

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 10, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: August 16, 2005- 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|--|---------------------------------------|------------------|
| 1. | Asphalt Concrete Service
2715 S. Huron Road
Kawkawlin, MI 48631 | Hot Mastic Asphalt
Repairs | \$100,000 |
|----|--|---------------------------------------|------------------|

Approval is requested to authorize the Montcalm County Road Commission to award a subcontract for the repair of damaged, recessed, or severely cracked pavement with flexible mastic repair on M-46 in Montcalm County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the repair of damaged, recessed, or severely cracked pavement with flexible mastic repair on M-46 between south Second Street and the west village limits of the village of Edmore in Montcalm County.

Benefit: Will provide for the repair of pavement surfaces and eliminate potentially unsafe driving conditions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer for motorists. Further deterioration of the pavement surface will increase the annual maintenance costs.

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

Selection: Low bid.

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

Zip Code: 48613.

2. **B & Z Company** **Curb Removal and Replacement** **\$95,650**
1171 Milton Street
Benton Harbor, MI 49022

Approval is requested to authorize the city of St. Joseph to award a subcontract for the removal of concrete curb islands and the provision of pavement replacement on Main Street (I-94 business loop) in the city of St. Joseph. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 23, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To cut and remove curb and gutter islands at four different locations on Main Street (I-94 business loop) in the city of St. Joseph. The curb and gutter islands will be replaced with nine inches of reinforced concrete. The project includes the traffic control needed for the repavement and pavement marking work.

Benefit: This contract will provide for better road drainage and safer roads for the public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The curbs and gutter islands are in need of replacement to prevent excessive water build up on the roads and deterioration of the pavement surface.

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

Selection: Low bid.

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

Zip Code: 49022.

3. **Blue Badger Corporation** **Culvert Liners** **\$38,188**
1502 North Fancher
P.O. Box 442
Mt. Pleasant, MI 48858

Approval is requested to authorize the Midland County Road Commission to award a subcontract for the installation of culvert liners on M-30 in Midland 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 two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the repair of culverts with flexible liners to extend their service lives. The liners will be placed in the culverts on various locations along M-30 in Midland County.

Benefit: Will provide for safer highways by installing liners in culverts that have rusted and need to be repaired.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

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 a void under the road, which could cause the road 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.

- | | | | |
|----|--|-------------------------------|---------------------|
| 4. | Klett Construction Company
46046 Red Arrow Hwy.
Paw Paw, MI 49079 | HMA Paving
Overlay | \$358,330.23 |
|----|--|-------------------------------|---------------------|

Approval is requested to authorize the City of St. Joseph to award a subcontract for the resurfacing of 1.0 miles of paving with hot mix asphalt (HMA) pavement overlay on the I-94 business loop (BL) from the CSX Bridge to Winchester Avenue in St. Joseph. The project was advertised, and one bid was received and accepted. The bid was below the engineer's estimate for the work. The subcontract will be in effect from the date of award through September 16, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the resurfacing of 1.0 miles of pavement, four lanes wide, on the I-94BL in the city of St. Joseph. The project includes the traffic control needed for the paving and pavement marking work.
Benefit: Pavement overlay will help eliminate potentially unsafe driving conditions.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.
Risk Assessment: The pavement is in need of repair to make it smoother and safer for motorists. Further deterioration of the pavement surface will increase the annual maintenance costs.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine heavy maintenance and not a new project.
Zip Code: 49079.

- | | | | |
|----|---|-----------------------------------|------------------|
| 5. | Klett Construction Company
46046 Red Arrow Hwy
Paw Paw, MI 49079 | Milling and
HMA Paving | \$364,985 |
|----|---|-----------------------------------|------------------|

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for the milling and repaving of 2.6 miles of the I-94 business loop (BL) from Maiden Lane to the CSX Bridge in the city of St. Joseph. The project was advertised and one bid was received and accepted. The bid was below the engineer's estimate for the work. The subcontract will be in effect from the date of award through September 23, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the milling and resurfacing of 2.6 miles of pavement, two lanes, on the I-94BL in the city of St. Joseph. The project includes the traffic control needed for the paving and pavement marking work.
Benefit: Will provide for the repair of pavement surfaces and eliminate potentially unsafe driving conditions.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.
Risk Assessment: The pavement is in need of repair to make the road smoother and safer for motorists. Further deterioration of the pavement surface will increase the annual maintenance costs.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine heavy maintenance and not a new project.
Zip Code: 49079.

6. **Klett Construction** **HMA Shoulder and Maintenance** **\$107,599**
46046 Red Arrow Hwy. **Crossover Paving**
Paw Paw, MI 49079

Approval is requested to authorize the Van Buren County Road Commission to award a subcontract for the performance of shoulder (passing flares) and maintenance crossover paving at various locations along state trunklines in Van Buren County. Passing flares are extra-wide asphalt shoulders that allow vehicles to go around cars waiting to make a left turn. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 23, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of shoulder (passing flares) and maintenance crossover paving at multiple locations in Van Buren County. Shoulder paving is located on M-140 and M-43 and maintenance crossover paving is located on I-196 at mile markers 9, 13, 26, and 30. The project includes the traffic control needed for the installation of paving.

Benefit: Will provide for the repair of pavement surfaces and eliminate potentially unsafe driving conditions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The shoulder pavement and maintenance crossovers need to be repaved to make the road smoother and safer.

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

Selection: Low bid.

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

Zip Code: 49079.

7. **Nationwide Fence and Supply, Inc.** **Trunkline Guardrail** **\$383,293**
53861 Gratiot Avenue **Maintenance**
Chesterfield, MI 48051

Approval is requested to authorize the Oakland County Road Commission to award a subcontract for the performance of guardrail repair at various locations throughout Oakland County. The contract includes mobilization, replacement of bridge anchors, and guardrail repair. The project was advertised and one bid was received and accepted. The bid was below the engineer's estimate for the work. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of guardrail repair work on MDOT trunklines at various locations throughout Oakland County.

Benefit: Will provide for the maintenance of guardrails, which will result in safer highways.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The maintenance of guardrails is needed to provide safe road conditions. Failure to perform these duties could result in hazardous road conditions.

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

Selection: Low bid.

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

Zip Code: 48051.

8. **Payne and Dolan, Inc.** **Cold Milling** **Bid Amount: \$35,720.90**
25 Morgan Meadows Eng. Estimate: \$33,878.75
Marquette, MI 49855 % Over/Under: 5.43%

Approval is requested to authorize the Marquette County Road Commission to award a subcontract for the milling and resurfacing of 1000 feet of existing bituminous asphalt pavement surface on US-41 near the intersection of US-41 and Washington Street in Marquette County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the milling and resurfacing of 1000 feet of the existing bituminous asphalt pavement surface with 1.5 inches of hot mixed asphalt on US-41 near the intersection of US-41 and Washington Street in Marquette County. The project includes the traffic control needed for the paving and pavement marking work.

Benefit: Will provide for a reduction in annual maintenance costs for pothole and joint repair work and for a smoother driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

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

Selection: Low bid.

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

Zip Code: 49855.

9. **Payne and Dolan, Inc.** **Cold Milling and HMA Paving** **\$30,994.10**
801 Clark Drive
Gladstone, MI 49837

Approval is requested to authorize the Menominee County Road Commission to award a subcontract for the milling and resurfacing of 730 feet of cracked and heaved asphalt pavement surface in the outer travel lane of a passing relief lane located on M-35 in Menominee County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the milling and resurfacing of 730 feet of cracked pavement with hot mix asphalt (HMA) pavement on M-35 in Menominee County. The project includes the traffic control needed for the paving and pavement marking work.

Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

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

Selection: Low bid.

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

Zip Code: 49837.

10. **Payne and Dolan, Inc.** **HMA Paving** **\$52,890**
801 Clark Drive
Gladstone, MI 49837

Approval is requested to authorize the Menominee County Road Commission to award a subcontract for the wedging and overlay of 1200 feet of pavement surface on US-41 with hot mix asphalt (HMA). This will help to eliminate rutted surfaces in the driving lanes on US-41 in Menominee County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the wedging overlay of 1200 feet of pavement surface on US-41, 1,000 feet south of Elmwood Road to 200 feet north of Elmwood Road in Menominee County. The project includes the traffic control needed for the paving and pavement marking work.

Benefit: Will provide for the repair of rutted pavement surfaces and eliminate potentially unsafe conditions in the driving lanes.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

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

Selection: Low bid.

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

Zip Code: 49837.

11. **Payne and Dolan, Inc.** **HMA Paving** **\$196,981.76**
801 Clark Drive
Gladstone, MI 49837

Approval is requested to authorize the Delta County Road Commission to award a subcontract for the placement of 1.0 mile of hot mix asphalt (HMA) wedging and overlay in the driving lanes on US-2 in Delta County near the Sturgeon River Bridge. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the repair of the pavement surface in the driving lanes on US-2 near the Sturgeon River Bridge in Delta County.

Benefit: Will provide for the repair of rutted pavement surfaces and eliminate potentially unsafe conditions in the driving lanes.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

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

Selection: Low bid.

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

Zip Code: 49837.

12. **Rieth-Riley Construction Company Milling and HMA Paving \$68,505**
2454 West County Road 450N
LaPorte, IN 46352

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for the milling and paving of approximately 2300 feet of westbound US-12 in Berrien County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 23, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the milling of two inches and the replacement with two inches of hot mix asphalt (HMA) on 2300 feet of US-12 westbound, starting 500 feet east of business route (BR) 12 to Portage Road in Berrien County. The project includes the traffic control needed for the paving and pavement marking work.

Benefit: Will provide for the repair of pavement surfaces and eliminate potentially unsafe driving conditions for the public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

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

Selection: Low bid.

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

Zip Code: 46352.

13. **Rieth-Riley Construction Company Milling and HMA Paving \$117,072**
2454 West County Road 450N
LaPorte, IN 46352

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for the milling and paving of approximately 6800 feet on I-94 and the US-12 interchange ramps in Berrien County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 23, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the milling of two inches and the repaving of two inches of hot mix asphalt (HMA), approximately 6800 feet on I-94 and US-12 interchange ramps in Berrien County. The project includes the traffic control needed for the paving and pavement marking work.

Benefit: Will help to eliminate potentially unsafe driving conditions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The pavement is in need of repair to make the road smoother and safer. Further deterioration of the pavement surface will increase the annual maintenance costs.

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

Selection: Low bid.

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

Zip Code: 46352.

CONTRACTS

14. HIGHWAYS (Real Estate) – Resolution “A ” (Sale to Abutting Owner)
Tract 854, Control Section 59021, Parcel 32, Part A, Parcel 33, Part A, Parcel 38, Part A

The subject tract is located in the township of Eureka, Montcalm County, Michigan, and contains approximately 22,150 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. An appraisal was completed by Dave Thomas, Grand Region Property Analyst, on March 4, 2005, for \$37,000. The tract was approved for sale by Pete Loftis, Grand Region Real Estate Agent, on March 4, 2005, at the amount of \$37,000. The sole abutting owner, Chicago Diversified Foods Corporation, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$7,400, which represents a 20 percent bid deposit. The tract 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.

\$37,000

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.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48838.

15. *ATTORNEY GENERAL – Increase Amount and Extend Term
Amendatory Contract (2004-0408/A1) between MDOT and Joseph A. Young & Associates, Inc., will retroactively extend the contract term by one year to provide for an additional year of services (eleven days retroactive), will increase the hourly rate by \$7.50 to \$52.50, and will increase the maximum contract amount by \$6,300.00. The new hourly rate of \$52.50 only applies to the one-year extension term (August 6, 2005 through August 5, 2006). The original contract, which expired August 5, 2005, provided for Mr. William Swartz to provide investigative and analytical services to assist the Department of Attorney General, Transportation, Highway Negligence Division, in support of the defense of civil litigation arising from death and injury caused by automobile crashes on Michigan highways. The revised contract term will be August 6, 2004, through August 5, 2006. The revised contract amount will be \$53,930. Source of Funds: 100 % State Restricted Trunkline Funds.

Purpose/Business Case: To retroactively extend the contract term by one year to provide for an additional year of services (eleven days retroactive), will increase the hourly rate by \$7.50 to \$52.50, and will increase the maximum contract amount by \$6,300.00. The new hourly rate of \$52.50 only applies to the one-year extension term (August 6, 2005 through August 5, 2006). Mr. William Swartz provides investigative and analytical services to assist the Department of Attorney General, Transportation, Highway Negligence Division, in support of the defense of civil litigation arising from death and injury caused by automobile crashes on Michigan highways.

*Denotes a non-standard contract/amendment

Benefit: Will extend the current contract to ensure continuous investigative and analytical services in support of the defense of civil litigation against MDOT.

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: Not approving this extension could result in disruption to the investigative and analytical services in support of the defense of civil litigation against MDOT.

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; sole source for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

16. *HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0137/A1) between the MDOT and Bergmann Associates will retroactively extend the contract term by one year to provide sufficient time for the consultant to complete on-going projects, including work under authorization (Z4), for which extra time is needed to allow for completion of design engineering services. (See following item.) The original contract, which expired on May 8, 2005, provided for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be May 8, 2002, through May 8, 2006. No costs will be incurred between the expiration of the original contract and the award of this amendment. The maximum dollar amount of the contract remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To allow engineering services for on-going projects authorized under this indefinite delivery of services contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

Benefit: Will allow authorizations written under this IDS contract to be extended, pending State Administrative Board approval, as needed.

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: The risk of not approving this amendatory contract is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time.

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 and for the original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

17. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z4/R1) under Contract (2002-0137) between MDOT and Bergmann Associates will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the design services to determine the preferred alignment of a new double-track railroad connection between the Canadian National and Norfolk Southern railroads in Battle Creek, Calhoun County. Project completion was anticipated by the original expiration date of May 8, 2005; however, the schedule was changed by MDOT due to extensive coordination issues with public and private agencies and railroad companies, difficulties scheduling meetings around the organizations' availability, and additional time needed for the organizations to respond to information and review requests. A number of additional alternative alignments were created for this project that required additional time for field work, and some of the existing data was not readily available and had to be field-measured by the consultant. The original authorization, which expired on May 8, 2005, was not revised to reflect the project schedule change, which resulted in the authorization expiring before the design work was completed. No services will be performed or costs incurred between the expiration of the original authorization and the award of this authorization revision. The revised authorization term will be November 13, 2003, through May 8, 2006. The authorization amount remains unchanged at \$563,416.54. The contract term with the above amendment will be May 8, 2002, through May 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term to provide sufficient time for the consultant to complete the design services.

Benefit: Will allow completion of the reviews of the proposed alternatives and identification of the alignment that accomplishes the design goals, improves on-time performance, and reduces travel time in the cost most effective manner possible.

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 study is not completed, we may miss an opportunity to construct the project while the money is available, which could result in delayed travel times for rail passengers.

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

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

New Project Identification: This is not a new project.

Zip Code: 49017.

18. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0214/A3) between MDOT and Capital Consultants, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the work under authorization (Z14) for which extra time is needed to provide for the performance of additional design services. The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be January 29, 2002, through April 29, 2007. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the IDS contract term in order to provide sufficient time for the consultant to complete an ongoing project.

Benefit: Will allow authorizations written under this indefinite delivery of services contract to be extended, pending State Administrative Board Approval.

*Denotes a non-standard contract/amendment

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: The current expiration date of the authorization could cause the services to end prematurely, which could create a support problem with the project.

Cost Reduction: There is no cost associated with this request.

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

New Project Identification: This is not a new project.

Zip Code: 49242.

19. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z14/R4) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will revise the scope, increase the authorization amount by \$88,714.11, and extend the authorization term by one year to provide sufficient time for the consultant to complete the services. During the development of the preliminary plans, it was determined that the proposed storm sewer would be relatively deep and would require jack and bore installation. Due to the complexity of the operation and the proposed depth, a geotechnical investigation is required to provide the design consultant with accurate subsurface information for M-99 from Steamburg Road to Bacon Street in the city of Hillsdale, Hillsdale County (CS 30041 - JN 75210C). The original authorization provides for all work related to the design of a reconstruction project for the addition of a center left turn lane, along with drainage improvements of M-50 at the M-124 intersection. The revised authorization term will be September 2, 2003, through April 29, 2007. The revised authorization amount will be \$305,336.36. The contract term will be January 29, 2002, through April 29, 2007. (See previous item.) Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services. During the development of preliminary plans, it was determined that the proposed storm sewer would be relatively deep and would require jack and bore installation. Due to the complexity of the operation and the proposed depth, a geotechnical investigation is required to provide the design consultant with accurate subsurface information.

Benefit: This project will contribute to the preservation of the M-99 corridor in accordance with the University Region's strategy for improving the existing system. By managing this portion of the network in accordance with specific preservation strategies, the Region will strive to meet the statewide condition goal.

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: It is critical to the University Region's corridor preservation program that this portion of the M-99 corridor be reconstructed according to the current program. The additional services and time extension are required to review the design plans according to MDOT policy and provide construction with quality design plans.

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

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

New Project Identification: This is not a new project.

Zip Code: 49242.

20. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R4) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will revise the authorization scope, increase the authorization amount by \$142,655.93, and extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional services include design work for the additional widening of eastbound and westbound I-196 over the Mid-Michigan Railroad tracks and associated ramp work to College Avenue, survey pick-up work on eastbound and westbound I-196 to supplement the MDOT-provided survey, the revision of pavement marking plans and special provisions, and other design services. The original authorization provides for the design of the bridge rehabilitation and widening of I-196 eastbound over the Grand Rapids Eastern Railroad (formerly the Grand Trunk Western Railroad) in Grand Rapids, Kent County (CS 41027 - JN 51886D). The revised authorization term will be March 10, 2003, through November 21, 2006. The revised authorization amount will be \$444,310.41. The contract term will be November 21, 2002, through November 21, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To revise the authorization scope, increase the authorization by \$142,655.93, and extend the authorization by one year to provide sufficient time for the consultant to complete the services.

Benefit: The additional services will allow for the future widening of I-196 and will allow two lanes of traffic to be maintained.

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 the design is not completed, the future road widening will not line up with the bridge.

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

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

New Project Identification: This is not a new project.

Zip Code: 49504.

21. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R1) under Contract (2003-0177) between MDOT and Mead & Hunt, Inc., will provide for additional design services to be performed on M-106, Jackson County (CS 38051 - JN 50525C) and will increase the authorization amount by \$46,731.44. The annual structure review of C01-38051 performed on May 6, 2005, indicated a scour issue and the MDOT Lansing hydraulics unit requested that the structure be replaced as part of the 2006 construction project on M-106. The original consultant design contract did not include structure design tasks. The original authorization provides for design services to be performed on M-106 from Elliott Street to Bunker Hill Road, Jackson County. The authorization term remains unchanged, November 5, 2004, through April 17, 2006. The revised authorization amount will be \$267,684.53. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The annual structure review of C01-38051 performed on May 6, 2005, indicated a scour issue, and the MDOT Lansing hydraulics unit requested that the structure be replaced as part of the 2006 construction project on M-106. The original consultant design contract did not include structure design tasks.

Benefit: This project will contribute to the preservation of the M-106 corridor in accordance with the University Region's strategy for improving the existing system. By managing this portion of the network in accordance with specific preservation strategies, the Region will strive to meet the statewide condition goal.

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: It is critical to the University Region's corridor preservation program that this portion of the M-106 corridor be reconstructed according to the current program. The additional services are required to include structure plans and details according to MDOT policy and provide construction with quality design plans. If the culvert replacement is not included in the contract, MDOT may be required to revisit the projects limits in the near future to replace the culvert as a stand alone project.

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

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

New Project Identification: This is not a new project.

Zip Code: 49272.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z8) under Contract (2004-0091) between MDOT and Capital Consultants, Inc., will provide for design services to be performed for roadway improvements on M-43 in the village of Delton, Barry Township, Barry County (CS 08011 - JN 60507C). The services will include safety upgrade, access management, transportation enhancement, and storm sewer upgrade work. The authorization will be in effect from the date of award through February 3, 2007. The authorization amount will be \$280,532.97. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for roadway improvements on M-43 in the village of Delton, Barry Township, Barry County. The services will include safety upgrade, access management, transportation enhancement, and storm sewer upgrade work.

Benefit: The project will provide safety and aesthetic improvements to this segment of the M-43 corridor. Additionally, long-term maintenance costs will be reduced by providing adequate roadway drainage and a consistent pavement cross section.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization is not approved, the design will not be completed since in-house resources are not available to complete the task.

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: 49325.

23. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z6) under Contract (2004-0093) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed office technician services to be performed for road construction and/or bridge construction within the Cadillac Transportation Service Center area (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 3, 2007. The authorization amount will be \$280,133.48. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization will provide for as-needed office technician services to be performed for road construction and/or bridge construction within the Cadillac Transportation Service Center area (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for the performance of office technician services that are required to satisfy state and federal guidelines for 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: The loss of federal participation on this and subsequent highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: Rehabilitation of existing roadways.

Zip Code: 49601.

24. *HIGHWAYS - Revise Scope, Increase Amount

Amendatory Contract (2004-0137/A3) between MDOT and CH2M Hill Michigan, Inc., will provide for the performance of additional design and coordination services to separate the permanent signing, permanent pavement marking, and landscaping work from the original design into independent projects and will increase the contract amount by \$191,511.01. The original contract provides for the design of M-10 from Lahser Road to Beck Road and of I-696 from US-24 (Telegraph Road) to Franklin Road in the city of Southfield, Oakland County. The contract term remains unchanged, March 10, 2004, through July 1, 2006. The revised contract amount will be \$2,630,712.79. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design and coordination services to separate the permanent signing, permanent pavement marking, and landscaping work from the original design into independent projects and to increase the contract amount by \$191,511.01. The original contract provides for the design of M-10 from Lahser Road to Beck Road and of I-696 from US-24 (Telegraph Road) to Franklin Road in the city of Southfield, Oakland County.

Benefit: Will improve the pavement ride, condition, and safety of the roadway. This reconstruction 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: The intent behind this initiative is to break large projects up into several smaller ones, so as to create additional work opportunities within the contracting community.

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

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

New Project Identification: This is a rehabilitation project.

Zip Code: 48075.

25. *HIGHWAYS – Revise Scope, Increase Amount

Amendatory Contract (2004-0159/A1) between MDOT and Bergmann Associates will provide for the performance of additional design and coordination services to separate the S02 bridge work (Napier Road over M-14), the S03 and S04 bridge work (North Territorial Road and Ridge Road over M-14), the S09 and S10 bridge work (Northville Road and Robinwood Road over M-14), the S11 and S01 bridge work (Schoolcraft Road and Haggerty Road over M-14), and the permanent pavement marking and permanent freeway signing work from the M-14 reconstruction project into separate projects and will increase the contract amount by \$357,370.63. The original contract provides for the design of M-14 from the Wayne County/Washtenaw County line to Sheldon Road, Plymouth Township, Wayne County. The contract term remains unchanged, March 26, 2004, through January 1, 2006. The revised contract amount will be \$2,269,964.94. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design and coordination services to separate the S02 bridge work (Napier Road over M-14), the S03 and S04 bridge work (North Territorial Road and Ridge Road over M-14), the S09 and S10 bridge work (Northville Road and Robinwood Road over M-14), the S11 and S01 bridge work (Schoolcraft Road and Haggerty Road over M-14), and the permanent pavement marking and permanent freeway signing work from the M-14 reconstruction project into separate projects and will increase the contract amount by \$357,370.63. Breaking this large project into several smaller projects will create additional work opportunities within the contracting community.

Benefit: Will improve the pavement ride and the condition and safety of the roadway. This reconstruction 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: The intent behind this initiative is to break large projects up into several smaller ones so as to create additional work opportunities within the contracting community.

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

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

New Project Identification: This is a rehabilitation project.

Zip Code: 48170.

26. HIGHWAYS - IDS Design Consultant Services

Authorization (Z13) under Contract (2004-0161) between MDOT and Bergmann Associates will provide for design services to be performed on M-37 from M-46 to 300 feet south of Moon Road and on M-46 from 1,200 feet west of M-37 to M-37 in Casnovia Township, Muskegon County (CS 61131 - JN 77964C). The work items include reconstruction, concrete intersection reconstruction, overlay, drainage improvement, and right-of-way acquisition work. The authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$269,266.75. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for 1.73 miles of road rehabilitation and reconstruction on M-37 from M-46 northerly to Moon Road and on M-46 from 1,200 feet west of M-37 east to the intersection of M-37 and M-46.

Benefit: Will improve the road surface, vertical alignment, possible roundabout for improved movements through the M-37 and M-46 intersection, drainage improvements, and safety item upgrades.

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 scheduled for advance design when additional funds become available as early as FY 2006.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49318.

27. HIGHWAYS – IDS Design Consultant Services

Authorization (Z1) under Contract (2004-0308) between MDOT and The Corradino Group, P.S.C., will provide for the conduct of aesthetic/context-sensitive design workshops for M-1 (Woodward Avenue) at M-102 (Eight Mile Road) within the cities of Ferndale and Detroit, in Wayne and Oakland Counties (CS 63051 - JN 80533). Services will include a design for the aesthetic enhancement of this intersection, a cost estimate of the proposed enhancement, and a program by which the initial investment in the enhancement can be protected through a public/private partnership that takes ownership of the intersection. The authorization term is July 20, 2005, through June 17, 2007. The authorization amount is \$472,595. The contract term is June 18, 2004, through June 17, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

This authorization was previously approved by the State Administrative Board at its July 17, 2005, meeting for the amount of \$404,422. The amount of \$472,595 was the amount that was actually negotiated with the consultant last year.

Purpose/Business Case: To seek approval of the correct authorization amount of \$472,595 for an authorization that was previously approved by the State Administrative Board on July 17, 2005, for \$404,422. The authorization provides for the conduct of context-sensitive design workshops with stake holders. Ideas generated from the environmental phase (environmental assessment) of the study will be used as a basis for the development of aesthetic improvements to the bridge and environs. In addition, the State Historic Preservation Office has determined that the intersection is eligible for the National Register. Therefore, before design and construction can begin, we must coordinate with them and the community to agree on aesthetic enhancements that are appropriate for the area.

Benefit: Stakeholders will be a part of the decision-making process and will provide input with regard to aesthetic improvements that fit in with their community and vision. The context-sensitive design workshops are an extension of the public involvement activities that occurred during the environmental phase of 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: If the context-sensitive design workshops are not conducted, we will miss an opportunity to gain input from the locals. Improvements to the bridge are needed immediately. The project was delayed due to the fact that an environmental assessment was conducted, and the delay has resulted in the bridge remaining in need of repair for almost four years. Design and construction will immediately follow the workshops to ensure that the structure is safe and replaced and open to traffic before the many traffic-generating events that are scheduled, including the Michigan State Fair and the Woodward Dream Cruise, take place.

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: 48220.

28. *HIGHWAYS - Revise Scope, Increase Amount

Amendatory Contract (2004-0358/A2) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional design and coordination services for the revision of the M-10 Service Drive limits and the completion of footing probes for the retaining walls and bridges and will increase the contract amount by \$93,955.89. The original contract provides for the reconstruction of M-10 between M-102 and M-39 in the city of Southfield, Oakland County. The contract term remains unchanged, November 2, 2004, through December 1, 2006. The revised contract amount will be \$3,313,770.96. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

Purpose/Business Case: This amendment will provide for the performance of additional design and coordination of services for the revision of the M-10 Service Drive limits and the completion of footing probes for the retaining walls and bridges and will increase the contract amount by \$93,955.89. The original contract provides for the reconstruction of M-10 between M-102 and M-39 in the city of Southfield, Oakland County.

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

Funding Source: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

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

Risk Assessment: The additional design and coordination work is being added to revise the Service Drive limits that will be reconstructed as part of this project. The revision is needed to correctly reflect the limits of MDOT jurisdiction. Adding this work now will allow MDOT construction the advantage of utilizing the lane closures and detours needed for the freeway construction, which will result in an overall cost savings to the program. Failure to include this work will necessitate that MDOT return to this location at a later date to upgrade the facilities. This would result in additional maintaining traffic costs, increased user delays, additional impacts to the roadway, and increased supervision during construction. The additional work to complete shoulder cores and soil probe soundings is being added to verify the footing elevations for the retaining walls and bridges within the project limits. Adding this work now will allow the designer to correctly identify the footing locations and include the proper treatments in the roadway design. Failure to include this work would require the designer to proceed with assumed elevations. This would necessitate design changes during construction and could potentially compromise the integrity of these structures, which could result in costly delays.

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

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

New Project Identification: This is not a new project. It is a reconstruction of an existing roadway with no capacity increase.

Zip Code: 48237.

29. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2004-0384) between MDOT and HH Engineering, Ltd., will provide for the design of the cold milling and resurfacing of M-17 from the US-12 business route to US-12 in the city of Ypsilanti and Ypsilanti Township, Washtenaw County (CS 81082 - JN 46086C). The work items include design survey, base plans, traffic control plans, pavement marking plans, preliminary design plans, and final design plans. The authorization will be in effect from the date of award through July 23, 2007. The authorization amount will be \$283,263.74. The contract term is July 23, 2004, through July 23, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the design of the cold milling and resurfacing of M-17 from the US-12 business route to US-12. The project will also include joint repairs and drainage improvements. The purpose of this rehabilitation project is to correct current pavement problems and extend the life of the roadway.

Benefit: A smoother ride, improved drainage, and extended service life for this roadway.

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: Without this improvement, the existing roadway will continue to deteriorate and will require excessive maintenance to keep it functioning until it finally fails and requires complete replacement.

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: 48197.

30. HIGHWAYS - IDS Design Consultant Services

Authorization (Z8) under Contract (2005-0072) between MDOT and HNTB Michigan, Inc., will provide for design services to be performed for the development of a needs-based purchase and replacement strategy for changeable message signs (CMS) in the Metropolitan Detroit area (CS 84917 - JN 59195A). The work items include the identification of existing conditions, providing a survey of similar experiences, recommendation of technology updates, scheduling of vendor demonstrations, writing special provisions for procurement, and providing recommendations for the purchase and replacement of CMS field elements. The authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$275,688. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for design services to be performed for the development of a needs-based purchase and replacement strategy for CMS in the Metropolitan Detroit area (CS 84917 - JN 59195A). The work items include the identification of existing conditions, providing a survey of similar experiences, recommendation of technology updates, scheduling of vendor demonstrations, writing special provisions for procurement, and providing recommendations for purchase and replacement of CMS field elements.

Benefit: The population of the Metro Region continues to grow, and the Intelligent Transportation System (ITS) network needs to follow that growth. The areas in which these message boards will be placed currently have voids in the system for coverage. The locations will be reviewed for best placement while providing maximum benefits. The traffic messaging will provide reduced congestion, driver notification, and incident management. The project will utilize State of Michigan standards for conformity and reduction of maintenance costs.

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: The lack of changeable message sign review and replacement could result in nonconformity, poor placement, lack of knowledge for replacement, and increased costs for separate purchases.

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-base.

New Project Identification: This is not a new project.

Zip Code: 48075.

31. HIGHWAYS - IDS Design Engineering Services

Authorization (Z1) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will provide for the performance of road design services for the rehabilitation of M-3 southbound for 1.68 miles from Sunnyview Road to the Clinton River in the city of Mount Clemens and Clinton Township, Macomb County (CS 50051 - JN 45733C). The work items include road design survey work, crash analysis, road design, maintaining traffic plans, permanent non-freeway traffic signing plans, and pavement marking plans. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$104,932.79. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of road design services for the rehabilitation of M-3 southbound for 1.68 miles from Sunnyview Road to the Clinton River in the city of Mount Clemens and Clinton Township, Macomb County. This project includes pavement repairs and resurfacing in order to improve driving conditions, add safety features, and extend the service life of the roadway.

Benefit: Improved driving conditions, additional safety precautions, and extended service life of the roadway.

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: Not rehabilitating the roadway now will result in increasing safety concerns as the roadway continues to deteriorate. Without repair, the roadway will eventually fail and need to be completely replaced at a much higher cost.

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: 48043.

32. HIGHWAYS - IDS Design Engineering Services

Authorization (Z2) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will provide for the performance of road design services for the rehabilitation of M-3 southbound for 2.26 miles from the Clinton River to Sandpiper Street in the city of Mount Clemens and Clinton Township, Macomb County (CS 50051 - JN 60444C). The work items include road design survey work, crash analysis, road design, maintaining traffic plans, permanent non-freeway traffic signing plans, and pavement marking plans. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$192,860.89. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of road design services for the rehabilitation of M-3 southbound for 2.26 miles from the Clinton River to Sandpiper Street in the city of Mount Clemens and Clinton Township, Macomb County. This project includes pavement repairs and resurfacing in order to improve driving conditions, add safety features, and extend the service life of the roadway.

Benefit: Improved driving conditions, additional safety precautions, and extended service life of the roadway.

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: Not rehabilitating the roadway now will result in increasing safety concerns as the roadway continues to deteriorate. Without repair, the roadway will eventually fail and need to be completely replaced at a much higher cost.

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.

*Denotes a non-standard contract/amendment

New Project Identification: This is not a new project.
Zip Code: 48043.

33. HIGHWAYS - IDS Design Engineering Services

Authorization (Z3) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will provide for the performance of road design services for the rehabilitation of M-3 northbound for 3.23 miles from Remick Street to Sandpiper Street in the city of Mount Clemens and Clinton Township, Macomb County (CS 50051 - JN 60445C). The work items include road design survey work, crash analysis, road design, maintaining traffic plans, permanent non-freeway traffic signing plans, and pavement marking plans. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$198,793.75. The contract term is April 5, 2005, through April 5, 2008. Source of funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of road design services for the rehabilitation of M-3 northbound for 3.23 miles from Remick Street to Sandpiper Street in the city of Mount Clemens and Clinton Township, Macomb County. This project includes pavement repairs and resurfacing in order to improve driving conditions, add safety features, and extend the service life of the roadway.

Benefit: Improved driving conditions, additional safety precautions, and extended service life of the roadway.

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: Not rehabilitating the roadway now will result in increasing safety concerns as the roadway continues to deteriorate. Without repair, the roadway will eventually fail and need to be completely replaced at a much higher cost.

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: 48043.

34. HIGHWAYS - IDS Design Consultant Services

Authorization (Z7) under Contract (2005-0218) between MDOT and Rowe, Inc., will provide for the performance of design services for the rehabilitation of M-1 (Woodward Avenue) from I-94 to Adams Road in the city of Detroit, Wayne County (CS 82131 - JN 76903C). The authorization will be in effect from the date of award through May 4, 2008. The authorization amount will be \$571,148.96. The contract term is May 4, 2005, through May 4, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Highway Funds.

Purpose/Business Case: To provide for the performance of design services for the rehabilitation of M-1 (Woodward Avenue) from I-94 to Adams Road, city of Detroit, Wayne County.

Benefit: This authorization will provide for improved pavement ride, condition, and safety of the roadway.

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

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

Risk Assessment: Not authorizing/awarding this project could result in safety problems for motorists due to the deterioration of the road condition.

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: 48202.

35. HIGHWAYS - IDS Construction Engineering Services
Authorization (Z1) under Contract (2005-0262) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of full construction engineering services on M-99 from the easterly railroad crossing to north of Fayette Street, city of Hillsdale, Hillsdale County (CS 30032 - JN 75182A). The work items include reconstructing pavement, placing new curb and gutter, replacing driveway approaches, installing traffic signals, and replacing storm sewer. The authorization will be in effect from the date of award through June 14, 2008. The authorization amount will be \$212,760.83. The contract term is June 14, 2005, through June 14, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.
- Purpose/Business Case:** To provide for the performance of construction engineering, testing and inspection services on a local, state, and federal aid road construction project.
Benefit: Will improve rideability for motorists.
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: Potential loss of federal aid monies and loss of support on road and bridge projects.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 49242.
36. HIGHWAYS - IDS Engineering Services
Contract (2005-0382) between MDOT and MACTEC Engineering and Consulting of Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
37. *HIGHWAYS - IDS Claims Review Services
Contract (2005-0384) between MDOT and Trauner Consulting Services, Inc., will provide for claims review services to be performed on an as needed/when needed basis to assist the Office of the Attorney General. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 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.
38. HIGHWAYS - IDS Engineering Services
Contract (2005-0453) between MDOT and Parsons Transportation Group, 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.

*Denotes a non-standard contract/amendment

39. HIGHWAYS - IDS Engineering Services
Contract (2005-0454) between MDOT and Earth Data-Towill of Michigan, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

40. HIGHWAYS (Maintenance)- Construction of Chemical Storage Facility
Contract (2005-0460) between MDOT and the Oakland County Road Commission will provide for the construction of a chemical storage facility on Pontiac Lake Road in Oakland County. The contract will be in effect from the date of award through two years. The contract amount will be \$650,000. Source of Funds: 43% State Restricted Trunkline Funds and 57% Oakland County Road Commission Funds.

Purpose/Business Case: To provide for the construction of a chemical storage facility at 2420 Pontiac Lake Road, Waterford, Oakland County. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 15,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 43% State Restricted Trunkline Funds and 57% Oakland County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Oakland County. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 48328.

41. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2005-5321) between MDOT and the City of Jackson will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work at the intersection of Mechanic Street and Wesley Street; decorative lighting work along Mechanic Street from Wesley Street to Morrell Street, along Morrell Street from Francis Street to South Jackson Street, and along South Jackson Street from Morrell Street to Washington Street.

Estimated Funds:

Federal Highway Administration Funds	\$197,557.00
City of Jackson Funds	<u>\$ 49,389.25</u>
Total Funds	<u>\$246,946.25</u>

STE 38082 – 83580; Jackson County
 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: Enhancement of the transportation system.

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

Commitment Level: 80% federal up to \$197,557.00 and the balance by City of Jackson; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Enhancement of existing roadway.

Zip Code: 49201.

42. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2005-5324) between MDOT and the City of Wyandotte will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Maple Street from 2nd Street to 3rd Street, along Sycamore Street from 2nd Street to 3rd Street, along Biddle Street from Pine Street to Grove Street, along 2nd Street from Elm Street to Maple Street, along 3rd Street from Oak Street to Sycamore Street, and along Elm Street from 2nd Street to 3rd Street, including sidewalk, pedestrian lighting, and tree planting work.

Estimated Funds:

Federal Highway Administration Funds	\$164,017.00
City of Wyandotte Funds	<u>\$365,070.10</u>
Total Funds	<u>\$529,087.10</u>

STE 82400 – 52925; Wayne County
 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: Enhancement of the transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City Wyandotte Funds.

Commitment Level: 31% federal up to \$164,017.00 and the balance by City of Wyandotte; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Enhancement of existing roadway.

Zip Code: 48192.

43. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2005-5343) between MDOT and the City of Detroit will provide for participation in the construction of the following improvements:

Streetscaping and pedestrian amenities work along Woodward Avenue from Michigan Avenue to Park Avenue/Witherell Street.

The purpose of this amendment is to correct the jurisdiction, which rests with the City of Detroit and not MDOT, of the roadway described as the project. The estimated cost of the project remains unchanged.

Estimated Funds:

Federal Highway Administration Funds	\$350,000
City of Detroit Funds	<u>\$ 38,000</u>
Total Funds	<u>\$388,000</u>

RP 82400 - 80248

Amendment

Purpose/Business Case: To amend the original contract to correct the jurisdiction of the roadway described as the project. Woodward Avenue within the limits of the project was previously known as Highway M-1 and was under MDOT jurisdiction. However, jurisdiction of this portion of the roadway was transferred from MDOT to the City of Detroit on April 1, 2004. The original contract for this work was awarded after the transfer took place and is, therefore, being revised to reflect with whom the current jurisdiction rests.

Benefit: Correcting jurisdiction of the roadway will allow compliance with the jurisdictional transfer agreement.

Funding Source: Federal Transportation and Community and System Preservation Funds and City of Detroit Funds.

Commitment Level: 100% federal up to \$350,000 and the balance by City of Detroit.

Risk Assessment: Without the amendment, this contract would be in conflict with a memorandum of understanding between MDOT and the City that transfers jurisdiction of this portion of the roadway from MDOT to the City.

Cost Reduction: N/A. (Original was for local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.)

Selection: N/A.

New Project Identification: N/A. (Original was for enhancement of existing roadway.)

Zip Code: 48826.

44. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2005-5346) between MDOT and Calhoun County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Bicycle lane work along Wattles Road from Verona Road to Historic Bridge Park, including pavement marking and signing work.

Estimated Funds:

Federal Highway Administration Funds	\$215,306
Calhoun County Road Commission Funds	<u>\$ 92,274</u>
Total Funds	<u>\$307,580</u>

STE 13010 - 76857

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 Calhoun County Road Commission Funds.

Commitment Level: 70% federal up to \$215,306 and the balance by Calhoun County Road Commission; based on estimate.

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

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49014.

45. *MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term
 Amendatory Contract (2003-0149/A1) between MDOT and the Jackson County Board of Commissioners will add noise analysis work to the project, will increase the contract amount by \$6,000, and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for preliminary engineering services to be performed for a new runway 7/25 and for the shift/extension of runway 14/32 at the Jackson County-Reynolds Field in Jackson, Michigan. The revised contract term will be April 8, 2003, through April 7, 2023. The revised contract amount will be \$58,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
FAA Funds	\$46,800	\$5,400	\$52,200
State Restricted Aeronautics Funds	\$ 2,600	\$ 300	\$ 2,900
Jackson County Funds	<u>\$ 2,600</u>	<u>\$ 300</u>	<u>\$ 2,900</u>
Total	<u>\$52,000</u>	<u>\$6,000</u>	<u>\$58,000</u>

Purpose/Business Case: To add the conduct of a noise analysis, which is needed to complete the environmental assessment, to the project and to increase the amount by \$6,000 accordingly. The twenty-year term will allow the

*Denotes a non-standard contract/amendment

airport 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.

Benefit: The noise analysis will further define the required work necessary for the proposed future runway improvements.

Funding Source: FAA Funds - \$52,200; State Restricted Aeronautics Funds - \$2,900; Jackson County Funds - \$2,900; Contract Total - \$58,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the environmental assessment cannot be completed.

Cost Reduction: The consultant contracts are reviewed by MDOT personnel for further cost reductions.

Selection: N/A.

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

Zip Code: 49202.

46. *MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Memorandum of Understanding (MOU) (2003-0606/A1) between MDOT and the Michigan Department of Military and Veterans Affairs (MDMVA) will add the preparation of an Exhibit A (property history) to the project and will increase the MOU amount by \$23,000. The original MOU provides for the design and construction of the rehabilitation of runway 14/32 lights, for airport pavement marking, and for the preparation of an airport layout plan at the Grayling Army Airfield in Grayling, Michigan. The term of the MOU remains unchanged, September 9, 2003, through September 8, 2023. The revised MOU amount will be \$478,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$409,500	\$20,700	\$430,200
State Restricted Aeronautics Funds	\$ 22,750	\$ 1,150	\$ 23,900
MDMVA Funds	\$ 22,750	\$ 1,150	\$ 23,900
Total	<u>\$455,000</u>	<u>\$23,000</u>	<u>\$478,000</u>

Purpose/Business Case: To add the preparation of an Exhibit A (property history) to the project and to increase the amount by \$23,000 accordingly.

Benefit: The Exhibit A document will meet current Federal Aviation Administration standards and requirements.

Funding Source: FAA Funds - \$430,200; State Restricted Aeronautics Funds - \$23,900; MDMVA Funds - \$23,900; MOU Total - \$478,000.

Commitment Level: The MOU is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is non-compliance with FAA requirements.

Cost Reduction: All consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

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

Zip Code: 49739.

47. *MULTI-MODAL (Aeronautics) - Air Service Consultant

Contract (2005-0256) between MDOT and Eclat Consulting, Inc., will provide for consulting expertise on technical air service issues relevant to Michigan's air carrier airports. The contract will be in effect from the date of award through May 30, 2007. The estimated project amount will be \$94,980. Source of Funds: State Restricted Aeronautics Funds - \$94,980.

Purpose/Business Case: The consultant will be used to improve air service at Michigan's air carrier airports by conducting passenger demand forecasts, generating detailed market analyses, and recommending improvement strategies. Particular emphasis will be placed on improving service in smaller communities that have experienced difficulty in retaining and improving air service.

*Denotes a non-standard contract/amendment

Benefit: MDOT will benefit by receiving technical expertise to assist in our goals of improving and preserving air service. The principles in this firm possess a wealth of knowledge and experience in dealing with air service issues from a statewide perspective.

Funding Source: State Restricted Aeronautics Funds - \$94,980.

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

Risk Assessment: If the contract is not awarded, passenger usage at Michigan air carrier airports may decline as service deteriorates. The result would be a decrease in economic development and quality of life for Michigan citizens.

Cost Reduction: While this contract will be used for airports across the state, local sponsors will be required to contribute a minimum of thirty percent for individual market analyses/feasibility studies. This local match will reduce the overall cost to MDOT.

Selection: Qualifications-based.

New Project Identification: This is a new statewide project under the Air Service Program.

Zip Code: 48909.

48. MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements

Contract (2005-0380) between MDOT and the City of Greenville will provide federal and state grant funds for the design and construction of the rehabilitation of an aircraft parking apron and entrance drive and for the construction of the rehabilitation of the medium intensity runway lights on runway 10/28 and the installation of medium intensity taxiway lights on the parallel taxiway at the Greenville Municipal Airport in Greenville, 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 \$535,000. Source of Funds: FAA Funds (via block grant) - \$428,001; State Restricted Aeronautics Funds - \$93,624; City of Greenville Funds - \$13,375.

Purpose/Business Case: To provide for the creation of engineering plans for the rehabilitation of an aircraft parking apron and entrance drive and for the construction of the rehabilitation of the medium intensity runway lights on runway 10/28 and the installation of medium intensity taxiway lights on the parallel taxiway.

Benefit: The design engineering will provide a design that meets all federal and state safety and airport design standards. The rehabilitation of the lighting will enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$428,001; State Restricted Aeronautics Funds - \$93,624; City of Greenville Funds - \$13,375; Contract Total - \$535,000.

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 the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder. The consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

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

Zip Code: 48838.

49. *MULTI-MODAL (Aeronautics) - Pavement Management Services

Contract (2005-0383) between MDOT and Applied Pavement Technology, Inc., will provide state grant funds for the performance of airport pavement services statewide. The objective of the project is to update MDOT's current Airport Pavement Management System and to further the utilization of the system by developing airport pavement maintenance plans. This project will be performed in three phases over a three-year period, with each phase comprising services for approximately one-third of the airports included in the state system. The contract is based on one consultant completing one full cycle of all three phases. The contract will be amended at the end of each phase to add the specific airport studies and associated costs of the next phase. The contract will be in effect from the date of award through three years. The consultant will have from the date of award through one year to complete Phase 1 of the project. The amount for Phase 1 is \$184,563. Source of Funds: State Restricted Aeronautics Funds - \$184,563.

Purpose/Business Case: The project will provide detailed information as to the conditions of pavements at airports in Michigan. The consultant will also recommend a cost-effective methodology for the maintenance of good pavements at individual airports statewide. The project will be completed in three phases over a three-year period.

Benefit: The Federal Aviation Administration (FAA) requires that airports have a pavement preventative maintenance program in accordance with the federal Airport Improvement Program (AIP) grant. This contract will result in the provision of Pavement Condition Index (PCI) reports that detail individual airport pavement conditions and their projected rates of deterioration. This project will also result in the generation of an optimal airport pavement maintenance strategy for the specific airports included in the study.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If this contract is not awarded, current detailed pavement condition inventories will not be updated, and future funding will not be able to be optimally programmed to make use of the most cost-effective types of preventive maintenance of specific airport pavements. In addition, without the PCI information and preventive maintenance strategies, preventive maintenance methods may be overlooked, which could result in shortened useful pavements lives and increased overall rehabilitation costs.

Cost Reduction: The costs were negotiated and reduced.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

50. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2005-0386) between MDOT and the City of Boyne City will provide state grant funds for the performance of airport pavement marking at the Boyne City Municipal Airport in Boyne City, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$15,000. Source of Funds: State Restricted Aeronautics Funds - \$7,500; City of Boyne City Funds - \$7,500.

Purpose/Business Case: To provide for the routine marking of airport pavements.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$7,500; City of Boyne City Funds - \$7,500; Contract Total - \$15,000.

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 may not be able to afford the cost at this time without state participation.

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

Selection: N/A.

*Denotes a non-standard contract/amendment

New Project Identification: This is routine maintenance.
Zip Code: 49713.

51. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2005-0387) between MDOT and the Wayne County Airport Authority (WCAA) will provide state grant funds for the performance of airport pavement marking at the Willow Run Airport in Detroit, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,000. Source of Funds: State Restricted Aeronautics Funds - \$2,500; WCAA Funds - \$2,500.

Purpose/Business Case: To provide for the routine marking of airport pavements.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$2,500; WCAA Funds - \$2,500; Contract Total - \$5,000.

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 may not be able to afford the cost at this time without 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 routine maintenance.

Zip Code: 48198.

52. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2005-0388) between MDOT and the Jackson County Board of Commissioners will provide state grant funds for the performance of airport pavement marking at the Jackson County-Reynolds Field in Jackson, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$7,000. Source of Funds: State Restricted Aeronautics Funds - \$3,500; Jackson County Funds - \$3,500.

Purpose/Business Case: To provide for the routine marking of airport pavements.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$3,500; Jackson County Funds - \$3,500; Contract Total - \$7,000.

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 may not be able to afford the cost at this time without 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 routine maintenance.

Zip Code: 49202.

53. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2005-0389) between MDOT and the Kalamazoo County Board of Commissioners will provide state grant funds for the performance of airport pavement marking at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$16,000. Source of Funds: State Restricted Aeronautics Funds - \$8,000; Kalamazoo County Funds - \$8,000.

Purpose/Business Case: To provide for the routine marking of airport pavements.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$8,000; Kalamazoo County Funds - \$8,000; Contract Total - \$16,000.

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 may not be able to afford the cost at this time without 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 routine maintenance.

Zip Code: 49002.

54. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2005-0391) between MDOT and the Northwestern Regional Airport Commission will provide state grant funds for the performance of airport pavement marking at the Cherry Capital Airport in Traverse City, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$20,000. Source of Funds: State Restricted Aeronautics Funds - \$10,000; Northwestern Regional Airport Commission Funds - \$10,000.

Purpose/Business Case: To provide for the routine marking of airport pavements.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$10,000; Northwestern Regional Airport Commission Funds - \$10,000; Contract Total - \$20,000.

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 may not be able to afford the cost at this time without 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 routine maintenance.

Zip Code: 49686.

55. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
 Contract (2005-0401) between MDOT and the Lenawee County Board of Commissioners will provide state grant funds for the performance of airport crack sealing services at the Lenawee County Airport in Adrian, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$6,000. Source of Funds: State Restricted Aeronautics Funds - \$3,000; Lenawee County Funds - \$3,000.
- Purpose/Business Case:** To provide for the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.
Funding Source: State Restricted Aeronautics Funds - \$3,000; Lenawee County Funds - \$3,000; Contract Total \$6,000.
Commitment Level: The contract has a fixed cost for construction.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost at this time without state participation.
Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 49221.
56. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
 Contract (2005-0403) between MDOT and the City of Boyne City will provide state grant funds for the performance of airport crack sealing services at the Boyne City Municipal Airport in Boyne City, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Boyne City Funds - \$5,000.
- Purpose/Business Case:** To provide for the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.
Funding Source: State Restricted Aeronautics Funds - \$5,000; Boyne City Funds - \$5,000; Contract Total \$10,000.
Commitment Level: The contract has a fixed cost for construction.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost at this time without state participation.
Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.
Selection: N/A.
New Project Identification: This is routine maintenance.
Zip Code: 49712.
57. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
 Contract (2005-0404) between MDOT and the Branch County Board of Commissioners will provide state grant funds for the performance of airport crack sealing services at the Branch County Memorial Airport in Coldwater, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Branch County Funds - \$5,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$5,000; Branch County Funds - \$5,000; Contract Total \$10,000.

Commitment Level: The contract has a fixed cost for construction.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49036.

58. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2005-0405) between MDOT and the Wayne County Airport Authority (WCAA) will provide state grant funds for the performance of airport crack sealing services at the Willow Run Airport in Detroit, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; WCAA Funds - \$5,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$5,000; WCAA Funds - \$5,000; Contract Total \$10,000.

Commitment Level: The contract has a fixed cost for construction.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48198.

59. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2005-0406) between MDOT and the Dickinson County Board of Commissioners will provide state grant funds for the performance of airport crack sealing services at the Ford Airport in Iron Mountain, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Dickinson County Funds - \$5,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$5,000; Dickinson County Funds - \$5,000; Contract Total \$10,000.

Commitment Level: The contract has a fixed cost for construction.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49801.

60. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2005-0407) between MDOT and the Gogebic County Board of Commissioners will provide state grant funds for the performance of airport crack sealing services at the Gogebic Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$4,000. Source of Funds: State Restricted Aeronautics Funds - \$2,000; Gogebic County Funds - \$2,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$2,000; Gogebic County Funds - \$2,000; Contract Total \$4,000.

Commitment Level: The contract has a fixed cost for construction.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49938.

61. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2005-0408) between MDOT and the Jackson County Board of Commissioners will provide state grant funds for the performance of airport crack sealing services at the Jackson County-Reynolds Field in Jackson, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,000. Source of Funds: State Restricted Aeronautics Funds - \$2,500; Jackson County Funds - \$2,500.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$2,500; Jackson County Funds - \$2,500; Contract Total \$5,000.

Commitment Level: The contract has a fixed cost for construction.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49202.

62. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2005-0409) between MDOT and the Kalamazoo County Board of Commissioners will provide state grant funds for the performance of airport crack sealing services at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$18,000. Source of Funds: State Restricted Aeronautics Funds - \$9,000; Kalamazoo County Funds - \$9,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$9,000; Kalamazoo County Funds - \$9,000; Contract Total \$18,000.

Commitment Level: The contract has a fixed cost for construction.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49002.

63. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2005-0410) between MDOT and the Luce County Board of Commissioners will provide state grant funds for the performance of airport crack sealing services at the Luce County Airport in Newberry, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,000. Source of Funds: State Restricted Aeronautics Funds - \$2,500; Luce County Funds - \$2,500.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$2,500; Luce County Funds - \$2,500; Contract Total \$5,000.

Commitment Level: The contract has a fixed cost for construction.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 49868.

64. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2005-0411) between MDOT and Macomb Airway Incorporated will provide state grant funds for the performance of airport crack sealing services at the Ray Community Airport in Ray, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$3,000. Source of Funds: State Restricted Aeronautics Funds - \$1,500; Macomb Airway Incorporated Funds - \$1,500.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$1,500; Macomb Airway Incorporated Funds - \$1,500; Contract Total \$3,000.

Commitment Level: The contract has a fixed cost for construction.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48096.

65. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2005-0412) between MDOT and the MBS International Airport Commission will provide state grant funds for the performance of airport crack sealing services at the MBS International Airport in Saginaw, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$10,000. Source of Funds: State Restricted Aeronautics Funds - \$5,000; MBS International Airport Commission Funds - \$5,000.

Purpose/Business Case: To provide for the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$5,000; MBS International Airport Commission Funds - \$5,000; Contract Total \$10,000.

Commitment Level: The contract has a fixed cost for construction.

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

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

Selection: N/A.

New Project Identification: This is routine maintenance.

Zip Code: 48623.

66. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2005-0449) between MDOT and the City of Marshall will provide state grant funds for the performance of airport pavement marking at the Brooks Field in Marshall, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$600. Source of Funds: State Restricted Aeronautics Funds - \$300; City of Marshall Funds - \$300.

Purpose/Business Case: To provide for the routine marking of airport pavements.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$300; City of Marshall Funds - \$300; Contract Total - \$600.

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 may not be able to afford the cost at this time without 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 routine maintenance.

Zip Code: 49068.

67. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2005-0450) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide state grant funds for the performance of airport pavement marking at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$7,000. Source of Funds: State Restricted Aeronautics Funds - \$3,500; EDCCC Funds - \$3,500.

Purpose/Business Case: To provide for the routine marking of airport pavements.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$3,500; EDCCC Funds - \$3,500; Contract Total - \$7,000.

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 may not be able to afford the cost at this time without 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 routine maintenance.

Zip Code: 49788.

68. MULTI-MODAL (Aeronautics) - Rehabilitation of Lighting

Contract (2005-0455) between MDOT and the City of Big Rapids will provide federal and state grant funds for the rehabilitation of the lighting system on runways 9/27 and 14/32 at the Roben-Hood Airport in Big Rapids, 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 \$320,000. Source of Funds: FAA Funds (via block grant) - \$256,000; State Restricted Aeronautics Funds - \$56,000; City of Big Rapids Funds - \$8,000.

Purpose/Business Case: To provide for the rehabilitation of the lighting system on runways 9/27 and 14/32.

Benefit: The rehabilitation will enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$256,000; State Restricted Aeronautics Funds - \$56,000; City of Big Rapids Funds - \$8,000; Contract Total - \$320,000.

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 the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

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

Zip Code: 49307.

69. MULTI-MODAL (Aeronautics) - Approach Clearing

Contract (2005-0456) between MDOT and the City of Grand Haven will provide federal and state grant funds for approach clearing services to be performed at the Grand Haven Memorial Airpark in Grand Haven, 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 \$280,000. Source of Funds: FAA Funds (via block grant) - \$230,300; State Restricted Aeronautics Funds - \$42,700; City of Grand Haven Funds - \$7,000.

Purpose/Business Case: To provide for the undertaking of tree trimming and removal.

Benefit: The clearing and trimming of trees near the runway will enhance the safety of pilots flying into the airport.

Funding Source: FAA Funds (via block grant) - \$230,300; State Restricted Aeronautics Funds - \$42,700; City of Grand Haven Funds - \$7,000; Contract Total - \$280,000.

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 the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49417.

70. MULTI-MODAL (Aeronautics) - Construction of Building and Purchase of Equipment

Contract (2005-0457) between MDOT and the City of Mt. Pleasant will provide federal and state grant funds for the construction of a building for the storage of snow removal equipment (SRE) and for the purchase of snow removal equipment (loader) 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 \$190,000. Source of Funds: FAA Funds (via block grant) - \$152,000; State Restricted Aeronautics Funds - \$33,249; City of Mt. Pleasant Funds - \$4,751.

Purpose/Business Case: To provide for the construction of a building to store snow removal equipment and for the purchase of a loader.

Benefit: The SRE building will provide storage for the airport's snow removal equipment. The new loader will allow the airport to remove snow efficiently and to remain open regardless of the season.

Funding Source: FAA Funds (via block grant) - \$152,000; State Restricted Aeronautics Funds - \$33,249; City of Mt. Pleasant Funds - \$4,751; Contract Total - \$190,000.

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 the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48858.

71. MULTI-MODAL (Aeronautics) - Design and Construct Airport Improvements
Contract (2005-0461) between MDOT and the Ontonagon County Board of Commissioners will provide federal and state grant funds for the design and construction of the installation of precision approach path indicators (PAPIs), runway end identifier lights (REILs), apron security lighting, and windcone improvements and for the construction of a fuel system card reader at the Ontonagon County Airport in Ontonagon, 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 \$187,500. Source of Funds: FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$32,812; Ontonagon County Funds - \$4,688.

Purpose/Business Case: To provide for the design and construction of the installation of precision approach path indicators (PAPIs), runway end identifier lights (REILs), apron security lighting, and windcone improvements and for the construction of a fuel system card reader.

Benefit: The installation of PAPIs and REILs for Runway 16/34 will provide visual approach slope guidance and aid in early identification of the runway. The apron security lighting will enhance the security of the aircraft parking area and hangar taxiways. The existing windcone will be rehabilitated to extend its life, and a culvert will be installed to provide maintenance access to the windcone.

Funding Source: FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$32,812; Ontonagon County Funds - \$4,688; Contract Total - \$187,500.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The project will be let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49953.

72. MULTI-MODAL (Aeronautics) - Construct Security Fencing
Contract (2005-0462) between MDOT and the City of Holland will provide federal and state grant funds for the construction of security fencing at the Tulip City Airport in Holland, 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 \$582,000. Source of Funds: FAA Funds (via block grant) - \$465,600; State Restricted Aeronautics Funds - \$101,850; City of Holland Funds - \$14,550.

Purpose/Business Case: To provide for the construction of security fencing.

Benefit: The fencing project will provide security for the airport by keeping people off the airport property who should not be on it. It will enhance the safety of both the airport and the general public.

Funding Source: FAA Funds (via block grant) - \$465,600; State Restricted Aeronautics Funds - \$101,850; City of Holland Funds - \$14,550; Contract Total - \$582,000.

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 the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49423.

73. MULTI-MODAL (Aeronautics) - Construct Taxiway Connector

Contract (2005-0464) between MDOT and the County of Oakland will provide federal and state grant funds for the construction of a new taxiway connector to the runway 9 end and for the removal of the existing connector 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 \$171,250. Source of Funds: FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$13,719; Oakland County Funds - \$7,531.

Purpose/Business Case: To provide for the construction of a new taxiway connector to runway 9 and for the removal of the existing connector. The current runway threshold is too close to Coolidge Road, and there have been problems with debris flying onto Coolidge Road as aircraft take off. The airport is correcting the problem by removing the declared distance and moving the take off location farther from Coolidge Road, which requires the connecting taxiway to be moved.

Benefit: The project will enhance the safety between the airport users and the travelers on Coolidge Road.

Funding Source: FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$13,719; Oakland County Funds - \$7,531; Contract Total - \$171,250.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

74. MULTI-MODAL (Aeronautics) - Pavement Marking and Purchase of Equipment

Contract (2005-0465) between MDOT and the Alpena County Board of Commissioners will provide federal and state grant funds for the performance of airport pavement marking and for the purchase of snow removal equipment (SRE) at the Alpena County Regional Airport in Alpena, 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 \$773,000. Source of Funds: FAA Funds - \$734,350; State Restricted Aeronautics Funds - \$19,325; Alpena County Funds - \$19,325.

Purpose/Business Case: To provide for pavement marking to be performed on a portion of runway 1/19 and for the purchase of snow removal equipment. The pavement marking has been recommended by the FAA inspector for areas of heavy usage. The purchase of snow removal equipment will include a loader/blower combination unit, a plow truck with wing casters, and a friction tester. The FAA has recommended replacing the equipment because the existing equipment is beyond its useful life and is no longer cost efficient. The friction tester is a new technology module approved by the FAA that can be placed in any vehicle and report runway surface conditions in any weather.

Benefit: The project will increase the safety of travelers, will reduce the operational costs of the airport, and will comply with the requirements of the FAA.

Funding Source: FAA Funds - \$734,350; State Restricted Aeronautics Funds - \$19,325; Alpena County Funds - \$19,325; Contract Total - \$773,000.

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

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

Cost Reduction: All construction will be procured through federal procurement guidelines and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The marking is routine maintenance. The new SRE equipment will replace old worn-out equipment. The friction meter will be a new piece of equipment.

Zip Code: 49707.

75. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2005-0467) between MDOT and the County of Oakland will provide federal and state grant funds for the construction of seven t-hangar foundations at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,157,895. Source of Funds: FAA Funds (via block grant) - \$926,316; State Restricted Aeronautics Funds - \$202,631; Oakland County Funds - \$28,948.

Purpose/Business Case: To provide for the construction of seven t-hangar foundations. The t-hangars are being relocated to allow for the extension of the crosswind runway.

Benefit: The end result of this multi-phase project will be the extended crosswind runway, which will enhance the safety of airport users.

Funding Source: FAA Funds (via block grant) - \$926,316; State Restricted Aeronautics Funds - \$202,631; Oakland County Funds - \$28,948; Contract Total - \$1,157,895.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

76. MULTI-MODAL (Aeronautics) - Design of Taxiway Relocation

Contract (2005-0469) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the design of the relocation of parallel taxiway B at the Mason-Jewett Field in Mason, 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 \$62,910. Source of Funds: FAA Funds (via block grant) - \$50,328; State Restricted Aeronautics Funds - \$11,009; CRAA Funds - \$1,573.

Purpose/Business Case: To provide for the development of the engineering plans for the relocation of parallel taxiway B.

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

Funding Source: FAA Funds (via block grant) - \$50,328; State Restricted Aeronautics Funds - \$11,009; CRAA Funds - \$1,573; Contract Total - \$62,910.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48854.

77. *MULTI-MODAL (Aeronautics) - State Block Grant from FAA

Contract (2005-0473) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 80 percent of development projects, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$3,881,250. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or September 2015, whichever is later.

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

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

Funding Source: 100% FAA Funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 80 percent FAA funds with the remaining percentage divided between state and local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

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

Cost Reduction: The grant amount is not negotiable.

Selection: N/A.

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

Zip Code: 48909.

78. *TRANSPORTATION PLANNING - Southeast Michigan Freeway Simulation (SEMSIM)
Contract (2005-0458) between MDOT and T-Concepts Corp., will provide for the development of a systems-level tool that will support planning, project development, and the Metro Region's operational analysis in an effort to improve the mobility of the Southeast Michigan metropolitan freeway system. The contract will be in effect from the date of award through October 31, 2007. The contract amount will be \$801,664.72. Source of Funds: Federal Highway Administration Funds - \$641,331.78; State Restricted Trunkline Funds - \$160,332.94.

Purpose/Business Case: To provide for the development of a systems-tool that will support improving the mobility of the metropolitan freeway system in Southeast Michigan. If the tool is successfully developed, MDOT may consider using this as a template for modeling the entire freeway network of Southeast Michigan and other urbanized areas around the state.

Benefit: Will improve the interstate freeway system and support international, interstate, and regional freight movements. This project will provide MDOT a regional simulation model that will facilitate regional and long distance freight planning and promote a system-level focus on freight issues.

Funding Source: Federal Highway Administration Funds - \$641,331.78; State Restricted Trunkline Funds - \$160,332.94.

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

Risk Assessment: If this analysis is not completed, MDOT will continue to have to rely on macro-scale travel-demand modeling outputs, which are not as detailed as micro simulation models and are of less assistance in detailed freight and operational planning in urbanized areas.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

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: August 10, 2005 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: August 16, 2005 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

BID LETTING

STATE PROJECTS

1.	LETTING OF AUGUST 05, 2005	ENG. EST.	LOW BID
	PROPOSAL 0508001	\$ 1,613,468.14	\$ 1,635,136.31
	PROJECT MG 34062-75077		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 06, 2005		
	COMPLETION DATE - NOVEMBER 05, 2005		1.34 %

4.16 mi of concrete joint repairs, hot mix asphalt cold milling and resurfacing, safety and drainage upgrades on M-21 from east of Hayden Road easterly to east of Cook Road in the village of Muir, Ionia County.

15.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,635,136.31	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,680,932.72	Same	2
Central Asphalt, Inc.			
Aggregate Industries-Central Region			

2 Bidders

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:

75077A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

*Denotes a non-standard contract/amendment

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: 48873.

2.	LETTING OF AUGUST 05, 2005 PROPOSAL 0508008 PROJECT CM 61075-44548 LOCAL AGRMT. START DATE - SEPTEMBER 06, 2005 COMPLETION DATE - OCTOBER 31, 2005	ENG. EST. \$ 410,852.14	LOW BID \$ 368,535.45	% OVER/UNDER EST. -10.30 %
----	---	----------------------------	--------------------------	-------------------------------

0.64 mi of ramp work including a deceleration lane extension, ramp widening, guardrail upgrades, culvert extension and ramp terminal improvements on US-31 northbound off-ramp to Russell Road, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Maclean Construction Company	\$ 368,535.45	Same	1 **
Brenner Excavating, Inc.	\$ 387,929.08	Same	2
C & D Hughes, Inc.	\$ 393,165.61	Same	3
Kamminga & Roodvoets, Inc.	\$ 397,835.92	Same	4
Nagel Construction, Inc.	\$ 417,668.10	Same	5
Milbocker and Sons, Inc.	\$ 428,243.54	Same	6
Nashville Construction Company	\$ 438,305.74	Same	7
Wadel Stabilization, Inc.	\$ 490,299.05	Same	8
Schippers Excavating, Inc.	\$ 510,215.45	Same	9
Omans Contracting, Inc.			
Hallack Contracting, Inc.			
Grant Tower, Inc.			
Michigan Paving & Materials Co.			
Davis Construction, Inc.			
Dykema Excavators, Inc.			
Geocon, Inc.			

9 Bidders

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

44548A

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

*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