State Restricted Trunkline Funds - \$90,000.

Purpose/Business Case: This purpose of this project is to assist in bringing MDOT's data to a common referencing base using the Michigan Geographic Framework's linear referencing mapping system. This will make it possible to electronically file and retrieve data geographically. Thus far, this project has assisted with bringing to the map the project data base and Act 51 certification and street names (which has also helped the Asset Management Data collection). Currently, work is being done on right-of-way maps and as-built plans for past roadway projects. This project will enable a planned web application to retrieve and display requested data using a map-based interface for data retrieval.

Benefit: This project has enabled MDOT to move essential business processes, such as Act 51 mileage certification, and the creation and maintenance of an accurate referencing system for Asset Management Data collection to the common Michigan Geographic Framework map base. It will also assist in referencing valuable data sources, such as as-built design plans and right-of-way maps directly from that map base via an internet application.

Funding Source: Federal Highway Administration Funds - \$360,000; State Restricted Trunkline Funds - \$90,000.

Commitment Level: This is an actual cost contract.

Risk Assessment: If this activity is not completed, much of MDOT's roadway-related data will continue to be accessible only by accessing many different locations where the data is stored and retrieving the data using several different retrieval or filing systems. This is especially difficult from regional offices and TSCs. This activity is the first, most time-consuming step to making this data easy to access via a map-based interface.

Cost Reduction: None. Given the software, hardware, training, and supervision necessary, the cost is assumed reasonable.

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

Zip Code: 48212.

* Denotes a non-standard contract/amendment

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

34. I-196 WB Off-Ramp at 32nd Avenue, Hudsonville, Ottawa County
70024-01-103
- | | <u>Estimated Installation Cost</u> |
|------------|------------------------------------|
| FHWA Funds | \$ 34,409 |
| Total | <u>\$ 34,409</u> |
-
35. M-153 (Ford Road) at Canton Charter School, Canton Township, Wayne County
82081-01-068
- | | <u>Estimated Installation Cost</u> |
|------------|------------------------------------|
| FHWA Funds | \$ 81,184 |
| Total | <u>\$ 81,184</u> |
-
- Purpose/Business Case:** Act 51, Public Acts of 1951 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.
- Benefit:** The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.
- Funding Source:** Federal, State Restricted, or local funds, depending on the particular installation.
- Commitment Level:** Costs as shown on the individual cost agreement for the duration of the installation operation.
- Risk Assessment:** Loss of local participation funding for the operation of the installation.
- Cost Reduction:** Fixed costs as shown on the cost agreement.
- New Project Identification:** Installation of new electronic devices.
- Zip Code:** 49426, 48187, respectively.
-
36. M-13 (Broadway Street) at Cass Avenue, Bay City, Bay County
09031-01-002
- | | <u>Estimated Modernization Cost</u> |
|------------|-------------------------------------|
| FHWA Funds | \$ 49,492 |
| Total | <u>\$ 49,492</u> |
-
37. M-13 (Broadway Street) at Fremont Avenue, Bay City, Bay County
09031-01-003
- | | <u>Estimated Modernization Cost</u> |
|------------|-------------------------------------|
| FHWA Funds | \$ 53,567 |
| Total | <u>\$ 53,567</u> |
-
38. M-84, M-13 (Lafayette Avenue) at M-13 (Broadway Street), Bay City, Bay County
09051-01-001
- | | <u>Estimated Modernization Cost</u> |
|------------|-------------------------------------|
| FHWA Funds | \$ 56,137 |
| Total | <u>\$ 56,137</u> |

39.	<u>M-21 (Second Street) at Co. Rd. 543 (Main Street), Fowler, Clinton County</u> 19061-01-001	<u>Estimated Modernization Cost</u>
	Clinton County Funds	\$ 1,729
	State Restricted Trunkline Funds	\$ 1,729
	FHWA Funds	\$ 34,580
	Total	<u>\$ 38,038</u>
40.	<u>M-20 (Picard Road) at Isabella Road, Union Township, Isabella County</u> 37022-01-003	<u>Estimated Modernization Cost</u>
	FHWA Funds	\$ 59,960
	Total	<u>\$ 59,960</u>
41.	<u>US-127BR,M-50 (West Avenue) at I-94BL (Michigan Avenue), Jackson, Jackson Co.</u> 38072-01-002	<u>Estimated Modernization Cost</u>
	City of Jackson Funds	\$ 869
	State Restricted Trunkline Funds	\$ 2,608
	FHWA Funds	\$ 34,772
	Total	<u>\$ 38,249</u>
42.	<u>I-94BL (Michigan Avenue) at Dettman Street, Blackman Township, Jackson County</u> 38083-01-011	<u>Estimated Modernization Cost</u>
	Jackson County Funds	\$ 1,620
	State Restricted Trunkline Funds	\$ 1,621
	FHWA Funds	\$ 32,408
	Total	<u>\$ 35,649</u>
43.	<u>I-94BL,US-127BR (Glick Drive) at Mechanic Street, Jackson, Jackson County</u> 38083-01-027	<u>Estimated Modernization Cost</u>
	City of Jackson Funds	\$ 1,048
	State Restricted Trunkline Funds	\$ 1,049
	FHWA Funds	\$ 20,965
	Total	<u>\$ 23,062</u>
44.	<u>M-43 (Riverview Drive) at M-43 (Gull Road), Kalamazoo, Kalamazoo County</u> 39082-01-003	<u>Estimated Modernization Cost</u>
	FHWA Funds	\$ 56,903
	Total	<u>\$ 56,903</u>

* Denotes a non-standard contract/amendment

45.	<u>M-58 (Davenport Avenue) WB at N. Carolina Street, Saginaw, Saginaw County</u> 73073-01-035	<u>Estimated Modernization Cost</u> \$ 45,585 <u>\$ 45,585</u>
46.	<u>M-66 (Centerville Street) at Wade Street, Sturgis Township, St. Joseph County</u> 78051-01-005	<u>Estimated Modernization Cost</u> \$ 48,775 <u>\$ 48,775</u>
47.	<u>I-196BL (La Grange Road) at Blue Star Highway, South Haven Twp., Van Buren Co.</u> 80032-01-001	<u>Estimated Modernization Cost</u> \$ 31,759 <u>\$ 31,759</u>
48.	<u>US-12 (Michigan Avenue) at Monroe Boulevard, Dearborn, Wayne County</u> 82062-01-005	<u>Estimated Modernization Cost</u> \$ 51,486 <u>\$ 51,486</u>
49.	<u>US-12 (Michigan Avenue) at Oakwood Boulevard, Dearborn, Wayne County</u> 82062-01-006	<u>Estimated Modernization Cost</u> \$ 46,606 <u>\$ 46,606</u>

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

Benefit: The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

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

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

Risk Assessment: Loss of local participation funding for the operation of the installation.

Cost Reduction: Fixed costs as shown on the cost agreement.

New Project Identification: Modernization of existing electronic devices.

Zip Code: 48708, 48708, 48708, 48835, 48858, 49201, 49201, 49201, 49001, 48602, 49091, 49090, 48120, 48120, respectively.

* Denotes a non-standard contract/amendment

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 July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 10, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: November 16, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACTS

1. ***FINANCE & ADMINISTRATION - Interfund Transfer for Welcome Centers**
Retroactive Contract (2004-0802) between MDOT and the Michigan Economic Development Corporation (MEDC), Michigan Strategic Fund (MSF), will transfer funds for the administration and operation of the Welcome Centers to MSF and will set forth the responsibilities of both agencies with regard to the Michigan Welcome Center program. Upon award, the contract will be in effect from October 1, 2004, through September 30, 2005. This contract is retroactive due to prolonged negotiations between the parties. The contract amount will not exceed \$3,984,000. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: MDOT and MEDC have agreed to partner on the delivery of travel information services to motorists by allowing MEDC to administer the travel information program in MDOT's thirteen welcome centers.

Benefit: MEDC, through its Travel Michigan Program, works closely with the tourism industry to determine effective ways of marketing Michigan as a vacation destination. MEDC's understanding of the state's tourism marketing effort enhances the delivery to the travel information program in welcome centers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contract is based on actual costs incurred up to the contract maximum amount.

Risk Assessment: Not providing travel information at MDOT's welcome centers would negatively impact the state's tourism industry.

Cost Reduction: In recognition of the need to reduce costs, MDOT has reduced its funding commitment for this program by \$100,000 from FY 2004 funding levels.

New Project Identification: This contract provides for the continuation of an existing program.

Zip Code: 48909.

* Denotes a non-standard contract/amendment

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 July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director