

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 9, 2003 - Secretary of State's Office, 3:30 PM  
State Administrative Board Meeting: July 15, 2003 - State Capitol, 11:00 AM

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SUBCONTRACTS

- |    |   |                                 |                    |
|----|---|---------------------------------|--------------------|
| 1. | <b>Schwartz Excavating<br/>3998 M32W<br/>Alpena, MI 49707</b> | <b>Intersection Improvement</b> | <b>\$41,454.35</b> |
|----|---|---------------------------------|--------------------|

Approval is requested to authorize the City of Alpena to award a subcontract for pavement removal, new aggregate base, curb and gutter, and bituminous pavement work at the intersection of US-23 (Chisholm Street) and 11<sup>th</sup> Avenue. The work includes all traffic control necessary to complete the project in a safe manner. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The project scope includes the expansion of the turn radius and construction of a right-turn lane on US-23 (Chisholm Street) at 11<sup>th</sup> Avenue in the City of Alpena. This project will be coordinated with the modernization of the existing traffic signal at this location.

**Benefit:** Construction of this project will enable commercial traffic to safely turn from US-23 onto 11<sup>th</sup> Avenue. Currently, large trucks cannot make the turn without opposing traffic having to back up to let the trucks pass.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** A one-year contract with a fixed amount.

**Risk Assessment:** The intersection repair will mitigate an existing dangerous situation where commercial traffic cannot complete turning movements without encroaching on opposing traffic lanes. The risk of not completing this work will result in the presence of a potentially hazardous situation for existing commercial, automotive, and pedestrian traffic.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected. Benefits include reduced routine maintenance costs required to repair damage from commercial vehicles.

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

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|----|--|--------------------------|--------------------|
| 2. | <b>Central Asphalt, Inc.<br/>P.O. Box 389<br/>Mt. Pleasant, MI 48858</b> | <b>Road Detour Route</b> | <b>\$69,345.50</b> |
|----|--|--------------------------|--------------------|

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract to provide a detour route for reconstruction of the Tuscola Saginaw Bay Railroad crossing (JN 72878) at M-57 in Elba Township, Gratiot County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through October 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide a detour route for upcoming construction work on the railroad crossing, which will begin in the spring of 2004. The detour route will be from M-57 to McClelland Road, north one mile to Garfield Road, east one mile to Ransom Road, and south one mile to M-57. The contract provides for the resurfacing of McClelland Road and Garfield Road, along with some drainage improvements and widening.

**Benefit:** The detour route will provide an alternate route for traffic during the construction.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** A one-year contract with a fixed amount.

**Risk Assessment:** If duties are not performed, it could become a hazard for the traveling public.

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

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

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| 3. | <b>Saginaw Asphalt<br/>3200 Carrollton Road<br/>Carrollton, MI</b> | <b>Bituminous Resurfacing</b> | <b>\$31,800</b> |
|----|--|-------------------------------|-----------------|

Approval is requested to authorize the Tuscola County Road Commission to award a subcontract for bituminous resurfacing and pavement marking at Kingston, from the west village limits to the east village limits, Tuscola County. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for a one-course overlay, 3500' long by 30' wide bituminous resurfacing to prevent further deterioration of the pavement.

**Benefit:** The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** A one-year contract with a fixed amount.

**Risk Assessment:** If duties are not performed, it could become a hazard for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised. One bid was received and accepted.

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

4. **Rieth-Riley Const. Co., Inc.**                      **Pavement Overlay**                      **\$ 20,520**  
**P.O. Box 1173**  
**Big Rapids, MI 49307**

Approval is requested to authorize the Newaygo County Road Commission to award a subcontract to place asphalt, valley gutter and downspouts on M-20 at Popular Avenue in Newaygo County. The subcontract is needed to eliminate shoulder erosion and washing of gravel into a wetland. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To prevent further deterioration and erosion of the shoulder on M-20. Contract includes asphalt paving, valley gutter, and downspouts on a 1200-foot section of M-20 at Poplar Avenue in Newaygo County.

**Benefit:** The contract will prevent further erosion to the shoulder of M-20. This will ensure safer highways for the traveling public. It also helps to reduce the winter maintenance cost.

**Funding Source:** Funding for this contract is provided by State Restricted Trunkline Funds.

**Commitment Level:** A one-year contract with a fixed amount.

**Risk Assessment:** The shoulder on M-20 is unsafe for the traveling motorists. The contract will help eliminate shoulder erosion and washing of gravel into a wetland. All approvals have been obtained by the MDEQ to perform the work.

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

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

5. **Mackinac Island**                                      **Sweeping and Flushing**                      **\$69,350**  
**Service Company**  
**Box 11470**  
**Mackinac Island, MI 49757**

Approval is requested to authorize the City of Mackinac Island to award a subcontract for street sweeping and flushing services on M-185 beginning at Mission Point Resort, running westerly through the business district, to the Mackinac Island public school.

During March of 2003, the city advertised and awarded a sweeping and flushing service contract on a portion of M-185. The above vendor was the only bidder and was accepted by the City. Subsequently, the City requested that MDOT share in the service cost. The Superior Region agreed to cover the cost of services rendered between the date of State Administrative Board approval and November 1, 2003. The total cost to be paid will not exceed \$69,350. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide sweeping and flushing of the streets in the City of Mackinac Island. The total cost of the service contract (awarded by the city) is \$95,000. Costs for services rendered prior to State Administrative Board approval will be 100% City of Mackinac funds. Costs for services rendered between date of State Administrative Board approval and November 1, 2003, will be 100% State funds, not to exceed \$69,350. This work provides for daily flushing and sweeping with horse-drawn and manual equipment, as motor vehicles are not allowed on the island.

**Benefit:** To provide a safer and cleaner environment for the traveling public.

**Funding Source:** City of Mackinac Island Funds and State Restricted Trunkline Funds.

**Commitment Level:** The maximum amount of State funds will be \$69,350.

**Risk Assessment:** This is a specialized contract restricting work methods to horse-drawn equipment and manual methods for removal of debris and flushing of streets. If work is not performed, accumulations of horse manure on State trunklines will occur, resulting in safety risks and unsanitary conditions.

**Cost Reduction:** The project was competitively bid and advertised. One bid was received and accepted.

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

6. **Saginaw Asphalt** **Bituminous Resurfacing** **\$89,060**  
**3200 Carrollton Road**  
**Carrollton, MI**

Approval is requested to authorize the Tuscola County Road Commission to award a subcontract for bituminous resurfacing using hot mix asphalt (HMA), milling, and pavement marking at the Cass River Bridge north to M-81, Tuscola County. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for a one-course overlay with profile milling at the curb on M-24 from the Cass River at the southern edge of Caro, 1.1 miles long and to M-81, 40' wide, to prevent further deterioration of the pavement.

**Benefit:** The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** A one-year contract with a fixed amount.

**Risk Assessment:** If duties are not performed, it could become a hazard for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised. One bid was received and accepted.

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

7. **Spartan Asphalt Paving Company** **Cold Milling &** **\$243,283**  
**16777 Wood Street** **Resurfacing**  
**Lansing, MI**

Approval is requested to authorize the City of East Lansing to award a subcontract for cold milling, resurfacing using hot mix asphalt (HMA), and pavement marking on M-143 (Michigan Avenue) from the East Lansing west city limit to Grand River Avenue, Ingham County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through August 15, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for concrete base joint repair, cold milling, and bituminous paving on M-143 (Michigan Avenue) in the city of East Lansing to prevent further deterioration of the pavement.

**Benefit:** The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** A one-year contract with a fixed amount.

**Risk Assessment:** The road surfaces in these areas are deteriorating. This work will improve rideability, making the road smoother and safer for motorists. If duties are not performed, it could become a hazard for the traveling public.

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

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

8. **T & S Contracting** **Grass Mowing** **\$153,660.45**  
**11830 US 41**  
**Rapid River, MI 49878**

Approval is requested to authorize the Chippewa County Road Commission to award a three-year subcontract for routine roadside and brush mowing of trunkline roadsides and median in Chippewa County. The contract provides for two additional one-year renewal options at the same rate of \$22,732.09 per year upon mutual agreement of the parties. The project was advertised, and one bid was received and accepted. The contract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for routine 12' mowing of trunkline roadside and mowing of medians (widths of 50' or less).

**Benefit:** The contract provides for safer highways for the traveling public.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** A three-year contract with two one-year options for renewal based on a unit cost of \$22,732.09 per year for routine roadside and median mowing. All brush mowing work as specified in the contract and approved by MDOT will not exceed \$8,000 per year. The total contract cost, including two one-year extensions, will not exceed \$153,660.45. The maximum cost per year without additional State Administrative Board approval is \$30,732.09.

**Risk Assessment:** If duties are not performed, it could lead to poor visibility for motorists and increased risks of animal/vehicle collisions and intersection collisions.

**Cost Reduction:** The project was competitively bid and advertised. The low bid was selected.

**New Project Identification:** Roadside maintenance, not a new project.

### CONTRACTS

9. HIGHWAYS – Railroad Force Account Work  
 Master Agreement (94-1049) between MDOT and Central Michigan Railway, dated July 21, 1994, provides for improvements under job number 60345 to a two-surface crossing of Central Michigan Railway near the Village of Lennon, Genesee County. These improvements include reconstruction of the crossing surfaces and correction of adverse approach grades. This work will reduce the potential for loss of control of vehicles due to the skew angle between the roadway and crossings.

Estimated Funds:

Federal Highway Administration Funds	\$110,700
State Restricted Trunkline Funds	<u>\$ 12,300</u>
Total Funds	<u>\$123,000</u>

STR 25081 - 60345  
 Railroad Force Account Work

**Purpose/Business Case:** To reconstruct railroad crossing and correct adverse approach grades.

**Benefit:** Increased safety by reducing potential for loss of control of vehicles due to the skew angle between the roadway and crossings.

**Funding Source:** Federal Surface Transportation Rail Safety Funds and State Railroad Grade Crossing Funds.

**Commitment Level:** 90% Federal and 10% State; based on estimate.

**Risk Assessment:** Crossings will continue to sink relative to the roadway, creating a greater degree of adverse vehicle handling characteristics.

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

**New Project Identification:** Improve existing railroad crossings.

10. HIGHWAYS - IDS Time Extension

Amendatory Contract (94-1699/A7) between MDOT and Michigan State University will extend the existing Pavement Research Center of Excellence contract by one year to allow the university sufficient time to complete ongoing research projects. The revised contract term will be January 17, 1995 through September 30, 2004. The maximum dollar amount of the contract remains unchanged at \$3,150,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the IDS contract to grant the university its original time allotment on projects that were authorized later than anticipated. No new authorizations will be issued under this contract. The Pavement Research Center of Excellence (PRCE) was established to conduct research in asphalt and composite pavements. The applied research in these areas helps MDOT to improve design, construction, and maintenance of asphalt and composite pavements on MDOT's highway network.

**Benefit:** Research results help MDOT to improve material and construction specification changes. Timely application of maintenance methods and materials helps to improve conditions and longevity of pavements. Substantial savings may be possible.

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

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

**Risk Assessment:** Associated research authorizations cannot be extended. The risk of not finishing the research would be paying for partial research and MDOT not receiving final deliverables for the research 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.

**New Project Identification:** This is not new research work.

11. HIGHWAYS - IDS Time Extension

Amendatory Contract (95-0242/A3) between MDOT and the University of Michigan will extend the existing Pavement Center of Excellence contract by one year to allow the university sufficient time to complete ongoing research projects. The revised contract term will be July 31, 1995, through September 30, 2004. The maximum dollar amount of the contract remains unchanged at \$2,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the IDS contract to grant the university its original time allotment on research projects that were authorized later than anticipated. The Pavement Research Center of Excellence (PRCE) performs applied research related to concrete highway pavements. Concrete highway pavements are used by MDOT extensively. The pavement research aims at improvements in areas of design, material quality construction practices, and long-term performance of concrete pavements.

**Benefit:** The major benefits of this applied research are improvements in long-term performance, quality of material specifications, and construction methods.

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

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

**Risk Assessment:** Associated research authorizations cannot be extended. The risk of not finishing the research would be paying for partial research and MDOT not receiving final deliverables for the research 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.  
**New Project Identification:** Not new research. No new authorizations will be issued under this time extension.

12. HIGHWAYS – IDS Research Services

Authorization Revision (Z12/R1) under Contract (95-0242) between MDOT and the University of Michigan will extend the authorization term by approximately one and one-half months to provide the university sufficient time to complete ongoing research services. The original authorization provides for research services to provide a cost-effective solution to bridge deck deterioration problems associated with joints by developing durable and maintenance-free engineered cementitious composite link slabs used in jointless bridge decks. The revised authorization term will be November 16, 2001, through November 16, 2003. The authorization amount remains unchanged at \$145,000. The contract term, as revised, will be July 31, 1995, through September 30, 2004. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the authorization to provide the intended 24-month project duration period that was cut short due to the authorization being issued later than expected. The project provides a cost-effective solution to bridge deterioration problems associated with deck joints by developing a durable engineered cementitious composite (ECC) link slab to be used in jointless bridge decks.

**Benefit:** Reduction in maintenance cost and enhanced service life for Michigan's bridge decks and beam ends.

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

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

**Risk Assessment:** Not extending the expiration date will halt the project, which addresses leaking joints that will continue to cause deterioration of bridges until an appropriate solution is found. A reduction in maintenance costs will not be realized without a cost effective solution to leaking bridge deck joints.

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

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

13. HIGHWAYS – IDS Research Services

Authorization Revision (Z14/R1) under Contract (95-0242) between MDOT and the University of Michigan will extend the authorization term by approximately five months to provide the university sufficient time to complete research services. The original authorization provides for research services to identify the differences between the current MDOT design practices, American Association of State Highway and Transportation Officials (AASHTO) Standard Specifications, and AASHTO Load and Resistance Factor Design (LRFD) Code; to detail design examples for Michigan-specific design parameters; to provide a workshop program and documentation; and to train MDOT technical staff. The revised authorization term will be February 11, 2002, through February 11, 2004. The authorization amount remains unchanged at \$174,277. The contract term, as revised, will be July 31, 1995, through September 30, 2004. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** Extend the authorization to provide the intended project duration period that was cut short due to the authorization being issued later than expected. The project identifies differences between the current MDOT bridge design practices, AASHTO Bridge Standard Specifications, and AASHTO LRFD Bridge Code; provides detailed design examples for Michigan-specific design parameters; and provides workshop programs for training MDOT technical staff.

**Benefit:** Use of the AASHTO LRFD Bridge Code by 2007 for bridge design is required by the FHWA. This will provide for a smooth implementation of the LRFD AASHTO Bridge Code into Michigan practice.

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

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

**Risk Assessment:** Not extending the expiration date will halt the project, which addresses errors in bridge design that may occur when using a different design code, which will be costly to correct. A reduction in errors in the design will result from this project through review of design principles and training of MDOT technical staff.

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

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

14. \*HIGHWAYS - Increase Scope and Amount, Extend Term

Amendatory Contract (2000-0812/A3) between MDOT and Wilcox Professional Services, LLC, will provide for additional studies and the preparation of plans for a segment of I-75 with a partial cloverleaf interchange at M-46, will increase the contract amount by \$1,441,547.28, and will extend the contract term by one year to provide sufficient time for the consultant to complete the work. The original contract provides for the design of I-75 from south of M-46 to north of the I-675 northbound off-ramp in Saginaw County (CS 73111 - JN 47478C). The revised contract term will be February 7, 2001, through December 31, 2004. The revised total contract amount will be \$5,322,234.61. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide and complete design engineering services for interchange operational improvements at I-75 and M-46, Buena Vista Township, Saginaw County.

**Benefit:** Benefits include reconstruction of freeway; reconstruction of seven bridges; improvement of operations; increased safety; geometry of ramps, freeway, and M-46; reduction in user delay costs; improved conditions for Delphi Plants; improved ride; and improved long-term maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** If this amendment is not awarded, safety issues and congestion will not be resolved and higher maintenance costs to maintain I-75, M-46, and the bridges will be incurred.

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

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

15. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2000-0973/A2) between MDOT and CH2M Hill Michigan, Inc., will add additional services to authorize the consultant to study one additional interchange alternative at the interchange of I-94 and US-127/M-50/West Avenue and will increase the contract amount by \$292,687.48. The original contract provides for the design of I-94, M-60 to Sargent Road, Jackson County (CS 38101 - JN 53495). The contract term remains unchanged, November 17, 2000, through December 31, 2004. The revised total contract amount will be \$4,073,599.18. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of the additional funds is to study one additional alternative for the I-94/US-127/M-50 interchange and to include the findings in the Final Environmental Impact Statement.

**Benefit:** Due to local agency scrutiny, MDOT and the local units of government have been asked by FHWA to reach consensus on the recommended alternative for the I-94/US-127/M-50 interchange. Without this consensus, FHWA will not approve the recommended alternative for the I-94 Jackson Freeway Modernization Study.

**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:** MDOT has publicly made the commitment to add an alternative to the study. Without moving forward with this commitment, MDOT runs the risk of not getting environmental clearance for this study. Without environmental clearance, MDOT cannot move forward with reconstruction improvements along the I-94 corridor in Jackson.

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

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

16. HIGHWAYS - Time Extension

Amendatory Contract (2001-0338/A5) between MDOT and Wilbur Smith Associates, Inc. Michigan, will extend the contract term by four months to provide sufficient time for the consultant to complete the project. The original contract provides for the design of the reconstruction of US-31 from Napier Road to I-94, Berrien County (CS 11016 and 11112 - JN 49719). The revised contract term will be March 26, 2001, through March 31, 2004. The total contract amount remains unchanged at \$2,747,777.20. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Extension of time to complete the Supplemental Environmental Impact Statement (EIS). The EIS is a Federal requirement for all projects on new alignment. This is the last four mile section of the US-31 relocation in Berrien County. The original alignment crossed several rivers and encroached on the habitat of two endangered species. The cost of constructing US-31 north of Napier Road on the original proposed alignment is in excess of \$100 million. The new project came about due to a Value Engineering study that recommended ways to reduce the cost of the original project. MDOT decided to study the recommendations to see if they are feasible. It appears that by re-aligning US-31, MDOT will see considerable savings in construction.

**Benefit:** If this new alternative is accepted, the cost of the project will be substantially reduced. We need the extra time due to the required Federal reviews. We anticipate that the Record of Decision will be received in January 2004.

**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. We need to complete the EIS in order to get a record of decision to change the alignment of the proposed route (and capture the reduced cost of construction).

**Risk Assessment:** The risk of not getting a time extension is that we might not be able to complete the required Federal reviews within the time limits of the existing contract and then would have to ask for a retroactive time extension.

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

**New Project Identification:** This is an Environmental Impact Study for the relocation of US-31 in Berrien County. The relocation of US-31 from the Indiana State line north to Napier has been, or will be, constructed by August 2004. The EIS will select the alignment for last segment of highway that will connect to I-94. The construction of the last segment has been deferred until funds become available, but the EIS must be approved before design and right-of-way acquisition can begin.

17. HIGHWAYS - IDS Traffic Signal Optimization

Authorization (Z19) under Contract (2001-0415) between MDOT and URS Corporation Great Lakes will provide for traffic signal timing optimization of twenty (20) signals along Plymouth Road and thirty-three (33) signals along the Ford Road corridor in Wayne County (CS 82900 - JN 59193). The authorization will be in effect from August 1, 2003, through March 1, 2004. The authorization amount will be \$143,277.79. The contract term is May 23, 2001, through May 22, 2004. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** This project is part of the FHWA Congestion Mitigation and Air Quality (CMAQ) program. As a result, MDOT received approximately \$355,000 to retime traffic signals in the City of Detroit. A portion of these funds are going to be used in 2003 to optimize the Woodward Avenue corridor from downtown Detroit to Eight Mile Road, which consists of approximately 53 signals. Signal optimization projects consist of three parts: data collection, signal optimization, and implementation. This contract is for the data collection portion of Woodward Avenue. Large corridor signal optimization projects require the data be collected over a very narrow time period to maintain the consistency of data.

**Benefit:** Optimizing the signal timings along Ford Road and Plymouth will have significant region-wide benefits. This project is anticipated to result in a reduction of approximately 38 tons per year of VOC emissions. National studies of similar programs have shown significant reductions in travel time. There are numerous documented safety benefits of signal optimization. Improving the timing of traffic signals can reduce the number of crashes along a corridor by 10%. Using a consultant for this effort will permit MDOT to optimize the signal timings in a timely fashion and implement these new timings to provide these benefits to the citizens of Michigan.

**Funding Source:** 100% Federal Highway Administration Funds.

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

**Risk Assessment:** This project is a necessary step in optimizing traffic signals along the Ford Road and Plymouth Road corridors. Doing nothing means that motorists currently using Ford and Plymouth Roads will continue to waste significant amounts of fuel, produce excess auto emissions, and waste countless hours stuck in needless congestion. This project is intended to reduce emissions, fuel usage, and congestion and to increase capacity along both corridors by making the signals operate more efficiently.

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

**New Project Identification:** This is not a new construction project

18. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z20) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for construction engineering services on M-5 (Grand River Avenue) between Marene Street and M-102 (Eight Mile Road) and related work in the cities of Detroit and Livonia and in Redford Township, Wayne County (CS 82121 - JN 47069A). The authorization amount will be \$410,301.99. The contract term is November 29, 2001, through November 29, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of these consultant contracts is to provide full construction contract administration. The projects need to be inspected consistent with FHWA/MDOT requirements. The Taylor TSC has elected to utilize consultants to perform this task on select projects due to the current direct staffing levels and the construction workload for the 2003 construction season.

**Benefit:** The benefits gained are that MDOT captures Federal dollars for the project and we are more comfortable that the contractor performing the work conforms to the specifications.

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

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

**Risk Assessment:** If this is not approved, MDOT will not be in a position to inspect the project properly. This could mean jeopardizing FWHA funds and/or obtaining a substandard road product.

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

**New Project Identification:** The construction work associated with this project is for rehabilitation; no capacity improvement/expansion is included.

19. HIGHWAYS – IDS Construction Engineering Services

Authorization (Z9) under Contract (2001-0666) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for construction engineering services to be performed on an as needed basis for the MDOT Taylor Transportation Service Center (TSC), Metro Region. The authorization will be in effect from the date of award through May 9, 2005. The authorization amount will be \$394,695.78. The contract term is May 9, 2002, through May 9, 2005. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** The purpose of this consultant contract is to provide for as needed construction inspection services. The selected consultant is intimately involved with current active construction contracts. The Taylor TSC has elected to utilize consultants to perform this task on select projects due to the current direct staffing levels and the construction workload for the 2003 construction season.

**Benefit:** The benefits gained are that MDOT captures Federal dollars for the project and we are more comfortable that the contractor performing the work conforms to the specifications.

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

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

**Risk Assessment:** For the 2003 construction season, the TSC and the region do not have adequate direct staff to administer/inspect the construction program directly. The projects do need to be administered to a certain level to capture FHWA funds. This consultant contract will contribute to that end.

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

**New Project Identification:** The construction work associated with this project is for rehabilitation, no capacity improvement/expansion is included.

20. HIGHWAYS - IDS Design Consultant Services

Authorization (Z8) under Contract (2001-0669) between MDOT and Rowe, Inc., will provide for the design of the I-75 southbound concrete overlay, from M-15 to the northern Oakland County line, in Independence, Springfield, Groveland, and Holly Townships, in Oakland County (CS 63173 - JN 45718C). The work items include cold milling, pavement repairs, shoulder upgrades, curb and gutter replacement, adjustment of existing drainage items, concrete overlay, upgrading existing under clearances, crown and super elevation modifications, cleaning of existing drainage structures, guardrail upgrades, installation of sidewalk ramp terminals, and ramp geometrics upgrade. The length of this project is 14.465 miles. This authorization will be in effect from the date of award through April 29, 2005. The authorization amount will be \$740,323.89. The contract term is April 29, 2002, through April 29, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This contract is for the negotiated fees to design the I-75 expressway concrete overlay project. The project limits are along the southbound direction of I-75 only and are from M-15 to the northern Oakland County line. The project length is 14.465 miles, and the existing pavement is in extremely poor condition. The existing roadway consists of six lanes (three lanes in each direction) and the project will include the repairs on nine associated bridges (the work to design the bridge work will be performed by MDOT personnel, with the consultant being responsible for incorporating their work into the final construction package). This project is included within MDOT's five year road plan; it will be found within the 2004 to 2006 STIP/TIP and is currently planned to be constructed during the summer of 2005.

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

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** Based on the current condition of the expressway, the concrete overlay is the preferred repair. Please note that should this work not be approved, that the cost to perform a combination of alternate repairs and additional maintenance, when compared to the cost of the overlay over the same 20 year period, would be greater. Additionally, the combinations of alternate repairs and additional maintenance, when compared to the overlay, would require additional disruptions to the traffic. These additional disruptions would result in an increase cost to the users in the form of user delays.

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

**New Project Identification:** This is not a new expressway; it is an overlay of the existing, with no capacity increase.

21. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2001-0968/A2) between MDOT and URS Corporation Great Lakes will add design work for the freeway crossovers in the median of US-23 north and south of M-59, replacement and widening of shoulders as needed to maintain traffic, and the temporary widening of the southbound US-23 bridge over M-59 and will increase the contract amount by \$56,163.20. The original contract provides for the design of the US-23/M-59 interchange in Hartland Township, Livingston County. The contract term remains unchanged, January 31, 2002, through January 31, 2004. The revised total contract amount will be \$1,953,356.70. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** It is necessary to design an additional project, facilitating FY 2003 construction, for the purpose of maintaining traffic for the main project (US-23/M-59 interchange) that the consultant was originally under contract to design. This results in the need for an additional set of contract documents to be prepared for the maintaining traffic project.

**Benefit:** This additional design work will allow a maintaining traffic project to be built in FY 2003 and will allow the main project (US-23/M-59 interchange) to be completed in one construction season (2004). This will result in considerably smaller user delays for the main project, and the disruption for the public will be minimized.

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

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

**Risk Assessment:** If we aren't able to complete the design services, we will jeopardize the construction schedule. This will require significant coordination with local governments and could add significant cost to the 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.

**New Project Identification:** Not a new project.

22. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z7/R1) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will add additional design services for survey performance and preparation of plans for an additional 350 feet of roadway widening for a center left turn lane on M-50, Chicago Street to Riverside Road, in the village of Brooklyn, Columbia Township, Jackson County (CS 38171 - JN 43496C) and will increase the authorization amount by \$7,362.10. The original authorization (Z7) 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, for a total cost of \$97,195.84. The authorization term remains unchanged, March 10 2003, through January 4, 2004. The revised authorization amount will be \$104,557.94. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The consultant is providing design plans and construction bid documents for the reconstruction of 0.66 miles of M-50, along with drainage improvement, and providing a new left turn lane in the Village of Brooklyn.

**Benefit:** Reconstruction of this roadway will provide for improved safety, reduced maintenance costs, and a better ride for motorists.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** If this project is not undertaken, safety would not improve and the existing pavement condition and bridges would continue to deteriorate, resulting in greater maintenance costs and a worse ride for motorists.

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

**New Project Identification:** This project involves reconstruction of an existing roadway.

23. HIGHWAYS - IDS Design Consultant Services

Authorization (Z21) under Contract (2002-0216) between MDOT and DLZ Michigan, Inc., will provide for Early Preliminary Engineering and an Environmental Assessment to determine improvements to the intersection of M-1/M-102 located in Oakland and Wayne Counties (CS 63051 - JN 75088). This authorization will be in effect from the date of award through January 29, 2005. The authorization amount will be \$471,083.24. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this project is to study the intersection of M-1/M-102 and to develop alternatives to bridge rehabilitation. The city of Ferndale has objected to the rehabilitation and would like the intersection to be an at-grade intersection and has created significant controversy over this. Environmental analyses will be documented in an Environmental Assessment (EA). This is an EA project due to direction from the Governor.

**Benefit:** All parties will be able to be a part of the decision making process and provide input on proposed improvements to the intersection. A thorough public involvement component will be administered.

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

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

**Risk Assessment:** If this study does not move ahead, any needed improvements to the bridge will be impeded. The bridge was cleared as a Categorical Exclusion (CE) in July 2002. Design was completed in November 2002 and the project was ready to be let in March 2003. It was then decided to not let the project and start an EA. Currently, the bridge (Woodward over Eight Mile) condition is rated poor on its deck, railings, and piers. It is in need of some attention soon. If the rehabilitation is not the recommended alternative that is chosen at the conclusion of the study, bridge and roadway deficiencies will still need to be addressed. The EA is a decision making document. It allows study of all the issues related to proposed improvements and provides a venue for the local officials and the public to participate and be a part of the decision making process.

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

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

24. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2002-0241) between MDOT and Wilbur Smith Associates, Inc., Michigan, will provide for the design of I-196 for a superstructure replacement project in Berrien County (S01-1 of 11111 - JN 50793D). The work items include preparing plans for superstructure replacement, pier cap replacement, pier column replacement, substructure repair, and slope repair and replacement. This authorization will be in effect from the date of award through April 18, 2006. The authorization amount will be \$222,652.40. The contract term is April 18, 2003, through April 18, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This project is for the design of I-196 for the superstructure replacement project (JN 50793). The design of this project needs to be completed quickly in order for the crossovers to be constructed in the fall of 2004. This will allow for the bridge construction to begin in April of 2005.

**Benefit:** MDOT will be able to start construction of the bridges in April because the crossovers will already be built. This allows the bridge construction to be completed in one season rather than two.

**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 design of the crossover, and hence the bridge reconstruction, will be delayed and traffic will be disrupted for a longer period of time. This is a tourist and commercial route and we want to minimize the amount of time the traffic is affected.

**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. MDOT negotiated with the consultant and reduced the hours slightly by removing some unnecessary work.

**New Project Identification:** This is a superstructure replacement project for the I-196 bridges over I-94.

25. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2002-0241) between MDOT and Wilbur Smith Associates, Inc., Michigan, will provide for the design of I-196, crossovers and temporary shoulder widening for maintaining traffic, in Berrien County (CS 11111 - JN 75704C). The work items include preparing required plans, typical cross-sections, details, and specifications required for design and construction. This authorization will be in effect from the date of award through April 18, 2006. The authorization amount will be \$180,370.19. The contract term is April 18, 2003, through April 18, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This project (CS 11111 - JN 75704) is for the design of crossovers and temporary shoulder widening to be used to maintain traffic on I-94 and I-196 for the superstructure replacement project (JN 50793). The design of this project needs to be completed quickly in order for the crossovers to be constructed in the fall of 2004. This will allow for the bridge construction to begin in April of 2005.

**Benefit:** MDOT will be able to start construction of the bridges in April because the crossovers will already be built. This allows the bridge construction to be completed in one season rather than two.

**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 design of the crossover, and hence the bridge reconstruction, will be delayed and traffic will be disrupted for a longer period of time. This is a tourist and commercial route and we want to minimize the amount of time the traffic is affected.

**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. MDOT negotiated with the consultant and reduced the hours slightly by removing some unnecessary work.

**New Project Identification:** This is a crossover project to be used to maintain traffic during the replacement of the bridge superstructure for the I-196 bridges over I-94.

26. HIGHWAYS - IDS Design Consultant Services

Authorization (Z3) under Contract (2002-0241) between MDOT and Wilbur Smith Associates, Inc. Michigan, will provide for the design of I-196 for a superstructure replacement project in Berrien County (S01-2 of 11111 - JN 50793E). The work items include preparing plans for superstructure replacement, pier cap replacement, pier column replacement, substructure repair, and slope repair and replacement. This authorization will be in effect from the date of award through April 18, 2006. The authorization amount will be \$187,140.07. The contract term is April 18, 2003, through April 18, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This project is for the design of I-196 for the superstructure replacement project (JN 50793). The design of this project needs to be completed quickly in order for the crossovers to be constructed in the fall of 2004. This will allow for the bridge construction to begin in April of 2005.

**Benefit:** MDOT will be able to start construction of the bridges in April because the crossovers will already be built. This allows the bridge construction to be completed in one season rather than two.

**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 design of the crossover, and hence the bridge reconstruction, will be delayed and traffic will be disrupted for a longer period of time. This is a tourist and commercial route and we want to minimize the amount of time the traffic is affected.

**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. MDOT negotiated with the consultant and reduced the hours slightly by removing some unnecessary work.

**New Project Identification:** This is a superstructure replacement project for the I-196 bridges over I-94.

27. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2003-0027/A2 ) between MDOT and Global Remediation Technologies, Inc., will increase the services, increase the contract amount by \$613,415.50, and extend the contract term by fifty- one months to allow the services to continue. The additional services will include the excavation of contaminated soil and installation of a new remediation system to remove the remainder of contamination at the Dobias site, city of Mt. Pleasant, Isabella County. The original contract provided for the site investigation of and performance of operation and maintenance on the existing remediation system, which was installed by a previous consultant. The revised contract term will be August 7, 2002, through December 31, 2007. The revised total contract amount will be \$757,294.57. Source of Funds: 100% Michigan Department of Environmental Quality Funds.

**Purpose/Business Case:** The Dobias right-of-way is a leaking underground storage tank site that is undergoing an environmental clean-up operation.

**Benefit:** Clean-up of this site will improve the soil and groundwater quality and keep MDOT in compliance with State of Michigan environmental statutes.

**Funding Source:** This project is being funded by the State Sites Cleanup Program under Act 380, P.A. 1966, as amended. The Michigan Department of Environmental Quality administers this fund.

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

**Risk Assessment:** MDOT will be out of compliance with Part 213 of Act 451, P. A. 1994, as amended, if this project is terminated.

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

**New Project Identification:** This is not a new project. The environmental investigation and cleanup at this site have been ongoing since 1995.

28. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z19/R1) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will add construction engineering services to be performed on West Grand Boulevard structures S13 and S23 over I-75 in the city of Detroit, Wayne County (CS 82194 - JN 60076A) and will increase the authorization amount by \$395,671.96. The original authorization (Z19) provides for the mobilization of manpower to properly inspect the initial phase due to the construction contractor starting sooner than anticipated, for a total cost of \$49,989.80. The work items include bridge reconstruction and approaches, including curb and gutter, signing and pavement marking. The term of the authorization remains unchanged, June 3, 2003, through March 18, 2006. The revised authorization amount will be \$445,661.76. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** The proposed services are necessary to insure that the project is adequately monitored and constructed in accordance with FHWA and MDOT specifications and requirements.

**Benefit:** Adequate monitoring is necessary to insure that public safety is maintained or improved, allocated funds are utilized effectively, and exposure to liabilities as a result of construction activities is reduced or eliminated. Contracting this service will enhance our ability to provide adequate construction engineering services for projects currently administered by in-house staff.

**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:** Inadequate monitoring could result in loss of Federal funding for future projects, could expose MDOT to costly contractor claims due to improper contract administration, and could lead to legal action against MDOT should the end product prove to be deficient or unsafe.

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

**New Project Identification:** The scope of the construction project work is rehabilitation of the existing bridges. The project does not include expansion of the existing facility or a capacity improvement component.

29. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z20/R1) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will add construction engineering services to be performed on M-85 (Fort Street) from St. Anne Street to west of Clark Street in the city of Detroit, Wayne County (CS 82071 - JN 58218A) and will increase the authorization amount by \$223,047.73. The original authorization (Z20) provides for the mobilization of manpower to properly inspect the initial phase due to the construction contractor starting sooner than anticipated, for a total cost of \$49,894.10. The work items include .888 miles of cold milling and concrete overlay. The term of the authorization remains unchanged, June 3, 2003, through March 18, 2006. The revised authorization amount will be \$272,941.83. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The proposed services are necessary to insure that the project is adequately monitored and constructed in accordance with FHWA and MDOT specifications and requirements.

**Benefit:** Adequate monitoring is necessary to insure public safety is maintained or improved, allocated funds are utilized effectively, and exposure to liabilities as a result of construction activities is reduced or eliminated. Contracting this service will enhance our ability to provide adequate construction engineering services for projects currently administered by in-house staff.

**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:** Inadequate monitoring could result in loss of Federal funding for future projects, could expose MDOT to costly contractor claims due to improper contract administration, and could lead to legal action against MDOT should the end product prove to be deficient or unsafe.

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

**New Project Identification:** The scope of the construction project work is rehabilitation of the existing roadway. The project does not include expansion of the existing facility or a capacity improvement component.

30. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z21/R1) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will add construction engineering services to be performed on M-85 (Fort Street) from east of Rosa Parks Boulevard to St. Anne Street in the city of Detroit, Wayne County (CS 82071 - JN 58219A) and will increase the authorization amount by \$125,861.86. The original authorization (Z21) provides for mobilization of manpower to properly inspect the initial phase due to the construction contractor starting sooner than anticipated, for a total cost of \$49,894.10. The work items include .562 miles of cold milling and concrete overlay. The term of the authorization remains unchanged, June 3, 2003, through March 18, 2006. The revised authorization amount will be \$175,755.96. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The proposed services are necessary to insure that the project is adequately monitored and constructed in accordance with FHWA and MDOT specifications and requirements.

**Benefit:** Adequate monitoring is necessary to insure public safety is maintained or improved, allocated funds are utilized effectively, and exposure to liabilities as a result of construction activities is reduced or eliminated. Contracting this service will enhance our ability to provide adequate construction engineering services for projects currently administered by in-house staff.

**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:** Inadequate monitoring could result in loss of Federal funding for future projects, could expose MDOT to costly contractor claims due to improper contract administration, and could lead to legal action against MDOT should the end product prove to be deficient or unsafe.

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

**New Project Identification:** The scope of the construction project work is rehabilitation of the existing roadway. The project does not include expansion of the existing facility or a capacity improvement component.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2003-5126) between MDOT and the City of Lansing will provide for participation in the following improvements:

Integration, implementation, and evaluation of the Lansing Traffic Signal Control and Priority System, consisting of the development of a communications plan, installation of communications links, installation of hardware and software for the Traffic Control Center, and installation of traffic signal and emergency vehicle priority and preemption equipment to allow integration with current Intelligent Transportation Systems (ITS), as described in the following specific work orders in the Lansing ITS Integration Work Plan:

- 1 - Systems Design and Integration
- 2 - Systems Implementation
- 3 - Traffic Signal Priority System

Estimated Funds:

Federal Highway Administration Funds	\$ 992,800
City of Lansing Funds	<u>\$ 248,200</u>
Total Funds	<u>\$1,241,000</u>

ITS 33403 - 74107; Ingham County  
Local Letting

**Purpose/Business Case:** To develop a system to monitor and control all traffic signals in the urban core area of the City, including the installation of emergency vehicle priority and preemption equipment.

**Benefit:** To provide a contiguous traffic signal system that will control the flow of traffic more efficiently.

**Funding Source:** Federal Intelligent Transportation System Funds, Federal Surface Transportation Program Funds, and City of Lansing Funds

**Commitment Level:** 80% Federal up to \$620,489 for the Federal ITS Funds, 20% City of Lansing; based on estimate.

**Risk Assessment:** Contract required in order for the City to receive these Federal Funds.

**Cost Reduction:** Low bid.

**New Project Identification:** New traffic signal control and monitoring system.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2003-5211) between MDOT and City of Grand Rapids will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

PART A

Historic brick street restoration and streetscaping work along Wealthy Street from Calkins Avenue to Fuller Avenue, including brick street removal and replacement, base, curb and gutter, trees, grates, and historic street lighting work.

PART B

Historic brick street restoration and streetscaping work along Wealthy Street from Diamond Avenue to Calkins Avenue, including brick street removal and replacement, base, curb and gutter, trees, grates, and historic street lighting work.

PART C

Streetscaping work along Wealthy Street from Eastern Avenue to Diamond Avenue, including curb and gutter removal and replacement, removal of sidewalk with replacement with brick pavers, trees, grates, landscaping, and historic street lighting work.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$128,816.00	\$135,000.00	\$150,000.00	\$413,816.00
City of Grand Rapids Funds	<u>\$ 57,873.86</u>	<u>\$ 52,500.00</u>	<u>\$ 47,368.43</u>	<u>\$157,742.29</u>
Total Funds	<u>\$186,689.86</u>	<u>\$187,500.00</u>	<u>\$197,368.43</u>	<u>\$571,558.29</u>

STE 41401 – 54904; 58154; 72184; Kent County  
 Local Letting

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

**Benefit:** Historic preservation and beautification of transportation system.

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Grand Rapids.

**Commitment level:** 69% Federal up to \$128,816 and balance by City of Grand Rapids for Part A; 72% Federal up to \$135,000 and balance by City of Grand Rapids for Part B; 76% Federal up to \$150,000.00 and balance by City of Grand Rapids for Part C; all parts based on estimate.

**Risk Assessment:** Contract required in order for City to receive these Federal Funds.

**Cost Reduction:** Low bid.

**New Project Identification:** Historic preservation of existing roadway and new streetscaping for existing roadway.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2003-5347) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Culvert replacement and guardrail elimination work along Raski Road approximately 0.2 miles east of Highway M-117, including slope flattening and drainage improvement work.

Estimated Funds:

Federal Highway Administration Funds	\$51,800
Mackinac County Road Commission Funds	<u>\$12,950</u>
Total Funds	<u>\$64,750</u>

STH 49609 - 59909  
 Local Force Account

**Purpose/Business Case:** To replace culvert and improve roadside safety.

**Benefit:** Improve roadside safety.

**Funding Source:** Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

**Commitment level:** 80% Federal up to \$200,000 and the balance by Mackinac County Road Commission.

**Risk Assessment:** Contract required in order for County to receive these Federal Funds.

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

**New Project Identification:** Replace existing culvert.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2003-5433) between MDOT and the Oscoda County Road Commission will provide for participation in the following improvements:

Preventative maintenance work along Island Lake Road (County Road 616) from Highway M-33 easterly to Tote Road and along Emig Road (County Road 618) from Highway M-33 easterly approximately 1.4 miles, including bituminous wedging, single chip seal, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$62,200
Oscoda County Road Commission Funds	<u>\$18,100</u>
Total Funds	<u>\$80,300</u>

STL 68090 - 72766  
 Local Force Account

**Purpose/Business Case:** To improve roadway surface.

**Benefit:** Improve and extend life of roadway.

**Funding Source:** Federal Surface Transportation Program Funds and Oscoda County Road Commission Funds.

**Commitment level:** 80% Federal, 20% Oscoda County Road Commission.

**Risk Assessment:** Contract required in order for County to receive these Federal Funds.

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

**New Project Identification:** Improve existing roadway.

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5434) between MDOT and the Oscoda County Road Commission will provide for participation in the following improvements:

Preventative maintenance work along Galbraith Road from Kittle Road northerly to Miller Road and along Bailey Road (County Road 610) from Highway M-33 westerly approximately 2.2 miles, including bituminous wedging, single chip seal, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$74,700
Oscoda County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,400</u>

STL 68045 - 74244

Local Force Account

**Purpose/Business Case:** To improve roadway surface.

**Benefit:** Improve and extend life of roadway.

**Funding Source:** Federal Surface Transportation Program Funds and Oscoda County Road Commission Funds.

**Commitment level:** 80% Federal, 20% Oscoda County Road Commission.

**Risk Assessment:** Contract required in order for County to receive these Federal Funds.

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

**New Project Identification:** Improve existing roadway.

36. \*INTERNATIONAL BRIDGE ADMINISTRATION - Construction Oversight Services

Amendatory Contract (2001-0571/A2) between the International Bridge Administration and KTA-Tator, Inc., will provide for additional construction observation services and environmental, health, and observation services during the final phase of the bridge painting project. The original contract provides for construction engineering services, including full inspection of the cleaning and coating of the International Bridge. The total contract amount remains unchanged at \$272,863.03. The contract term remains unchanged, July 3, 2001 through January 1, 2004. Source of Funds: 100% International Bridge Administration Toll Revenue Funds.

**Purpose/Business Case:** To perform Construction Observation and Environmental Health & Safety Observation and Quality control monitoring for bridge painting project M00196 at the International Bridge in order ensure quality and to prevent environmental and public safety issues in the area surrounding the bridge caused by unsafe application procedures.

**Benefit:** This will insure continuation of environmentally safe and documented quality paint application practices established during the performance of project M00186, which preceded in 2002, for which similar inspection services were provided by the firm.

**Funding Source:** This project is being funded 100% from Bridge Toll Revenue.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated. No increase in funding beyond the current contract amount is required.

**Risk Assessment:** If the contract is not extended to provide for inspection services during the bridge painting services, the contractor could cause environmental damage or public health issues and provide substandard coating quality by not following approved application methods.

**Cost Reduction:** The construction inspection services costs required for M00186 are well below estimated costs for the contract, due to the contractors' schedule and staffing. The services requested for M00196 will be provided within the professional services contract amount established for M00186. Therefore, there is no increase in the contract cost for this amendment.

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

37. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2000-0744/A1) between MDOT and the Township of Grosse Ile will extend the contract term by six months in order to provide sufficient time for the sponsor to complete the project. The original contract provides for the rehabilitation of Runway 17/35, lighting, and aprons at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. The revised contract term will be August 8, 2000, through February 7, 2004. The total contract amount remains unchanged at \$1,750,000. Source of Funds: Federal Aviation Administration Funds - \$1,575,000; State Restricted Aeronautics Funds - \$87,500; Grosse Ile Township Funds - \$87,500.

**Purpose/Business Case:** The original contract for the airport improvements will expire on August 7, 2003. Additional work related to the rehabilitation was added, requiring additional time. A six-month extension will allow the contractor sufficient time to finalize the project.

**Benefit:** The extension will allow the contract to remain open until the work is completed.

**Funding Source:** Federal Aviation Administration Funds - \$1,575,000; State Restricted Aeronautics Funds - \$87,500; Grosse Ile Township Funds - \$87,500; Contract Total - \$1,750,000.

**Commitment Level:** There is no increase in funding.

**Risk Assessment:** If the contract is not extended, the project will not be completed, and a new retroactive contract would be required.

**Cost Reduction:** Initially the project was bid through the department and reviewed by department personnel for cost reductions. This is a time extension only.

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

38. \*MULTI-MODAL (Aeronautics) - Purchase of Tow Vehicle

Contract (2003-0357) between MDOT and Kellogg Community College (KCC), Battle Creek, will provide State grant funds for the purchase of a semi-truck to be used for towing an aircraft rescue firefighting (ARFF) training vehicle. The current vehicle has passed its useful life and needs to be replaced. The new semi-truck was recently ordered by KCC, but it has not yet been received. It will take approximately six weeks or longer to build the new truck. If the truck had not been ordered, all ARFF training scheduled for this year would have to be canceled. The contract will be in effect from the date of award through six years. The State will contribute \$20,000 toward the purchase of the vehicle. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Contract Total - \$20,000.

**Purpose/Business Case:** The contract is to provide a grant to Kellogg Community College to aid in the purchase of a tow vehicle (long haul tractor) for the mobile aircraft rescue and fire fighting (ARFF) trainer owned by the State and leased to Kellogg Community College. The mobile ARFF trainer is towed to the air carrier airports in the State to train emergency personnel in accordance with FAA requirements. The original tow vehicle was purchased at the same time as the mobile trainer and, due to funding limitations at the time, was not well-suited to the mission. It is considerably under-powered. This under-powered tow vehicle has now passed its useful life and needs to be replaced. Kellogg Community College is purchasing a new tow vehicle, and the State is providing this grant to help fund the purchase.

**Benefit:** The training of emergency aircraft rescue and fire fighting personnel is a requirement of all air carrier airports by the FAA. The State has provided the airports with a training aid in the form of the mobile ARFF trainer so that the airports don't

have to send their emergency crews to a stationary training site. This provides a cost savings to the airports, as well as not having emergency crews absent from the airport. The replacement of the tow vehicle will allow this training to continue.

**Funding Source:** State Restricted Aeronautics Funds - \$20,000.

**Commitment Level:** The contact has a fixed amount.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the locals may not be able to afford the cost at this time without State participation.

**Cost Reduction:** The cost of the tow vehicle was bid through Kellogg Community College and was reviewed by MDOT personnel for cost savings.

**New Project Identification:** This is a replacement vehicle for an existing program.

39. MULTI-MODAL (Aeronautics) - Relocation of Sand Creek Highway and West Carleton Road  
Contract (2003-0429) between MDOT and the Lenawee County Board of Commissioners will provide Federal and State grant funds for the relocation of Sand Creek Highway and West Carleton Road at the Lenawee County Airport in Adrian, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$1,351,498; State Restricted Aeronautics Funds - \$75,084; Lenawee County Funds - \$75,084; Contract Total - \$1,501,666.

**Purpose/Business Case:** The project includes relocation of Sand Creek Highway and West Carleton Road in Lenawee County to accommodate the runway extension to 5,000 ft. at Lenawee County Airport.

**Benefit:** The current primary runway at Lenawee County Airport is just under 4,000 ft. and is being extended to 5,000 ft. to better accommodate business aircraft operations. Currently, the larger aircraft using the airport cannot take off with full loads of payload or fuel. By extending the runway to 5,000 ft. more efficient use of the aircraft can be accomplished with resultant economic gain to the region. In addition, the airport can then apply for a precision instrument approach, which will increase the all-weather capability of the airport.

**Funding Source:** FAA Funds - \$1,351,498; State Restricted Aeronautics Funds - \$75,084; Lenawee County Funds - \$75,084; Contract Total - \$1,501,666.

**Commitment Level:** The contact has a fixed cost for the construction and consultant services.

**Risk Assessment:** If the amendment 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 Federal and State participation.

**Cost Reduction:** The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

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

40. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements  
Contract (2003-0430) between MDOT and the Mason County Board of Commissioners will provide Federal and State grant funds for the construction of a bypass taxiway, runway safety area, and apron expansion, and improvements to the object free area, lighting, precision approach path indicator for Runways 18/36 and 7/25, and supplemental windcones at the Mason County Airport in Ludington, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$608,400; State Restricted Aeronautics Funds - \$33,800; Mason County Funds - \$33,800; Contract Total - \$676,000.

**Purpose/Business Case:** The project is for the design engineering and construction of a short taxiway at the end of the runway to aid in airport efficiencies as well as improvements to the runway safety area and object free area, runway lighting, and a small expansion of the aircraft apron.

**Benefit:** The benefit derived from the project is the increased capacity of the airport to receive and service aircraft. This will enhance the operational capacity of the airport as well as improve safety for overruns.

**Funding Source:** FAA Funds - \$608,400; State Restricted Aeronautics Funds - \$33,800; Mason County Funds - \$33,800; Contract Total - \$676,000.

**Commitment Level:** The contact has a fixed cost for the construction.

**Risk Assessment:** If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

**Cost Reduction:** The construction costs were bid by MDOT and have been reviewed by MDOT personnel for appropriateness and for any additional cost savings.

**New Project Identification:** These are improvements to existing facilities.

41. MULTI-MODAL (Aeronautics) - Runway Rehabilitation, Crack Repair, and Pavement Marking  
Contract (2003-0431) between MDOT and the Manistee County Board of Commissioners will provide Federal and State grant funds for the rehabilitation of Runway 18/36, crack repair, and pavement marking at the Manistee County Blacker Airport in Manistee, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$450,000; State Restricted Aeronautics Funds - \$25,000; Manistee County Funds - \$25,000; Contract Total - \$500,000.

**Purpose/Business Case:** The project includes the rehabilitation of Runway 18/36, crack repairs to the terminal apron, runway 9/27 and the parallel taxiway to runway 9/27 and re-marking the pavement.

**Benefit:** Runway 18/36 is the shorter of the two runways at Manistee County Blacker Airport and is used primarily in cross wind landings and take offs. The runway pavement has exceeded its design life and needs to be rehabilitated before additional damage is done to the pavement base. The primary runway 9/27 and its associated parallel taxiway have been recently constructed and routine crack sealing is necessary as a part of normal maintenance as well as the terminal apron. Remarketing the pavement is also part of routine maintenance at airport. The rehabilitated runway 18/36 will provide the small aircraft a safe, cross wind take offs and landings with reduced chance of foreign object damage to the aircraft.

**Funding Source:** FAA Funds - \$450,000; State Restricted Aeronautics Funds - \$25,000; Manistee County Funds - \$25,000; Contract Total - \$500,000.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 Federal and State participation.

**Cost Reduction:** The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

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

42. MULTI-MODAL (Aeronautics) - Construction of Parallel Taxiway  
Contract (2003-0432) between MDOT, the City of Gladwin, and the Gladwin County Board of Commissioners (GCBC) will provide Federal and State grant funds for the construction of Runway 9/27 parallel taxiway at the Gladwin Zettel Memorial Airport in Gladwin, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$301,050; State Restricted Aeronautics Funds - \$16,725; City of Gladwin and GCBC Funds - \$16,725; Contract Total - \$334,500.

**Purpose/Business Case:** The project is for the construction of a partial parallel taxiway to Runway 9/27. A parallel taxiway allows aircraft to taxi to the terminal building or hangar areas on pavement other than the runway. This allows more efficient use of the runway.

**Benefit:** Currently there is a small portion of a parallel taxiway at the airport. This project will complete the parallel taxiway and provide the users with a safe way to taxi to or from the runway.

**Funding Source:** FAA Funds - \$301,050; State Restricted Aeronautics Funds - \$16,725; City of Gladwin and Gladwin County Funds - \$16,725; Contract Total - \$334,500.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 Federal and State participation.

**Cost Reduction:** The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.  
**New Project Identification:** This is the final portion of a phased development.

43. MULTI-MODAL (Aeronautics) - Transmission Line Relocation and Land Acquisition

Contract (2003-0438) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide Federal and State grant funds for the design and construction of the relocation of an American Electric Power Company (AEP) transmission line, including land acquisition for the relocation of the line at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$1,377,846; State Restricted Aeronautics Funds - \$67,250; SMRAA Funds - \$85,844; Contract Total - \$1,530,940.

**Purpose/Business Case:** The project includes the purchase of property for the relocation of electric transmission lines, as well as the design and construction of the relocated transmission lines east of the airport. The relocation of the transmission lines is necessitated by the proposed shifting and lengthening of runway 9/27 at SMRA. The design and construction will be conducted by the owner of the transmission lines, AEP.

**Benefit:** The project is part of the improvements to the runway safety areas and runway extension to 6,000 ft. When the runway is extended and shifted to accommodate the proper runway safety areas, the existing electric transmission lines become an obstacle to the precision instrument approach into the airport. Relocation of the transmission lines will clear the obstruction. In order to move the lines, the land is being acquired, as are power line easements. The design and construction of the relocation is being conducted by AEP, the owning power company.

**Funding Source:** FAA Funds (via Block Grant) - \$1,377,846; State Restricted Aeronautics Funds - \$67,250; SMRAA Funds - \$85,844; Contract Total - \$1,530,940.

**Commitment Level:** The contract has a fixed cost for the design and construction. The land acquisition cost is a negotiated contract.

**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 Federal and State participation.

**Cost Reduction:** The construction is being done by the owning power company at its fixed cost.

**New Project Identification:** This is a continuation of an existing project.

44. MULTI-MODAL (Aeronautics) - Rehabilitation of Taxiways and Environmental Assessment

Contract (2003-0439) between MDOT and the City of Detroit will provide Federal and State grant funds for the rehabilitation of taxiways H, L, and M and the preparation of an environmental assessment, environmental impact study, and risk analysis for the proposed relocation of Runway 15/33 (phase 1) at the Detroit City Airport in Detroit, 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 three years. Source of Funds: FAA Funds - \$712,800; State Restricted Aeronautics Funds - \$39,600; City of Detroit Funds - \$39,600; Contract Total - \$792,000.

**Purpose/Business Case:** Taxiways H, L, and M are comprised of asphalt and have become badly cracked and oxidized. The phase 1 environmental assessment (EA) risk analysis will determine the factors of cost, benefit, and risks to the community, airport, and businesses if the project does or does not proceed. The FAA is requiring this analysis be done prior to the second phase of the environmental assessment or an environmental impact statement (EIS).

**Benefit:** The benefit of the taxiway rehabilitation will be to restore the asphalt to a high level of integrity and safety. The benefit of the environmental assessment will be to provide an informative basis to make the decision to proceed (or not) with the EA/EIS.

**Funding Source:** FAA Funds - \$712,800; State Restricted Aeronautics Funds - \$39,600; City of Detroit Funds - \$39,600; Contract Total - \$792,000.

**Commitment Level:** The airport sponsor is attempting to restore air carrier service by lengthening the runway. The first step is to process an EA or EIS; however, a project of this size requires a decision of the risks involved. The City of Detroit is committed to proceeding with this project, assuming no major environmental problems arise.

**Risk Assessment:** Delay or cancellation of the taxiway project will result in a worsening condition of the asphalt and accompanying surface problems for aircraft. Delay of the risk analysis will delay the beginning of the runway work if it proceeds.

**Cost Reduction:** All contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder. All work will meet and not exceed State and Federal eligibility requirements. The local sponsor is responsible for any work over and above State and Federal eligible items.

**New Project Identification:** The taxiway is restoration of existing pavements. The risk analysis will require a new contract between the City of Detroit and a consultant.

45. MULTI-MODAL (Aeronautics) - Relocation of Building, Apron, and Taxiway

Contract (2003-0440) between MDOT and the City of Sandusky will provide Federal and State grant funds for the design and construction of the relocation of a building, apron, and taxiway (phase 1) at the Sandusky City Airport in Sandusky, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$150,000; State Restricted Aeronautics Funds - \$8,333; City of Sandusky Funds - \$8,334; Contract Total - \$166,667.

**Purpose/Business Case:** The project includes the relocation of the terminal building and associated apron and the taxiway connecting the apron to the runway. This is required by the FAA for compliance with setbacks for runway safety areas and object free areas.

**Benefit:** The current locations of the terminal building and associated aircraft apron are violations of current FAA requirements for runway safety areas and object free areas. The relocation will move the terminal building and associated apron from these areas. The new connecting taxiway will accommodate the relocation. These facilities will be similar to the existing facilities and will continue to provide the appropriate level of service to the airport and aircraft. Failure to relocate the facilities may make the airport ineligible for future federal funds.

**Funding Source:** FAA Funds - \$150,000; State Restricted Aeronautics Funds - \$8,333; City of Sandusky Funds - \$8,334; Contract Total - \$166,667.

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

**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 Federal and State participation. In addition, failure to construct these improvements may cause the airport to forfeit future FAA funds.

**Cost Reduction:** The construction will be bid through MDOT and reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is replacement of existing facilities.

46. \*MULTI-MODAL (Aeronautics) - Rehabilitation of Runway and Taxiway Lights; Pavement Marking

Memorandum of Understanding (MOU) (2003-0441) between MDOT and the Mackinac Island State Park Commission will provide Federal and State grant funds for the design and construction of the rehabilitation of the medium intensity runway lights (MIRL), medium intensity taxiway lights (MITL), and electrical ducts for the runway end identifier lights (REIL) and for airport pavement marking at the Mackinac Island Airport on Mackinac Island, Michigan. The Commission will have three years from the date of award to complete the project items. The contract will be in effect from the date of award through twenty years. Source of Funds: Federal Aviation Administration Funds (via Block Grant) - \$159,423; State Restricted Aeronautics Fund - \$17,714; Contract Total - \$177,137.

**Purpose/Business Case:** The airport on Mackinac Island is owned by the Mackinac Island State Park Commission, with local funding provided by the Michigan Aeronautics Commission. The MOU is to provide the funding for the design and construction of runway and taxiway lights as well as pavement marking.

**Benefit:** The rehabilitation of the runway lights will enable the runway to continue to provide day and night operations. The benefit is safety for the flying public.

**Funding Source:** Federal Aviation Administration Funds (via Block Grant) - \$159,423; State Restricted Aeronautics Fund - \$17,714; Contract Total - \$177,137.

**Commitment Level:** The contract has a fixed cost for the project.

**Risk Assessment:** If the contract is not awarded, the project cannot be completed without Federal participation.

**Cost Reduction:** The cost of the project will be determined by competitive bid and will be examined by the project manager for completeness and appropriateness.

**New Project Identification:** This will be rehabilitation and maintenance for an existing facility.

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

Contract (2003-0444) between MDOT and the Delta County Board of Commissioners will provide State grant funds for airport pavement marking at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Delta County Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and which runway the aircraft is to approach. 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 - \$5,000; Delta County Funds - \$5,000; Contract Total - \$10,000.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

48. MULTI-MODAL (Aeronautics) - Airport Pavement Marking  
Contract (2003-0445) between MDOT and the MBS International Airport Commission will provide State grant funds for airport pavement marking at the MBS International Airport in Saginaw, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$8,000; MBS International Airport Commission Funds - \$8,000; Contract Total - \$16,000.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and which runway the aircraft is to approach. 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; MBS International Airport Commission Funds - \$8,000; Contract Total - \$16,000.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

49. MULTI-MODAL (Aeronautics) - Airport Pavement Marking  
Contract (2003-0446) between MDOT and the Jackson County Board of Commissioners will provide State grant funds for 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. Source of Funds: State Restricted Aeronautics Funds - \$1,000; Jackson County Funds - \$1,000; Contract Total - \$2,000.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and which runway the aircraft is to approach. 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 - \$1,000; Jackson County Funds - \$1,000; Contract Total - \$2,000.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

50. MULTI-MODAL (Aeronautics) - Airport Pavement Marking  
Contract (2003-0447) between MDOT and the City of Sault Ste. Marie will provide State grant funds for airport pavement marking at the Muni-Sanderson Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$7,250; City of Sault Ste. Marie Funds - \$7,250; Contract Total - \$14,500.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and

which runway the aircraft is to approach. 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 - \$7,250; City of Sault Ste. Marie Funds - \$7,250; Contract Total - \$14,500.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0448) between MDOT and the Bishop International Airport Authority (BIAA) will provide State grant funds for airport pavement marking at the Bishop International Airport in Flint, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$7,125; BIAA Funds - \$7,125; Contract Total - \$14,250.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and which runway the aircraft is to approach. 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 - \$7,125; BIAA Funds - \$7,125; Contract Total - \$14,250.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0449) between MDOT and the Drummond Township will provide State grant funds for airport pavement marking at the Drummond Island Airport on Drummond Island, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Drummond Township Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and which runway the aircraft is to approach. 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 - \$5,000; Drummond Township Funds - \$5,000; Contract Total - \$10,000.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

53. MULTI-MODAL (Aeronautics) - Airport Pavement Marking  
Contract (2003-0450) between MDOT and the Huron County Board of Commissioners will provide State grant funds for airport pavement marking at the Huron County Memorial Airport in Bad Axe, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Huron County Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and which runway the aircraft is to approach. 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 - \$5,000; Huron County Funds - \$5,000; Contract Total - \$10,000.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

54. MULTI-MODAL (Aeronautics) - Airport Pavement Marking  
Contract (2003-0451) between MDOT and the Oakland County Board of Commissioners will provide State grant funds for airport pavement marking at the Oakland Southwest Airport in New Hudson, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,550; Oakland County Funds - \$1,550; Contract Total - \$3,100.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and which runway the aircraft is to approach. 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 - \$1,550; Oakland County Funds - \$1,550; Contract Total - \$3,100

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

55. MULTI-MODAL (Aeronautics) - Airport Pavement Marking  
Contract (2003-0452) between MDOT and the Oakland County Board of Commissioners will provide State grant funds for airport pavement marking at the Oakland County International Airport in Pontiac, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$15,000; Oakland County Funds - \$15,000; Contract Total - \$30,000.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and

which runway the aircraft is to approach. 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 - \$15,000; Oakland County Funds - \$15,000; Contract Total - \$30,000.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0453) between MDOT and the Oakland County Board of Commissioners will provide State grant funds for airport pavement marking at the Oakland/Troy Airport in Troy, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,600; Oakland County Funds - \$1,600; Contract Total - \$3,200.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and which runway the aircraft is to approach. 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 - \$1,600; Oakland County Funds - \$1,600; Contract Total - \$3,200.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0454) between MDOT and the Harbor/Petoskey Area Airport Authority (HPAAA) will provide State grant funds for airport pavement marking at the Harbor Springs Municipal Airport in Harbor Springs, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,900; HPAAA Funds - \$5,900; Contract Total - \$11,800.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and which runway the aircraft is to approach. 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 - \$5,900; HPAAA Funds - \$5,900; Contract Total - \$11,800.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0455) between MDOT and the Oceana County Board of Commissioners will provide State grant funds for airport pavement marking at the Oceana County Airport in Hart, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,050; Oceana County Funds - \$1,050; Contract Total - \$2,100.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and which runway the aircraft is to approach. 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 - \$1,050; Oceana County Funds - \$1,050; Contract Total - \$2,100.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

59. MULTI-MODAL (Aeronautics) - Snow Removal Equipment Building and Crack Sealing

Contract (2003-0456) between MDOT and the Ontonagon County Board of Commissioners will provide Federal and State grant funds for the design and construction of a building for snow removal equipment and for crack sealing 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$84,393; State Restricted Aeronautics Funds - \$4,688; Ontonagon County Funds - \$4,689; Contract Total - \$93,770.

**Purpose/Business Case:** The project is for the construction of a snow removal equipment building and for pavement crack sealing. A building is needed to house the airport's snow removal equipment. Pavement crack sealing is part of the maintenance program.

**Benefit:** The benefit derived from the project is the increased capacity of the airport to accommodate aircraft in adverse weather conditions. The construction of an onsite storage building will allow the snow removal equipment to be on site and available to remove snow quickly. The crack sealing will extend the life of the runway, taxiway, and apron pavements and thereby delay costly rehabilitations.

**Funding Source:** FAA Funds - \$84,393; State Restricted Aeronautics Funds - \$4,688 Ontonagon County Funds - \$4,689; Contract Total - \$93,770.

**Commitment Level:** The contract has a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project will not proceed, as the local government can not afford the cost without Federal and State participation.

**Cost Reduction:** The construction contracts will be reviewed by MDOT personnel for appropriateness and for any additional cost savings.

**New Project Identification:** The snow removal equipment building is a new project, and the crack sealing is preventive maintenance.

60. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0457) between MDOT and the Shiawassee Airport Board will provide State grant funds for airport crack sealing at the Owosso Community Airport in Owosso, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Shiawassee Airport Board Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$5,000; Shiawassee Airport Board Funds - \$5,000; Contract Total - \$10,000.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

61. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0458) between MDOT and the Branch County Board of Commissioners will provide State grant funds for airport crack sealing at the Branch County Memorial Airport in Coldwater, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$7,500; Branch County Funds - \$7,500; Contract Total - \$15,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$7,500; Branch County Funds - \$7,500; Contract Total - \$15,000.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

62. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0459) between MDOT and the City of Battle Creek will provide State grant funds for airport crack sealing at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$10,000; City of Battle Creek Funds - \$10,000; Contract Total - \$20,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$10,000; City of Battle Creek Funds - \$10,000; Contract Total - \$20,000.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0460) between MDOT and the Saginaw County Board of Commissioners will provide State grant funds for airport crack sealing at the H. W. Browne Airport in Saginaw, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$2,500; Saginaw County Funds - \$2,500; Contract Total - \$5,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

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

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0461) between MDOT and the MBS International Airport Commission will provide State grant funds for airport crack sealing at the MBS International Airport in Saginaw, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; MBS International Airport Commission Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair 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 contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0462) between MDOT and the City of Grand Haven will provide State grant funds for airport crack sealing at the Grand Haven Memorial Airpark in Grand Haven, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$2,750; City of Grand Haven Funds - \$2,750; Contract Total - \$5,500.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$2,750; City of Grand Haven Funds - \$2,750; Contract Total - \$5,500.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0463) between MDOT and the Jackson County Board of Commissioners will provide State grant funds for airport crack sealing at the Jackson County-Reynolds Field in Jackson, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Jackson County Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

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

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0464) between MDOT and the City of Niles will provide State grant funds for airport crack sealing at the Jerry Tyler Memorial Airport in Niles, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,600; City of Niles Funds - \$1,600; Contract Total - \$3,200.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$1,600; City of Niles Funds - \$1,600; Contract Total - \$3,200.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

68. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0465) between MDOT and the Lenawee County Board of Commissioners will provide State grant funds for airport crack sealing at the Lenawee County Airport in Adrian, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$3,000; Lenawee County Funds - \$3,000; Contract Total - \$6,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair 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 the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

69. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0466) between MDOT and the Delta County Board of Commissioners will provide State grant funds for airport crack sealing at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$15,000; Delta County Funds - \$15,000; Contract Total - \$30,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$15,000; Delta County Funds - \$15,000; Contract Total - \$30,000.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

70. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0467) between MDOT and the Bishop International Airport Authority (BIAA) will provide State grant funds for airport crack sealing at the Bishop International Airport in Flint, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$3,500; BIAA Funds - \$3,500; Contract Total - \$7,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

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

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0468) between MDOT and the City of Mt. Pleasant will provide State grant funds for airport crack sealing at the Mt. Pleasant Municipal Airport in Mt. Pleasant, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$3,750; City of Mt. Pleasant Funds - \$3,750; Contract Total - \$7,500.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$3,750; City of Mt. Pleasant Funds - \$3,750; Contract Total - \$7,500.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0469) between MDOT and the Drummond Township will provide State grant funds for airport crack sealing at the Drummond Island Airport on Drummond Island, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$2,500; Drummond Township Funds - \$2,500; Contract Total - \$5,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

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

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0470) between MDOT and the Huron County Board of Commissioners will provide State grant funds for airport crack sealing at the Huron County Memorial Airport in Bad Axe, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$10,000; Huron County Funds - \$10,000; Contract Total - \$20,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$10,000; Huron County Funds - \$10,000; Contract Total - \$20,000.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0471) between MDOT and the Oakland County Board of Commissioners will provide State grant funds for airport crack sealing at the Oakland/Troy Airport in Troy, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$2,000; Oakland County Funds - \$2,000; Contract Total - \$4,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

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

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0472) between MDOT and the Oakland County Board of Commissioners will provide State grant funds for airport crack sealing at the Oakland/Southwest Airport in New Hudson, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$3,750; Oakland County Funds - \$3,750; Contract Total - \$7,500.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$3,750; Oakland County Funds - \$3,750; Contract Total - \$7,500.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

76. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0473) between MDOT and the Oakland County Board of Commissioners will provide State grant funds for airport crack sealing at the Oakland County International Airport in Pontiac, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$3,750; Oakland County Funds - \$3,750; Contract Total - \$7,500.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$3,750; Oakland County Funds - \$3,750; Contract Total - \$7,500.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

77. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0474) between MDOT and the Grosse Ile Township will provide State grant funds for airport crack sealing at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Grosse Ile Township Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$5,000; Grosse Ile Township Funds - \$5,000; Contract Total - \$10,000.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

78. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0475) between MDOT and the Muskegon County Board of Commissioners will provide State grant funds for airport crack sealing at the Muskegon County Airport in Muskegon, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Muskegon County Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

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

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0476) between MDOT and the Harbor/Petoskey Area Airport Authority (HPAAA) will provide State grant funds for airport crack sealing at the Harbor Springs Municipal Airport in Harbor Springs, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$3,000; HPAAA Funds - \$3,000; Contract Total - \$6,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$3,000; HPAAA Funds - \$3,000; Contract Total - \$6,000.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0477) between MDOT and the City of Monroe will provide State grant funds for airport crack sealing at the Monroe Custer Airport in Monroe, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; City of Monroe Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$5,000; City of Monroe Funds - \$5,000; Contract Total - \$10,000.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0478) between MDOT and the Oceana County Board of Commissioners will provide State grant funds for airport crack sealing at the Oceana County Airport in Hart, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,000; Oceana County Funds - \$1,000; Contract Total - \$2,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$1,000; Oceana County Funds - \$1,000; Contract Total - \$2,000.

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0479) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide State grant funds for airport crack sealing 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. Source of Funds: State Restricted Aeronautics Funds - \$2,500; EDCCC Funds - \$2,500; Contract Total - \$5,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

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

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0480) between MDOT and the South Haven Area Regional Airport Authority (SHARAA) will provide State grant funds for airport crack sealing at the South Haven Area Regional Airport in South Haven, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; SHARAA Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is for the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

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

**Commitment Level:** The contact has a fixed cost for the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

84. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0481) between MDOT and the Village of Hillman will provide State grant funds for airport crack sealing at the Hillman Airport in Hillman, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Village of Hillman Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

**Funding Source:** State Restricted Aeronautics Funds - \$5,000; Village of Hillman Funds - \$5,000; Contract Total - \$10,000.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

85. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0482) between MDOT and the Dickinson County Board of Commissioners will provide State grant funds for airport crack sealing at the Ford Airport in Iron Mountain, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Dickinson County Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair 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 the construction.

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

86. MULTI-MODAL (Aeronautics) - Airport Crack Sealing  
Contract (2003-0483) between MDOT and the Iron County Board of Commissioners will provide State grant funds for airport crack sealing at the Iron County Airport in Crystal Falls, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Iron County Funds - \$5,000; Contract Total - \$10,000.

**Purpose/Business Case:** The project is the routine sealing of cracks in airport pavements.

**Benefit:** Cracks routinely occur in all pavements. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports seal the cracks in their pavements. This maintenance will provide for reduced future repair and rehabilitation costs.

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

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

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

Contract (2003-0486) between MDOT and the City of Sturgis will provide State grant funds for airport pavement marking at the Kirsch Municipal Airport in Sturgis, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds \$1,000; City of Sturgis Funds \$1,000; Contract Total \$2,000.

**Purpose/Business Case:** The project is the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates center and edges of runways, taxiways, and aprons and gives instructions to aircraft as to where to stop and which runway the aircraft is to approach. 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 - \$1,000; City of Sturgis Funds - \$1,000; Contract Total - \$2,000.

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

**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 reviewed by MDOT personnel for cost reductions.

**New Project Identification:** This is routine maintenance.

88. MULTI-MODAL (UPTRAN) - Time Extension

Amendatory Contract (2000-0388/A1) between MDOT and the Bay Area Transportation Authority (BATA), located in Traverse City will extend the contract term by one year. The original contract provides State matching funds to BATA's FY 2000 Federal Section 5311 Program grant. Project items include vehicles, facility improvements, and bus shelters. BATA has purchased vehicles and completed facility improvements but has had difficulty obtaining approval/lease rights for placement of bus shelters from localities and private property owners. The agency needs a time extension to further negotiate placement and purchase/installation of shelters. The revised contract term will be from August 11, 2000, through August 10, 2004. The contract amount remains unchanged at \$158,265. Source of Funds: Federal Transit Administration Funds - \$126,612; FY 2000 State Restricted Comprehensive Transportation Funds - \$31,653.

**Purpose/Business Case:** Time extension to provide for vehicles and facility improvements to the transit facility and bus shelters.

**Benefit:** Increase public safety and public transportation through vehicle purchase and improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$126,612; FY 2000 State Restricted Comprehensive Transportation Funds - \$31,653.

**Commitment Level:** Contract is based on cost estimates.

**Risk Assessment:** The risks of not doing this project are reduced public safety and inefficient operations due to improper/outdated equipment.

**Cost Reduction:** All items will be bid for best use of funds.

**New Project Identification:** Not a new project.

89. MULTI-MODAL (UPTRAN) - Time Extension

Amendatory Contract (2000-0407/A1) between MDOT and the Kalamazoo County Board of Commissioners (KCBOC) will extend the contract term by one year, as KCBOC requires additional time to install a lift as planned under the vehicle purchase. The original contract provides State matching funds for the purchase of a van under the FY 2000 Federal Transit Administration Section 5311 Program. The revised contract term will be August 11, 2000, through August 10, 2004. The total contract amount remains unchanged at \$30,000. Source of Funds: FY 2000 Federal Transit Administration Funds - \$24,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$6,000.

**Purpose/Business Case:** To extend the contract term by one year to allow sufficient time for KCBOC to install a lift as planned under the vehicle purchase.

**Benefit:** Increase public safety through improved transportation infrastructure.

**Funding Source:** FY 2000 Federal Transit Administration Funds - \$24,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$6,000.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risks of not approving this authorization are that Federal funds will be lost and the needed transit improvements would not be completed.

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

**New Project Identification:** Not a new project.

90. MULTI-MODAL (UPTRAN) - Increase Amount

Amendatory Contract (2002-0332/A1) between MDOT and the American Red Cross of West Central Michigan in Grand Rapids will increase the contract amount by \$425 in State funds to match \$1,702 in increased Federal funds, as the amount previously provided for the purchase of the three vans was not the correct amount. The revised total contract amount will be \$82,127. The contract term remains unchanged from April 4, 2002, through April 3, 2005. Source of Funds: Federal Transit Administration Funds - \$65,702; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$16,425.

**Purpose/Business Case:** Provides additional Federal and State funding for capital purchase needed to improve transportation services for the elderly and disabled.

**Benefit:** Increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$65,702; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$16,425.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not awarding this amendment is that Federal funds will be lost and the needed transit improvements will not be made.

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

**New Project Identification:** Not a new project.

91. \*MULTI-MODAL (UPTRAN) - Job Access and Reverse Commute Program

**Retroactive** Interagency Agreement (2003-0345) between MDOT and the Family Independence Agency (FIA) will transfer \$232,613 of FY 2003 funds from FIA to MDOT to provide a portion of the local match for the FY 2002 Federal Section 3037 Job Access and Reverse Commute Program grant. This will fund transportation services for Project Zero sites. FIA's share for the transportation services is up to 25 percent of agreed to operating costs. The agreement term is from October 1, 2002, through September 30, 2003. This agreement is retroactive as it was just recently received from FIA. Source of Funds: FIA Funds - \$232,613.

**Purpose/Business Case:** Provides operating assistance to five eligible agencies participating in the FY 2002 Section 3037 Job Access and Reverse Commute Program.

**Benefit:** Provides funds for projects to transport welfare recipients and low income individuals to and from employment, job training, and child care and expands the service areas and hours of five existing public transit agencies.

**Funding Source:** Family Independence Agency Funds - \$232,613.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not awarding this contract is that Federal funds will be lost and the needed service to jobs will not be provided.

**Cost Reduction:** Revenue grant from FIA; amount is not negotiated.

**New Project Identification:** Not a new project.

92. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2001-0396/A3) between MDOT and DLZ Michigan, Inc., will extend the contract term by approximately eight months to provide the consultant sufficient time to complete the services. The original contract provides for the completion of the environmental clearance for the widening of M-59 in Livingston County, Michigan. The revised contract term will be April 4, 2001, through April 1, 2004. The total contract amount remains unchanged at \$1,190,961.77. Source of Funds: Federal Highway Administration Funds - \$952,769.42; State Restricted Trunkline Funds - \$238,192.35.

**Purpose/Business Case:** The purpose of the proposed study is to obtain environmental clearance to improve the capacity of the M-59 corridor between I-96 and US-23 in Livingston County.

**Benefit:** Once environmental clearance is obtained by the FHWA, MDOT can begin the process of designing, purchasing right-of-way, and constructing an improved M-59 corridor.

**Funding Source:** The funding source for this study is Federal Demonstration Funds (DPF-0592). These funds were earmarked within 1998 Federal legislation. None of these funds are from Build Michigan III.

**Commitment Level:** This contract is on a cost plus fixed fee basis.

**Risk Assessment:** The risk of not completing the environmental clearance is not being able to spend Federal dollars on the design, right-of-way, and construction of an improved M-59 corridor.

**Cost Reduction:** There has not been a lower rate negotiated.

**New Project Identification:** Not a new project.

93. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2001-0640/A3) between MDOT and the City of Ann Arbor will extend the contract term by eleven months to allow the City sufficient time to complete the City of Ann Arbor Northeast Area Study in Washtenaw County. The original contract provides for the distribution of funds designated for a study of possible alternatives to the current M-14/Barton Drive interchange in the city of Ann Arbor. The revised contract term will be July 10, 2001, through August 31, 2004. The total contract amount remains unchanged at \$514,806. Source of Funds: Federal Highway Administration Funds - \$514,806.

**Purpose/Business Case:** The purpose of the proposed study is to study the non-motorized and motorized transportation systems within the city of Ann Arbor and to make recommendations to improve the operations of the M-14/Barton Drive interchange.

**Benefit:** The City of Ann Arbor is administering the study to gain public input to improve the non-motorized and motorized transportation systems within the city of Ann Arbor and to obtain input regarding the operations and function of the M-14/Barton Drive interchange. Once this study is completed, the City will be able to further pursue funding to implement the study's recommendations.

**Funding Source:** The funding source for this study is Federal High Priority Funding through TEA-21 (Item #1135). None of these funds are from Build Michigan III.

**Commitment Level:** This is an actual cost contract.

**Risk Assessment:** The risk of not completing this study is that the City of Ann Arbor will not have public and City Council recommendations regarding the improvement of the local transit, non-motorized systems, and street systems, including the M-14/Barton Drive interchange.

**Cost Reduction:** There has not been a lower price negotiated. This is an actual cost contract.

**New Project Identification:** Not a new project.

94.-107. TRANSPORTATION PLANNING - Pavement Surface Evaluation and Rating (PASER)

Authorizations between MDOT and the following agencies will provide Michigan Transportation Funds (MTF) to provide PASER ratings for all Federal aid-eligible roads, as required by Public Act 499 of 2002. This activity will provide the State Transportation Commission and the legislature with several reports that will describe the conditions of public roads and bridges in the State, the amount of money being expended on those roads each year, and the projects intended to be built over the coming three years. Source of Funds: 100% State Restricted Michigan Transportation Funds.

**Purpose/Business Case:** Act 499 of the Public Acts of 2002 mandated a statewide asset management process and created a Transportation Asset Management Council (TAMC). The TAMC answers directly to the State Transportation Commission and the Legislature. Section 4 of the law requires the metropolitan planning organizations and regional planning agencies to provide "technical assistance" to the Council. The law does not define "technical assistance." The TAMC has identified technical assistance as providing a coordinating function for the collection of roadway condition data and the development of the Council's Annual Report and multi-year program. Each agency will be responsible for providing this information to the Council.

**Benefit:** The benefit of this activity will be to provide the State Transportation Commission and the legislature with several reports that will describe the condition of public roads and bridges in the State, the amount of money being expended on those roads each year, and the projects intended to be built over the coming three years.

**Funding Source:** 100% State Restricted Michigan Transportation Funds.

**Commitment Level:** The contract is for an estimated amount based upon similar activities undertaken by MDOT in the past and a pilot study that was conducted during 2001 and 2002. Agencies will be paid for the actual costs incurred.

**Risk Assessment:** The requirements of Act 499 would not be met.

**Cost Reduction:** This is a new activity, so it is difficult to determine whether it can be done at a lower rate.

**New Project Identification:** This is a new project mandated by the Legislature.

	<u>Contract #</u>	<u>Agency</u>	<u>Amount</u>
94.	2003-0009/Z016	Southeast Michigan Council of Governments	\$135,680
95.	2003-0013/Z003	Central UP Planning and Development Regional Comm.	\$ 40,471
96.	2003-0014/Z003	East Central Michigan Planning and Development	\$115,995
97.	2003-0015/Z002	Eastern UP Regional Planning and Development	\$ 18,328
98.	2003-0016/Z002	GLS Region V Planning and Development Commission	\$ 39,423
99.	2003-0017/Z005	Northeast Michigan Council of Governments	\$ 37,916
100.	2003-0018/Z004	Northwest Michigan Council of Governments	\$ 61,316
101.	2003-0019/Z002	Region 2 Planning Commission	\$ 37,940
102.	2003-0020/Z002	Southcentral Michigan Planning Council	\$ 53,162
103.	2003-0021/Z004	Southwestern Michigan Commission	\$ 37,030
104.	2003-0022/Z002	Tri-County Regional Planning Commission	\$ 33,786
105.	2003-0023/Z003	West Michigan Regional Planning Commission	\$ 82,467
106.	2003-0024/Z004	West Michigan Shoreline Regional Development	\$ 39,762
107.	2003-0025/Z003	Western UP Planning and Development Regional Comm.	\$ 34,867

108. \*TRANSPORTATION PLANNING - US-41/M-28 Access Management Plan  
Contract (2003-0341) between MDOT and Planning & Zoning Center, Inc., will provide for the development and seeking of adoption of a comprehensive corridor access management plan for the US-41/M-28 corridor from M-28 in Chocolay Township, Marquette County, westerly to the west Ely Township line in Marquette County. The contract will be in effect from the date of the award through one year. The contract amount will be \$90,384.58. Source of Funds: Federal Highway Administration Funds - \$72,307.66; State Restricted Trunkline Funds - \$18,076.92.

**Purpose/Business Case:** To produce a corridor access management plan for US-41 in Marquette County.

**Benefit:** The benefits include, but are not limited to, a more efficient, safe, and aesthetically pleasing trunkline.

**Funding Source:** The project is funded by access management funds earmarked within the State Planning and Research (SPR) program. The project will not receive Build Michigan III funding.

**Commitment Level:** The contract is cost plus fixed fee.

**Risk Assessment:** The possible risks involved are not having the most efficient, safe trunkline possible.

**Cost Reduction:** The contract was negotiated at a lower cost.

**New Project Identification:** Not a new project.

### EXCESS PROPERTY

109. RESOLUTION "A" – Public Auction – June 11, 2003  
Auction Tract Nos. - 107, 150, 379, 459, and 464

These properties are located in Eaton, Oakland, Tuscola, and Van Buren counties. The minimum acceptable bid prices, which are the current appraised market values of the properties as determined by approved appraisals on file, have been established. The properties were advertised and offered at a public auction on June 11, 2003, at the Eaton County MSU Extension Office in Charlotte, Michigan. The total revenue from the auction is \$205,100. The minimum acceptable bid prices, together with the names of the prospective bidders and proposed selling prices are set forth in the attached resolution. These parcels were determined to be excess by the Bureau of Highways - Development.

\$205,100

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

**Benefit:** MDOT benefits from reducing the amount of State-owned property and generating revenue.

**Funding Source:** N/A; revenue-generating.

**Commitment Level:** Excess property is appraised for value, and minimum sale price is based on that value.

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

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

**New Project Identification:** Not a new project.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution 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 January 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director

**SUPPLEMENTAL AGENDA**

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 9, 2003 - Secretary of State’s Office, 3:30 PM  
State Administrative Board Meeting: July 15, 2003 - State Capitol, 11:00 AM

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**CONTRACTS**

1. HIGHWAYS – Time Extension

Amendatory Contract (2002-0186/A1) between MDOT and Michigan State University (MSU) will extend the contract term by approximately three months to provide the university sufficient time to complete research services. The original contract provides for services for field testing of variable speed limits in construction work zones (CS 84900 – JN 59440). The revised contract term will be July 11, 2002, through September 30, 2003. The total contract amount remains unchanged at \$177,687. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The Federal Highway Administration (FHWA) needs time to review the report, which it received on June 25, 2003. More time is needed for MSU to make revisions to the report and issue a final report after the FHWA review.

**Benefit:** Project completion and receipt of a final report.

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

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

**Risk Assessment:** If the contract is not extended, MDOT will not receive a final report for the 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.

**New Project Identification:** This is not a new research project; it is a time extension to an existing research project contract.

In accordance with MDOT’s policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution 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.

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Director