

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

September 10, 2003

State Administrative Board

September 16, 2003

SUBMERGED LANDS

1. Proposed private use agreement of a 0.11-acre parcel of Lake Michigan public trust bottomlands in St. James Township, Charlevoix County.

Applicant: Little Traverse Bay Band of Odawa Indians

Consideration: No Fee Based on Tribal Fishing Use

2. Proposed deed of 2.38 acres and proposed private use agreement of 3.40 Acres of Lake Michigan public trust bottomlands in the City of Gladstone, Delta County.

Applicant: Upper Lakes Coal Company

Consideration: Deed: \$16,650 per Rule 7

Use Agreement: \$2,100 per year

3. Proposed public use agreement of 3.67 acres of Lake Michigan public trust bottomlands in Garfield Township, Mackinac County

Applicant: Garfield Township

Consideration: No Fee as Public Use

Harold R. Fitch, Chief
Geological and Land Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 10, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: September 16, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

- 1. **591B9000024 (CS-138 #591S1000032) Janitorial/Custodial Service for \$48,782.56**
Hi-Tec Building Services the MDOT Woodbury Rest Area
6578 Roger Drive, Suite B
Jenison, MI 49428

Approval is requested to extend the existing contract for the MDOT Woodbury Rest Area located on westbound I-69 in Shiawassee County for the period October 1, 2003, through September 30, 2004. The incumbent vendor has proposed a voluntary 2 percent price reduction in exchange for a one-year contract extension. The net savings to MDOT after the 2 percent price reduction will be \$1,005.93 annually. The original term of the contract was October 1, 1998, through September 30, 2003. The original contract was advertised, and five bids were received. The contract was awarded to the lowest bidder. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide Janitorial/Custodial Service and Grounds Maintenance at the MDOT Woodbury Rest Area.

Benefit: The Civil Service authorization under CS-138 #591S1000032 to contract outside the classified service for these services at MDOT rest areas and roadside parks statewide was approved under Standard D: Cost Savings; the total estimated cost savings over the five-year period of the original authorization was \$11,014,310. The voluntary 2 percent price reduction for this extension will provide an additional \$1,005.93 in annual savings.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on a fixed cost/unit cost basis and will not exceed the specified amount of \$48,782.56.

Risk Assessment: Failure to contract these services would result in the closing of the Woodbury Rest Area.

Cost Reduction: MDOT received a voluntary 2 percent price reduction from the vendor.

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

2. **Rieth-Riley Construction Co. Bituminous Overlay \$35,439**
867 Egypt Valley Road
Ada, Michigan 49301

Approval is requested to authorize the Kent County Road Commission to award a subcontract for the resurfacing of a portion of M-50 between I-96 and 52nd Street in Kent 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 September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for the resurfacing of approximately 0.49 miles of highways located on M-50 between I-96 and 52nd Street in Kent County.

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

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous 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

3. **Michigan Paving & Materials Bituminous Milling \$43,709.75**
Woodland Paving Company & Resurfacing
3566 Millcreek NE
Comstock Park, MI 49321

Approval is requested to authorize the Kent County Road Commission to award a subcontract for the milling and resurfacing of a portion of M-44 at Wolverine Boulevard in Kent 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 September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for the milling and resurfacing of approximately 1000 feet of M-44 at Wolverine Boulevard in Kent County.

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

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous 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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| 4. | Pyramid Paving and Contracting Co.
1503 Pine
Essexville, MI 48732 | Bituminous Asphalt | \$169,874.45 |
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Approval is requested to authorize the Bay County Road Commission to award a subcontract for the placing of bituminous paving at various locations on US-10 and M-24 in Bay County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through November 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for bituminous paving at various locations on US-10 and M-24, including joint and crack cleanout, pavement joint repair, hand patching, HMA (Hot Asphalt Mix), trenching and traffic control in Bay County.

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

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadways could become hazardous 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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| 5. | Riteway Fence Company
1598 East Auburn Road
Rochester, MI 48307 | Trunkline Guardrail
Maintenance | \$264,468.75 |
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Approval is requested to authorize the Oakland County Road Commission to award a subcontract for the repair of various guardrails on MDOT trunkline highways in Oakland County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from October 1, 2003, through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract is for the repair of guardrail on MDOT trunkline highways in Oakland County. The contract includes the repair and replacement of galvanized beam guardrail due to hits.

Benefit: The contract provides for the maintenance of guardrails resulting in safer highways for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The maintenance of guardrails is needed to provide for safer road conditions for motorists. If the work is not performed, the roadways could become hazardous 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.

* Denotes a non-standard contract/amendment

6. **Saginaw Asphalt Paving Co. Bituminous Overlay \$62,498.60**
867 Egypt Valley Road
Ada, Michigan 49301

Approval is requested to authorize the Sanilac County Road Commission to award a subcontract for additional work to be completed on M-46 from M-53 to Germania Road. The original subcontract for approximately three miles of bituminous overlay was advertised and approved by the State Administrative Board on August 19, 2003, for the amount of \$187,575.20. Additional funding has been secured to complete the project, which includes one additional mile of bituminous overlay. The low bidder was selected to complete the additional work, which will result in cost savings, as the contractor is already on site, and set-up costs will not be incurred. The total cost of the subcontract will be \$250,073.80. 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 the resurfacing of approximately one mile of highway located on M-46 from M-53 to Germania Road in Sanilac County.

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

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadways could become hazardous 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.

CONTRACTS

7. HIGHWAYS – Railroad Force Account Work
 Master Agreement (94-0808) between MDOT and Saginaw Valley Railway, dated July 11, 1994, provides for improvements under job number 74683 to a crossing of Saginaw Valley Railway south of the village of Mayville on M-24, Tuscola County. These improvements include reconstruction of the crossing and addition of crossing gates along with modernization of the train approach circuitry.

Estimated Funds:

Federal Highway Administration Funds	\$144,900
State Restricted Trunkline Funds	<u>\$ 16,100</u>
Total Funds	<u>\$161,000</u>

STR 79051 - 74683
 Railroad Force Account Work

Purpose/Business Case: To reconstruct railroad crossing and upgrade level of railroad warning devices.

Benefit: Increased safety by adding crossing gates due to restricted sight distance for train approach.

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

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

* Denotes a non-standard contract/amendment

Risk Assessment: Vehicles will continue to experience a rough crossing and restricted train approach sight distance.

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

New Project Identification: Improve existing railroad crossing.

8. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1047) between MDOT and Huron & Eastern Railway, dated July 11, 1994, provides for improvements under job number 43592 to seven crossings of Huron & Eastern Railway: on M-81 in the village of Reese (three crossings), on M-46 near the village of Richville in Tuscola County (one crossing), and on M-142 in the City of Bad Axe in Huron County (three crossings). These improvements include reconstruction of six crossings, abandonment of a crossing removal (Bad Axe), and modernization of the signal circuitry (Richville).

Estimated Funds:

Federal Highway Administration Funds	\$668,700
State Restricted Trunkline Funds	<u>\$ 74,300</u>
Total Funds	<u>\$743,000</u>

STR 79061 - 43592

Railroad Force Account Work

Purpose/Business Case: To reconstruct railroad crossings and ensure reliability of railroad warning devices.

Benefit: Smooth railroad crossings and consistent railroad signal display.

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: Vehicles will continue to experience rough crossings, and school buses will continue to stop as required by law at the abandoned crossing with no possibility of train moves over abandoned crossing.

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

New Project Identification: Improve existing railroad crossings and ensure railroad signal reliability.

9. HIGHWAYS - IDS Research Services

Authorization Revision (Z27/R1) under Contract (94-1699) between MDOT and Michigan State University will extend the authorization term by approximately one year to provide sufficient time for the university to complete the research services. The authorization was awarded thirteen months later than anticipated under a contract that did not extend far enough to accommodate the full project term, which is thirty months. The original authorization provides for research services for current single and multiple heat straightening repair of damaged steel beam bridge and a final technical report. The revised authorization term will be April 29, 2002, through September 30, 2004. The total authorization amount remains unchanged at \$175,000. The contract term is January 17, 1995, through September 30, 2004. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Develop recommendations and guidelines for evaluating and replacing steel beam bridge members subjected to multiple damage - heat straightening repair cycles.

Benefit: Reduced maintenance cost by performing the appropriate repair and eliminating unnecessary beam replacements after damage from a high load impact. Added confidence in the material properties of steel beams after heat straightening operations are conducted in the field.

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: Contract extension needed to finish the project and obtain the final report.

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: Contract extension is for an existing research project. SPR project number 56846.

10. HIGHWAYS - Extend Term and Increase Amount

Amendatory Contract (2000-0990/A1) between MDOT and the Lansing Board of Water and Light will extend the contract term by approximately six months to provide for an additional six months of services and will increase the contract amount by \$225,000. The original contract provides for the installation of new traffic signals, modifications of existing traffic signals, and/or upgrades of traffic signals; it includes the maintenance and energy costs for the traffic signals based on a predetermined proration between MDOT and the City of Lansing. Of the additional contract funding requested, \$25,000 will provide for the costs of the additional six months of service, and \$200,000 will provide for correction of a mistake made when the original contract was processed. The original contract was approved by the State Administrative Board on February 20, 2001, for \$200,000. However, the write-up should have requested approval of the total contract amount of \$400,000 (approximately \$200,000 per year for the approximately two and one-half year term of the contract). The revised contract term will be February 26, 2001, through March 31, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for the installation of new traffic signals, modification of existing traffic signals, and/or upgrades of traffic signals.

Benefit: The contract provides for safer intersections for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on a predetermined proration amount between MDOT and the City of Lansing.

Risk Assessment: If duties are not performed, it will create potential safety issues at the intersections for vehicles.

Cost Reduction: The project is based on a predetermined proration amount that will result in a cost savings to MDOT.

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

11. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z23) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for construction engineering services on M-1 (Woodward Avenue) from north of M-102 (8 Mile Road) to the north city limits of Ferndale, Oakland County (CS 63051 - JN 45719A). The authorization will be in effect from the date of award through November 29, 2004. The authorization amount will be \$302,412.63. 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: To provide full construction engineering inspection, testing, and preliminary staking services for the oversight of MDOT's project on M-1.

Benefit: This contract will provide for the inspection and oversight of all contract work on the construction contract to ensure that all materials and workmanship are in accordance with MDOT specifications and guidelines and to measure, document, and process payment for all construction contract work. To ensure all FHWA rules and regulations are followed as necessary to provide for Federal funding.

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: Failure to provide the services outlined would result in the loss of Federal funds and be contrary to State policy and regulations.

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

New Project Identification: This is a new project.

12. HIGHWAYS - IDS Design Consultant Services

Authorization (Z22) under Contract (2002-0193) between MDOT and Tetra Tech MPS will provide for design services to be performed on M-3 from Randolph to I-94, Wayne County (CS 82072 - JN 75185C). The work items for this project will include resurfacing, concrete pavement joint repairs, curb, gutter and sidewalk replacement, parking lane reconstruction, sign upgrades, sewer cleaning and video taping, and aerial photos. This authorization will be in effect from the date of award through July 4, 2004. The authorization amount will be \$522,878.97. The contract term is January 9, 2002, through January 9, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To perform design work for milling and resurfacing project.

Benefit: This project is part of the preserve first program.

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.

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.

13. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z11/R1) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will provide construction inspection and testing services on shoulder corrugations, pavement marking, and pavement marking removal on various routes in the Grand Region and will increase the authorization amount by \$49,260.85. The original authorization (Z11) provides for the inspection of specific parts of the project while MDOT staff performs the remainder of the proposed work. The term of the authorization remains unchanged, June 9, 2003, through January 29, 2005. The revised total authorization amount will be \$79,670.40. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: It was anticipated that MDOT staff would be available to cover the inspection and testing responsibilities on a portion of this construction project. However, Capital Consultants will now be inspecting the entire project.

Benefit: Without the use of Capital Consultants to perform the services, MDOT will not be complying with the requirements set for a Federally-funded project.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If Capital Consultants is not authorized to complete the services, MDOT will be at risk of losing Federal funding on this project. MDOT will also not be able to ensure conformance to the requirements for the application of the pavement markings.

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 construction engineering project authorization. The construction services are for the removal and replacement of pavement markings.

14. HIGHWAYS - IDS Freeway Signing Modernization

Authorization (Z25) under Contract (2002-0216) between MDOT and DLZ Michigan, Inc., will provide for the upgrading and rehabilitation of freeway signing at I-69 from I-96 to the Eaton/Calhoun county line (CS 23061 - JN 76234C). The authorization will be in effect from the date of award through January 29, 2005. The authorization amount will be \$186,838.02. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: Freeway signing upgrade at I-69, from I-96 to Eaton /Calhoun County Line.

Benefit: Upgrade freeway signing that is losing reflectivity.

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: Freeway signing is needed to improve the drivers safety.

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

New Project Identification: This is a rehabilitation project.

15. HIGHWAYS - IDS Freeway Signing Modernization

Authorization (Z26) under Contract (2002-0216) between MDOT and DLZ Michigan, Inc., will provide for upgrading and rehabilitation of freeway signing at US-131 in Kent County (CS 41131 - JN 76354C). The authorization will be in effect from the date of award through January 29, 2005. The authorization amount will be \$451,724.79. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: Freeway signing upgrade services for US-131 in Kent County.

Benefit: Upgrade freeway signs that are losing reflectivity.

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: Freeway signing is needed to improve the drivers safety.

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

New Project Identification: This is a rehabilitation project.

16. *HIGHWAYS – Renewal/Extension, Increase in Services and Amount
Renewal and Amendatory Contract (2002-0500/A1) between MDOT and B. C. Traffic Engineering, Inc., will renew the contract and extend the contract term by approximately ten months, will increase the services, and will increase the contract amount by \$366,982. The original contract provided for retroreflective measurements on trunkline routes throughout various regions of the State. The revised contract term will from July 16, 2003, through July 1, 2003, and from the date of award of this renewal/amendment through July 1, 2004. No costs will be incurred between the expiration of the original contract and the award of this renewal/amendment. The revised total contract amount will be \$733,964. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To measure retro reflectivity of pavement markings. From these measurements incentive/disincentive pay is calculated for the pavement marking contractors.

Benefit: Line quality has increased each year. Pavement marking contractors focus on providing a high quality line.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The twelve contracts for annual pavement marking include incentive/disincentive pay ranges based on the measurements to be done under this contract. The measurements must be done so the pavement marking contractors can be paid.

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

New Project Identification: This work is for mobile retro reflectivity measurements in various regions/TSCs.

17. *HIGHWAYS – Renewal/Extension, Increase in Services and Amount
Renewal and Amendatory Contract (2002-0501/A1) between MDOT and Precision Scan, LLC, will renew the contract and extend the contract term by approximately ten months, will increase the services, and will increase the contract amount by \$102,206.60. The original contract provided for retroreflective measurements on trunkline routes throughout various regions of the State. The revised contract term will be from June 26, 2002, through July 1, 2003, and from the date of award of this renewal/amendment through July 1, 2004. No costs will be incurred between the expiration of the original contract and the award of this renewal/amendment. The revised total contract amount will be \$204,413.20. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To measure retro reflectivity of pavement markings. From these measurements incentive/disincentive pay is calculated for the pavement marking contractors.

Benefit: Line quality has increased each year. Pavement marking contractors focus on providing a high quality line.

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: The twelve contracts for annual pavement marking include incentive/disincentive pay ranges based on the measurements to be done under this contract. The measurements must be done so the pavement marking contractors can be paid.

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: No.

18. HIGHWAYS - IDS Freeway Signing Modernization
Authorization (Z3) under Contract (2002-0683) between MDOT and H.W. Lochner, Inc., will provide for the upgrading and rehabilitation of freeway signing at I-69 from the state line to the Eaton county line in Branch and Calhoun Counties (CS 13073 - JN 76228C). The authorization will be in effect from the date of award through October 8, 2005. The authorization amount will be \$298,864.62. The contract term is October 8, 2002, through October 8, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: Freeway signing upgrade at I-69, from State Line to Eaton County Line.

Benefit: Upgrade freeway signing that is losing reflectivity.

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: Freeway signing is needed to improve the drivers safety.

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

New Project Identification: This is a rehabilitation project.

19. HIGHWAYS - IDS Design Consulting Services
Authorization (Z44) under Contract (2003-0078) between MDOT and Wilcox Professional Services, LLC, will provide for the reconstruction of the southbound lanes from Ann Street north to North Park Street in Kent County (CS 41131 & 41132 - JN 45811C). The work items include the addition of a weave/merge lane from the I-96 off-ramp to the Turner/Ann Street off-ramp. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$559,810.48. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose is for reconstruction of the existing pavement surface within the limits of work, to provide an increased capacity and safety with the addition of the proposed weave/merge lane from I-96 east bound off ramp to the US-131 south bound, Ann Street off ramp.

Benefit: Creating another stepping stone in our 2007 Pavement Condition Goals and provides for capacity and safety improvements.

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 approved, the existing pavement conditions will cause major failures and increased user delay. Capacity issues as well as safety will become a bigger problem than existing conditions and potentially generating more accidents.

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

New Project Identification: The proposed weave/merge lane is the only new construction in this project (20% new). The remainder of the project is reconstructing the existing roadway to create a new driving surface.

20. HIGHWAYS - IDS Design Consulting Services
Authorization (Z46) under Contract (2003-0078) between MDOT and Wilcox Professional Services, LLC, will provide for the upgrading and rehabilitation of freeway signing on I-96 in Livingston County (CS 47065 - JN 47065). The work items include preparing computerized alignment base sheets for the freeway alignment depicting the existing geometrics and plan sheets of the signing influence area within the project limits. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$174,140.41. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This is for a freeway signing upgrade project.

Benefit: The upgrading of signs will increase the visibility to the traveling public. The current signs are losing their reflectivity.

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: The risk of not performing these services will cause a continued reduction in visibility and an increase in driver hazard.

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

New Project Identification: This project is not new. It is an upgrade to current signing and is needed to improve safety for the traveling public.

21. HIGHWAYS - IDS Design Consulting Services
Authorization (Z47) under Contract (2003-0078) between MDOT and Wilcox Professional Services, LLC, will provide for the upgrading and rehabilitation of freeway signing on I-475 from the south junction of I-75 to the north junction of I-75 in Livingston County (CS 25132 - JN 75966C). The work items include preparing computerized alignment base sheets for the freeway alignment depicting the existing geometrics and plan sheets of the signing influence area within the project limits. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$181,291.80. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This is for a freeway signing upgrade project.

Benefit: The upgrading of signs will increase the visibility to the traveling public. The current signs are losing their reflectivity.

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: The risk of not performing these services will cause a continued reduction in visibility and an increase in driver hazard.

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

New Project Identification: This project is not new. It is an upgrade to current signing and is needed to improve safety for the traveling public.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z31) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the design of the rehabilitation of US-31 from the north end of the Winston Road interchange ramps, northerly 4.096 miles to the north end of the M-20 interchange ramps, in Grant and Shelby Townships, Oceana County (CS 64014 and 64015 - JN 75075C). The work items include coldmilling, hot mix asphalt (HMA) overlay, shoulder trenching and widening, super-elevation correction, ramp extensions, drainage improvements, and safety item upgrades. The length of this project is 4.096 miles. This authorization will be in effect from the date of the award through March 18, 2006. The authorization amount will be \$267,752.01. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The road rehabilitation of 4.096 miles of US-31 from Winston Road northerly to M-20 in Grant and Shelby Townships in Oceana County.

Benefit: Improved road surface, super-elevation and cross-slope correction, ramp extensions, drainage improvements and safety item upgrades.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Not completing this work could result in hazardous road conditions for the traveling public.

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 preservation project.

23. HIGHWAYS - IDS Design Consultant Services

Authorization (Z6) under Contract (2003-0201) between MDOT and CH2M Hill Michigan, Inc., will provide for the design of the milling and resurfacing of M-5 from the Rouge River Bridge to approximately M-39 in Wayne County (CS 82121 - JN 55667C). This project length is 2.86 miles. The work items include resurfacing, full depth concrete pavement joint repairs, replacing curb and gutter and sidewalk, reconstructing parking lanes, and sign upgrades. This authorization will be in effect from the date of award through April 14, 2006. The authorization amount will be \$525,678.52. The contract term is April 14, 2003, through April 14, 2006. 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 perform design work for the milling and resurfacing of M-5 from the Rouge River Bridge to M-39.

Benefit: This project is part of the preserve first program.

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 project is not designed or let, the road condition will deteriorate.

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

New Project Identification: This is a rehabilitation project.

24. HIGHWAYS - IDS Design Consultant Services

Authorization (Z3) under Contract (2003-0204) between MDOT and Finkbeiner, Pettis & Strout, Inc., will provide for the design of the reconstruction of US-24 from Elizabeth Lake Road to 1200 feet south of Orchard Lake Road in Pontiac and Waterford Townships, Oakland County (CS 63052 - JN 50291C). The work items include curb and gutter, guardrail work, drainage and storm sewer work, sign and pavement markings, and associated safety and signal work. This authorization will be in effect from the date of award through April 8, 2006. The authorization amount will be \$606,154.41. The contract term is April 4, 2003, through April 8, 2006. 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 reconstruct US-24 to gain additional life which will allow it to last another 20 years.

Benefit: By reconstructing US-24, we can avoid maintenance costs that would normally have to be applied to the aging road. A safer and more aesthetically appealing environment will also be provided for the corridor.

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 US-24 is not reconstructed, continual maintenance costs for the road will continue. Further deterioration of the road will also occur, decreasing safety and aesthetics.

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: No, this is a rehabilitation project.

25. HIGHWAYS - IDS Freeway Signing Modernization

Authorization (Z15) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for the upgrading and rehabilitation of freeway signing at M-59 from Woodward Avenue to Ryan Road in Oakland County (CS 76286 - JN 63043C). The authorization will be in effect from the date of award through April 17, 2006. The authorization amount will be \$286,270.21. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: Freeway signing upgrade at M-59, from Woodward Avenue to Ryan Road.

Benefit: Upgrade freeway signing that is losing reflectivity.

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: Freeway signing is needed to improve the drivers safety.

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

New Project Identification: This is a rehabilitation project.

26. *HIGHWAYS - Increase Amount

Amendatory Contract (2003-0260/A1) between MDOT and URS Corporation Great Lakes will increase the contract amount by \$1,069,864.18 to correct the contract amount, which was written and awarded for the amount of \$2,721,661.82, to what was originally intended by MDOT. The original contract was approved by the State Administration Board on May 6, 2003, for the intended amount of \$3,791,526. The original contract provides for the design of the reconstruction of 23 structures on I-96 from west of the eastbound I-96/M-39 ramp to Schaefer in the city of Detroit, Wayne County. The work items include, but are not limited to, reconstruction of the mainline and all ramps, removal and replacement of a storm sewer, lighting, sing trusses, guardrail, attenuators, and fencing. The project length is 2.87 miles. The contract term remains unchanged, May 16, 2003, through August 2, 2004. The revised total contract amount will be \$3,791,526. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

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

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. Please note, the total contract cost is capped.

Risk Assessment: Based on the current condition of the expressway, the reconstruction is the preferred repair. Please note, that should the reconstruction not be approved, that the cost to perform a combination of alternate repairs and additional maintenance, when compared to the cost of reconstruction over the same 20 year period, would be greater. Additionally, the combinations of alternate repairs and additional maintenance, when compared to the reconstruction, would require additional disruptions to the traffic. These additional disruptions would result in an increase costs 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 the reconstruction of the existing, with no capacity increase. This amendment is to correct the error in amount in the original contract.

27. HIGHWAYS - IDS Intelligent Transportation System Services

Authorization (Z2) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for the development of a request for proposal (RFP) for the maintenance and upgrade of MDOT's Intelligent Transportation System (ITS) in all counties of the Metro Region (CS 84900 - JN 55006). The work items include requesting a cost proposal, work plan, and schedule for services in support of the maintenance and upgrade of ITS field devices and analysis of the costs of the maintenance and upgrade program based on the equipment currently deployed on approximately 190 miles of MDOT freeways. This authorization will be in effect from the date of award through May 9, 2006. The authorization amount will be \$ 123,916. The contract term is May 9, 2003, through May 9, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Maintenance of the ITS infrastructure is critical to continued operation of MDOT's Intelligent Transportation System. The work in this authorization will ensure the highest chance for cost savings and improvements in the long term ITS maintenance program by developing a Request for Proposal that reflects best practices from other areas and the Department's needs.

Benefit: The resources and expertise from the Consultant to be provided under this authorization will result in a procurement for ITS maintenance that is timely, reaches the biggest possible pool of qualified bidders, and results in a contract which offers the best value to MDOT for the necessary services.

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 risks of not authorizing this work are delays in the procurement process for ITS maintenance, and potentially a small number of bidders (previous ITS maintenance bidding resulted on only one bidder).

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: Maintenance contracts have been in effect for the last years. However, this is a new contract to define future maintenance work.

28. HIGHWAYS - IDS Freeway Signing

Authorization (Z1) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for freeway signing plans for I-96 from the Livingston/Oakland county line to I-696, Oakland County (CS 63022 - JN 76201C). The authorization will be in effect from date of award through October 31, 2004. The authorization amount will be \$195,375.65. The contract term will be the date of award of Contract (2003-0520) through three years (contract approved by State Administrative Board on August 5, 2003; waiting for signatures as of August 21, 2003). Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: Annual freeway signing upgrade.

Benefit: Upgrade freeway signs that are losing reflectivity.

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: Freeway signing is needed to improve driver safety

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

New project Identification: This in not a new project.

29. HIGHWAYS - IDS Engineering Services

Contract (2003-0626) between MDOT and Lawrence Hill will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. HIGHWAYS - IDS Real Estate Services

Contract (2003-0628) between MDOT and Jeron C. Hanson, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

31.-63. MULTI-MODAL - Specialized Services

Project Authorizations between MDOT and the following agencies will provide 100 percent State funding under the FY 2004 Specialized Services Program, which furnishes operating assistance for coordinated transportation services for the elderly and people with disabilities. The funds will be used for eligible specialized services providers or public transit systems that operate in counties and cities with unmet elderly and people with disabilities transit needs. Reimbursement is based on \$1.20 per vehicle mile or \$4.07 per one-way passenger trip. Reimbursement for the volunteer driver portion is based on \$.29 per vehicle mile. The project authorizations will be in effect from October 1, 2003, through September 30, 2004. The total project cost will be \$3,793,173. The terms of the Master Agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$3,793,173.

	<u>Agreement/ Authorization #</u>	<u>Grantee</u>	<u>Total Commitment</u>
31.	2002-0003\Z7	Allegan County Bd. of Comm.	\$ 98,775
32.	2002-0005\Z5	Alpena, City of	144,151
33.	2002-0007\Z9	Ann Arbor Transp. Authority	163,695
34.	2002-0013\Z8	Battle Creek, City of	85,740
35.	2002-0014\Z15	Bay Metro Transp. Authority	128,146
36.	2002-0017\Z3	Benzie County Bd. of Comm.	36,778
37.	2002-0021\Z11	Branch Area Transit Authority	29,345
38.	2002-0024\Z13	Capital Area Transp. Authority	76,080
39.	2002-0028\Z7	Cheboygan County Bd. of Comm.	53,117
40.	2002-0032\Z3	Delta County Bd. of Comm.	40,998
41.	2002-0033\Z13	Detroit, City of	349,680
42.	2002-0037\Z3	Friendship Centers of Emmet County	86,285
43.	2002-0040\Z9	Grand Haven, City of	101,320
44.	2002-0043\Z4	Handicappers Information Council & Patient Equipment Locker (Gratiot Co.)	38,150
45.	2002-0046\Z7	Houghton, City of	53,848
46.	2002-0049\Z12	Interurban Transit Partnership (Kent Co.)	428,852
47.	2002-0056\Z8	Kalamazoo County Bd. of Comm.	113,473
48.	2002-0058\Z5	Key Opportunities, Inc. (Hillsdale Co.)	52,762
49.	2002-0060\Z8	Livingston County Bd. of Comm.	55,413
50.	2002-0062\Z5	Mackinac County Bd. of Comm.	26,698
51.	2002-0064\Z11	Marquette County Transit Authority	54,579
52.	2003-0066\Z14	Mass Transportation Authority (Genesee Co.)	283,971
53.	2002-0067\Z9	Mecosta County Bd. of Comm.	31,872
54.	2002-0072\Z9	Muskegon County Bd. of Comm.	60,629
55.	2002-0073\Z5	Newaygo County Bd. of Comm.	30,001
56.	2002-0075\Z3	Oceana County Bd. of Comm.	25,759
57.	2002-0078\Z5	Oscoda County Area Transit Specialists	46,053
58.	2002-0094\Z3	Ottawa County Bd. of Comm.	44,537
59.	2002-0080\Z5	Presque Isle County Bd. of Comm.	40,184
60.	2002-0082\Z8	Saginaw Transit Authority Regional Services	91,571

* Denotes a non-standard contract/amendment

61.	2002-0086\Z10	Shiawassee Area Transportation Authority	72,550
62.	2002-0088\Z13	Suburban Mobility Authority for Regional Transp.	729,263
63.	2002-0091\Z6	Upper Peninsula Community Services, Inc.	118,898

Purpose/Business Case: Provides for operating assistance for the coordinated transportation services for elderly and people with disabilities.

Benefit: Increase public transportation services.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$3,793,173.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of services for the elderly and disabled.

Cost Reduction: Reimbursement is based on the cost of services provided.

New Project Identification: Provides funding for the continuation of transit services.

64. *MULTI-MODAL - Section 5310 Revenue

Contract (2003-0528) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$3,278,768 in Federal Section 5310 Program funds (which includes \$356,253 in transferred flexible funds) to the State to serve the needs of the elderly and persons with disabilities. The funds will be used to purchase transit vehicles and vehicle-related equipment for 27 private, nonprofit organizations and two public transit agencies that are eligible for FY 2003 Section 5310 Program funds. The effective date of the grant is August 19, 2003, and the grant will be in effect for three years. The grant is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total program amount will be \$4,098,461. Source of Funds: Federal Transit Administration Funds - \$3,278,768; State Restricted Comprehensive Transportation Funds - \$819,268; Presque Isle County Council on Aging Funds - \$425.

Purpose/Business Case: Provides for the purchase of transit vehicles and vehicle related equipment for 27 private, nonprofit organizations, and two public transit agencies.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,278,768 (includes \$356,253 in transferred flexible funds); State Restricted Comprehensive Transportation Funds - \$819,268; Presque Isle County Council on Aging Funds - \$425.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this contract is the loss of Federal funds.

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

New Project Identification: Provides for the purchase of transit vehicles and related equipment.

65. *MULTI-MODAL - Rail Passenger

Contract (2003-0562) between MDOT and Rauhorn Electric, Inc., will provide for the installation of an innovative grade crossing warning device at the grade crossing of the Norfolk Southern Corporation at Pierce Road in Sylvan Township, Washtenaw County. The device is a system of in-pavement lights to be interconnected with the existing flashing-light signals, half-roadway gates, and signal circuitry. The test project will include installation and maintenance of the device, interconnection with the existing railroad grade crossing warning devices, electrical power supply, video monitoring, and removal of the device and restoration of the roadways, when necessary. This test project is being conducted to study the new device's effectiveness in eliminating the occurrence of motorists ignoring fully activated flashing-light signals and half roadway gates. This test project has been approved by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The effective date of the contract will be the effective date of the FRA grant, and the contract will be in effect for two years. The total cost of the contract will be \$134,040. Source of Funds: FRA Funds - \$51,345.70; FY 2002 State Restricted Trunkline Funds - \$82,694.30.

Purpose/Business Case: This is a cooperative effort between the FHWA, the FRA, and MDOT to test this innovative grade crossing warning device. The device is to be tested for its effectiveness in deterring motorists from ignoring active warning devices and its operating reliability in Michigan's varied weather conditions.

Benefit: The Federal approval allows Michigan to be the first state in the nation to install and test this new grade crossing warning device. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If approved, it also gives Michigan access to another tool that could reduce crashes and save lives.

Funding Source: FRA Funds - 51,345.70; FY 2002 State Restricted Trunkline Funds - \$82,694.30.

Commitment Level: The contract is based on estimated costs.

Risk Assessment: If the contract is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety. This device also has the potential of eliminating one of railroad safety's biggest offenders, the gate runner, which could lead to a substantial reduction in crashes, injuries and fatalities. MDOT would also lose the Federal grant monies, up to a maximum of \$150,000.

Cost Reduction: The cost has been examined by MDOT's Rail Passenger Section and found to be reasonable. Should this device be approved for statewide use, the costs would likely decrease as installation methods improve, we obtain quantity buying rates, and video monitoring would not be necessary.

New Project Identification: This is a new project, resulting from nearly two years of application, negotiation, and coordination between Federal, State, and county agencies and the railroad, along with the vendors that will provide the final product and installation.

66. *MULTI-MODAL - Rail Passenger

Contract (2003-0571) between MDOT and National Intelligent Traffic Systems will provide for the installation of an innovative grade crossing warning device at the grade crossing of the Norfolk Southern Corporation at Haggerty Road in Canton Township, Wayne County. The device is a raisable barrier system that will be interconnected with the existing flashing-light signals, half roadway gates, and signal circuitry. The test project will include installation and maintenance of the device, interconnection with the existing railroad grade crossing warning devices, electrical power supply, video monitoring, and removal of the device and restoration of the roadways, when necessary. This test project is being conducted to study the new device's effectiveness in eliminating the occurrence of motorists ignoring fully activated flashing-light signals and half roadway gates. This test project has been approved by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The effective date of the contract will be the effective date of the FRA grant, and the contract will be in effect for two years. The total cost of the contract will be \$257,542. Source of Funds: FRA Funds - \$98,654.30; FY 2002 State Restricted Trunkline Funds - \$158,887.70.

Purpose/Business Case: This is a cooperative effort between the FHWA, the FRA, and MDOT to test this innovative grade crossing warning device. The device will be tested for its effectiveness in deterring motorists from ignoring active warning devices and its operating reliability in Michigan's varied weather conditions.

Benefit: The Federal approval allows Michigan to be the first state in the nation to install and test this new grade crossing warning device. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If approved, it also gives Michigan access to another tool that could reduce crashes and save lives.

Funding Source: FRA Funds - \$98,654.30; FY 2002 State Restricted Trunkline Funds - \$158,887.70.

Commitment Level: The contract is based on estimated costs.

Risk Assessment: If the contract is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety. The device also has the potential of eliminating one of railroad safety's biggest offenders, the gate runner, which could lead to a substantial reduction in crashes, injuries, and fatalities. MDOT would also lose the Federal grant monies, up to a maximum of \$150,000.

Cost Reduction: The cost has been examined by MDOT's Rail Passenger Section and found to be reasonable. Should this device be approved for statewide use, the costs would likely decrease as installation methods improve, we obtain quantity buying rates, and video monitoring would not be necessary.

New Project Identification: This is a new project, resulting from nearly two years of application, negotiation, and coordination between Federal, State, and county agencies and the railroad, along with the vendors that will provide the final product and installation.

67.-71. MULTI-MODAL - Rideshare

Contracts between MDOT and the following agencies will provide State funds to continue local rideshare programs for FY 2004. The following agencies will recruit persons to use carpools and vanpools as an alternative transportation mode to the single occupant vehicle work commute trip. This reduces energy consumption, traffic congestion, air pollution, and parking problems, while making our roadways safer by reducing the number of vehicles using them. The contracts will be in effect from October 1, 2003, through September 30, 2004. The total program amount will be \$150,100. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$150,100.

	<u>Contract</u>	<u>Agency</u>	<u>Amount</u>
67.	2004-0004	Central Upper Peninsula Planning and Development Regional Commission	\$30,000
68.	2004-0005	East Central Michigan Planning and Development Regional Commission	\$32,800
69.	2004-0006	City of Jackson Transportation Authority	\$28,250
70.	2004-0007	City of Kalamazoo	\$32,800
71.	2004-0008	Western Upper Peninsula Planning and Development Regional Commission	\$26,250

Purpose/Business Case: Provides for the continuation of rideshare recruitment and matching services.

Benefit: Reduced traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$150,100.

Commitment Level: Contracts based on cost estimates.

Risk Assessment: The risks of not continuing the projects are the inability to provide car/vanpool matching services to the commuting public and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: The agencies will accomplish program objectives using internal support staff for the design and production of all program materials.

New Project Identification: These contracts are for the continuation of rideshare activities.

72.-74. MULTI-MODAL - Rideshare

Contracts between MDOT and the following agencies will provide State and Federal funds to continue local rideshare programs for FY 2004. The following agencies will recruit persons to use carpools and vanpools as an alternative transportation mode to the single occupant vehicle work commute trip. This reduces energy consumption, traffic congestion, air pollution, and parking problems, while making our roadways safer by reducing the number of vehicles using them. The contract will be in effect from October 1, 2003, through September 30, 2004. The total program amount will be \$219,100. Source of Funds: Federal Highway Administration Funds - \$120,700; FY 2004 State Restricted Comprehensive Transportation Funds - \$98,400.

	<u>Contract</u>	<u>Agency</u>	<u>Federal</u>	<u>State</u>	<u>Total</u>
72.	2004-0009	Capital Area Transportation Authority (Ingham County)	\$30,000	\$32,800	\$62,800
73.	2004-0010	Genesee County Metropolitan Alliance	\$32,800	\$32,800	\$65,600
74.	2004-0011	Interurban Transit Partnership (Grand Rapids)	\$57,900	\$32,800	\$90,700

Purpose/Business Case: Provides for the continuation of rideshare recruitment and matching services.

Benefit: Reduced traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: Federal Highway Administration Funds - \$120,700; FY 2004 State Restricted Comprehensive Transportation Funds - \$98,400.

Commitment Level: Contracts based on cost estimates.

Risk Assessment: The risks of not continuing the projects are loss of federal funding, inability to provide car/vanpool matching services to the commuting public, and elimination of public outreach efforts which encourage the formation of new car/vanpools.

Cost Reduction: The agencies will accomplish program objectives using internal support staff for the design and production of all program materials.

New Project Identification: These contracts are for the continuation of rideshare activities.

75. MULTI-MODAL (Aeronautics) - Increase Services and Amount
 Amendatory Contract (2001-0428/A1) between MDOT and the Schoolcraft County Board of Commissioners will increase the contract amount by \$3,600 for additional design engineering for topographic surveying and earthwork calculations for the runway safety area. The original contract provides for an airport layout plan update and design engineering for the rehabilitation of runway 10/28 at the Schoolcraft County Airport in Manistique, Michigan. The contract term remains unchanged, May 1, 2001, through April 30, 2004. The revised total contract amount will be \$61,600. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$52,200	\$3,240	\$55,440
State Restricted Aeronautics Funds	\$ 2,900	\$ 180	\$ 3,080
Schoolcraft County Funds	<u>\$ 2,900</u>	<u>\$ 180</u>	<u>\$ 3,080</u>
Total	<u>\$58,000</u>	<u>\$3,600</u>	<u>\$61,600</u>

Purpose/Business Case: The increase of the consultant contract is to pay for an increase in the scope of the project. The increase is for additional topographic surveying and earthwork calculations for improvements to the runway safety areas of the airport.

Benefit: The benefit to the airport is to have one contract that will include the design of the improvements to the runway safety area as required by the Federal Aviation Administration. The improvements to the runway safety areas will allow federal funds to be used for future runway improvements.

Funding Source: FAA Funds (via State Block Grant) - \$55,440; State Restricted Aeronautics Funds - \$3,080; Schoolcraft County Funds - \$3,080; Contract Total - \$61,600.

Commitment Level: The contract has a fixed cost for the consultant services.

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 consultant contract was reviewed by an MDOT project manager for completeness and appropriateness of the costs.

New Project Identification: This is an improvement to an existing facility.

76. MULTI-MODAL (Aeronautics) - Installation of Navigational Aids
 Contract (2003-0618) between MDOT and the Shiawassee Airport Board will provide Federal and State grant funds for the installation of runway end identifier lights (REIL) and a precision approach path indicator (PAPI) for runway 10/28 at the Owosso Community Airport in Owosso, 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) - \$66,600; State Restricted Aeronautics Funds - \$3,700; Shiawassee Airport Board Funds - \$3,700; Contract Total - \$74,000.

Purpose/Business Case: The project includes the runway end identifier lights (REIL) and a precision approach path indicator (PAPI) for runway 10/28.

Benefit: The benefit to the airport is the improvement of the navigational aids to pilots for landing at the primary runway. The REIL pinpoint the end of the runway for pilots in adverse weather and darkness while the PAPI indicates that the pilot is on a correct glide slope into the runway. Both enhance the safety of the airport.

Funding Source: FAA Funds (via State Block Grant) - \$66,600; State Restricted Aeronautics Funds - \$3,700; Shiawassee Airport Board Funds - \$3,700; Contract Total - \$74,000.

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

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

Cost Reduction: The contracts are bid through MDOT and the costs will be examined by MDOT project managers

* Denotes a non-standard contract/amendment

for appropriateness.

New Project Identification: This is a new project that enhances an existing facility.

77. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2003-0629) between MDOT and the Frankfort City-County Airport Authority will provide Federal grant funds for land acquisition of parcels 25, 26, 27, 28, and 29, including the purchase, acquisition, demolition, and Exhibit A preparation, at the Dow Memorial Airport in Frankfort, Michigan. The parcels were acquired in order to ensure the current and future compliance with the Federal Aviation Administration (FAA) regulations in and around the approach area of airport. 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) - \$292,500; Frankfort City-County Airport Authority Funds - \$32,500; Contract Total - \$325,000.

Purpose/Business Case: The project includes the purchase of property necessary for approach protection of the airport runway.

Benefit: The benefit derived from this project is the ability to clear property of obstructions that could interfere with the operations at the airport. By clearing the approaches and other aviation surfaces, as defined by the FAA, the airport will be in compliance with federal regulations and, therefore, eligible for future federal airport improvement program capital project grants.

Funding Source: FAA Funds (via Block Grant) - \$292,500; Frankfort City-County Airport Authority Funds - \$32,500; Contract Total - \$325,000.

Commitment Level: The contract has a fixed cost for the acquisition of the land. If the cost of the purchase increases, then additional contracts or amendments will need to be approved.

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

Cost Reduction: The land acquisition costs will be reviewed by MDOT Airports Division personnel for appropriateness.

New Project Identification: This is new project to bring an existing facility up to Federal requirements.

78. MULTI-MODAL (Aeronautics) - Purchase of Equipment

Contract (2003-0631) between MDOT and the City of Greenville will provide Federal and State grant funds for the purchase of snow removal equipment (with plow) at the Greenville Municipal Airport in Greenville, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$76,500; State Restricted Aeronautics Funds - \$4,250; City of Greenville Funds - \$4,250; Contract Total - \$85,000.

Purpose/Business Case: The project includes the purchase of a snow plow.

Benefit: The benefit is the ability of the airport to remove snow efficiently and allow the airport to remain open regardless of the season.

Funding Source: FAA Funds - \$76,500; State Restricted Aeronautics Funds - \$4,250; City of Greenville Funds - \$4,250; Contract Total - \$85,000.

Commitment Level: The contract has a fixed cost for the equipment purchase.

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 will be bid locally but reviewed by MDOT personnel for cost reductions and appropriateness.

New Project Identification: This is the purchase of new equipment to replace existing worn-out equipment.

79. MULTI-MODAL (Aeronautics) - Land Acquisition

* Denotes a non-standard contract/amendment

Contract (2003-0632) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide Federal and State grant funds for land acquisition of parcels E64 and 64, E138 and 138, and 148 through 197, including the cost for acquisition and relocation at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. The land acquisition is necessary for the construction of runway extension and improvements to the runway safety areas on runway 9/27. This is a sub-grant issued pursuant to the condition 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) - \$2,203,770; State Restricted Aeronautics Funds - \$1,178,250; SMRAA Funds - \$375,780; Contract Total - \$3,757,800.

Purpose/Business Case: The project includes the partial acquisition of properties necessary for the construction of a runway extension and proper runway safety areas for runway 9/27 at the airport. The property acquisition is proposed to be accomplished in four phases. The contract will provide funds for the acquisition of property in phases one and two, depending on final cost of the acquisition.

Benefit: The benefit to the airport will be the ability to provide a 6,000-foot runway for the based aircraft and other aircraft using the Southwest Michigan Regional Airport. The additional runway length will allow the aircraft with heavier payloads and additional fuel to use the airport in adverse weather conditions. In addition, the runway will be provided with proper runway safety areas in accordance with the Federal Aviation Administration requirements.

Funding Source: FAA Funds (via State Block Grant) - \$2,203,770; State Restricted Aeronautics Funds - \$1,178,250; Southwest Michigan Regional Airport Authority Funds - \$375,780; Contract Total - \$3,757,800.

Commitment Level: The contract has a fixed cost for the acquisition of the land. If the cost of the purchase increases, then additional contracts or amendments will need to be approved.

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 land acquisition costs will be reviewed by MDOT Airports Division personnel for appropriateness.

New Project Identification: This is a new project, although many other contracts have been approved for the preliminary work for this project.

80. MULTI-MODAL (Aeronautics) - Expand Fuel Farm, Insulate Hangars, and Demolish Hangar

Contract (2003-0635) between MDOT and the Marquette County Board of Commissioners will provide Federal grant funds for the expansion of a fuel farm, insulation of aircraft hangars, and demolition of hangar 668 at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$1,275,300; Marquette County Funds - \$141,700; Contract Total - \$1,417,000.

Purpose/Business Case: The fuel farm expansion is due to the steady increase in general aviation and commercial traffic and, with the control tower being reactivated, military traffic is expected to increase significantly. Insulating the aircraft hangars will allow for better heating and thus better usage of the hangars. Hangar 668 causes a line-of-sight problem for the control tower. This hangar is in poor repair and the cost to renovate it exceeds the benefit.

Benefit: The benefit derived from the fuel farm is that it will allow more traffic to fly longer routes to and from the airport, which is important for commercial and military flights. Insulating the hangars will reduce heating costs and keep the airport from leasing the hangars at a loss. Demolition of hangar 668 will provide the control tower with line of sight to the general aviation apron.

Funding Source: FAA Funds - \$1,275,300; Marquette County Funds - \$141,700; Contract Total - \$1,417,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards for the control tower. The fuel farm and hangars are revenue generators for the airport to offset operating costs.

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

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

New Project Identification: The project is for expansion, insulation, and demolition for existing facilities.

81. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2003-0636) between MDOT and the Livingston County Board of Commissioners will provide Federal grant funds for land acquisition costs for parcels 45 and 53 at the Livingston County Airport in Howell, 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) - \$40,500; Livingston County Funds - \$4,500; Contract Total - \$45,000.

Purpose/Business Case: The project includes land acquisition services for parcels 45 and 53, which are necessary to accommodate an extension of runway 13/31.

Benefit: The benefit derived from the contract is that the required preliminary work will determine the costs of acquiring the land before a grant is issued to purchase it. The additional runway length will allow based and itinerant aircraft to operate on the airport in adverse weather conditions and to operate with increased payloads and fuel.

Funding Source: FAA Funds (via Block Grant) - \$40,500; Livingston County Funds - \$4,500; Contract Total - \$45,000.

Commitment Level: The contract has a fixed cost for the consultant services.

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

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness of scope and cost.

New Project Identification: This is new project.

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

Contract (2003-0637) between MDOT and the City of Charlevoix will provide State grant funds for airport pavement marking at the Charlevoix Municipal Airport in Charlevoix, 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 Charlevoix Funds - \$3,750; Contract Total - \$7,500.

Purpose/Business Case: The project includes 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 as well as giving instructions to aircraft such as where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence which encourages and helps airports paint the marking for their pavements.

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

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

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government 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 Pavement Marking
Contract (2003-0638) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide State grant funds for airport pavement marking at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$2,500; EDCCC Funds - \$2,500; Contract Total - \$5,000

Purpose/Business Case: The project includes 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 as well as giving instructions to aircraft such as where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence which encourages and helps airports paint the marking for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$2,500; Economic Development Corporation of Chippewa County Funds - \$2,500; Contract Total - \$5,000.

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

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government 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 Pavement Marking
Contract (2003-0639) between MDOT and the Township of Davison will provide State grant funds for airport pavement marking at the Athelone Williams Memorial Airport in Davison, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,600; Township of Davison Funds - \$1,600; Contract Total - \$3,200.

Purpose/Business Case: The project includes 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 as well as giving instructions to aircraft such as where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence which encourages and helps airports paint the marking for their pavements.

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

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

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government 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. *TRANSPORTATION PLANNING – Retroactive Provision Correction
Retroactive Amendatory Contract (93-1350/A5) between MDOT and Mercer Management Consulting, Inc., will amend the contract to add general and administrative costs definition language, in accordance with a May 6, 2003, Disputed Audit Review Team (DART) decision (DART Report 181). The contract term remains unchanged, August 10, 1993, through September 30, 1997. The contract amount remains unchanged at \$517,748. Source of Funds: 69% State Restricted Trunkline Funds and 31% Federal Railroad Administration Funds.

Section 16 of the contract did not contain language that specifically defined general; and administrative costs, although Section 15 stated that the maximum dollar amount of the contract was “as set forth in Exhibit B,” and Exhibit B contained a line item for general and administrative expenses. The Offices of Attorney General and Commission Audits both approved the contract, including Exhibit B, and it was the intention of the Bureau of Transportation Planning that general and administrative expenses would be allowable costs under the contract.

Purpose/Business Case: The Michigan legislature, under Section 326 of P.A. 154 of 1992, required MDOT to contract with a consultant to assess the adequacy of intermodal freight terminals in the Greater Detroit area.

Benefit: This project identified major findings regarding intermodal freight in the Greater Detroit area.

Funding Source: 69% State Restricted Trunkline Funds; 31% Federal Railroad Administration Funds. No funds from Build Michigan III were used.

Commitment Level: The contract was on a cost plus fixed fee basis.

Risk Assessment: MDOT was required by the legislature to conduct this study by use of a consultant. The consultant completed the required work satisfactorily. Therefore, there are no further risks.

Cost Reduction: This was a consultant study which was performed at an agreed upon price. No "maintenance" is required.

New Project Identification: This was a planning study, not a construction project.

86. TRANSPORTATION PLANNING – IDS Time Extension
Amendatory Contract (2002-0230/A1) between MDOT and Altarum Institute will extend the contract term by seven months to provide the consultant additional time to complete the project. Delays were caused by attempts to coordinate this project between three large corporations (automotive) and the Federal Highway Administration (FHWA). The original contract provides for the development of tools to increase the efficiency of transportation systems to be performed on an as needed/when needed basis. The revised contract term will be February 20, 2002, through September 30, 2004. The maximum dollar amount of the contract remains unchanged at \$1,057,924. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: MDOT is working with AASHTO (American Association of State Highway Transportation Officials), the auto industry, and the FHWA - DC staff to encourage Vehicle and Infrastructure Integration.

Benefit: This initiative will improve traffic flow, safety, and security.

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

Commitment Level: This contract is based on an actual cost plus fixed fee basis.

Risk Assessment: Michigan has been identified as one of three key deployment states for this activity. The risk of not continuing with this project could jeopardize future funding.

Cost Reduction: No cost reduction.

New Project Identification: No, this is not a new project.

87. TRANSPORTATION PLANNING - IDS Transportation Tools Development

* Denotes a non-standard contract/amendment

Authorization Revision (Z6/R1) under Contract (2002-0230) between MDOT and Altarum Institute will extend the authorization term by one year to provide the consultant additional time to complete the project. Delays were caused by attempts to coordinate this project between three large corporations (automotive) and the Federal Highway Administration (FHWA). The original authorization (Z6) provided for support for Intelligent Transportation System (ITS) planning for the implementation and testing of specific applications and technologies and for budget development. The revised authorization term will be December 17, 2002, through September 30, 2004. The authorization amount remains unchanged at \$399,992.57. The contract term is from February 20, 2002, through February 28, 2004, and from the date of award of renewal/amendment 2002-0230/A1 through seven months. (Amendment 2002-0230/A1 has not been awarded.) Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: MDOT is working with AASHTO (American Association of State Highway Transportation Officials), the Auto Industry and FHWA - DC staff to encourage Vehicle and Infrastructure Integration. Michigan was selected as one of the three key deployment states.

Benefit: The benefit of this will improve traffic flow, safety and security.

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

Commitment Level: This authorization is on an actual cost plus fixed fee basis.

Risk Assessment: Michigan has been identified as one of three key deployment states for this activity. Failure to complete this project could jeopardize future federal funding.

Cost Reduction: There is no cost reduction.

New Project Identification: This is not a new project.

88. TRANSPORTATION PLANNING - Access Management Corridor Study (M-104)

Project Authorization (Z4) under Master Agreement (2003-0023) between MDOT and the West Michigan Regional Planning Commission will provide for development of an Access Management Corridor Study for M-104 in Spring Lake Village, Spring Lake Township and Crockery Township. The study will develop specific recommendations for corridor/access management, conceptual capital improvements, transportation system management, and land use planning techniques/strategies that can be implemented by planning and governmental officials to preserve and enhance the corridor's condition, traffic operation, natural features, aesthetic qualities, and level of safety. The authorization will be in effect from the date of award through September 30, 2003. The term of the Master Agreement is October 1, 2002 through September 30, 2005. The authorization amount will be \$26,250. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This is a State Planning and Research award to study the local access management situation and make recommendations for improvements.

Benefit: National prestige, public awareness, and economic development through a public/private partnership project.

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

Commitment Level: The contract for this project is on an actual cost basis.

Risk Assessment: The risk of not completing this project in a timely fashion is the potential loss of Federal Obligation Authority.

Cost Reduction: Costs are fixed to the approved work plan and budget. Lower costs are possible, but the results would be completion of fewer work items, not a reduction in overall costs.

New Project Identification: This is a new project.

89. *TRANSPORTATION PLANNING - Access Management Plan - M-96 Corridor

Contract (2003-0522) between MDOT and Wade-Trim/Associates, Inc., will provide for the development and seeking of adoption of a comprehensive corridor access management plan for the M-96 corridor in Calhoun County. The contract will be in effect from the date of the award through September 30, 2004. The contract amount will be \$59,763.88. Source of Funds: Federal Highway Administration Funds - \$47,811.10; State Restricted Trunkline Funds - \$11,952.78.

Purpose/Business Case: To produce a corridor access management plan and draft ordinances for the M-96 corridor between the cities of Battle Creek and Marshall in Calhoun 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 an access management earmark within the State Planning and Research (SPR) program. The project will not receive Build Michigan III funding.

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

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

Cost Reduction: The Project Manager negotiated a lower price without sacrificing quality.

New Project Identification: No, this is not a new project.

90. *TRANSPORTATION PLANNING - Marshall Historic Heritage Route Grant

Contract (2003-0615) between MDOT and the City of Marshall will provide for fulfillment of a scenic byways grant for the City's Historic Heritage Route. This Federal grant is intended to help provide recognition, preservation and enhancement of selected scenic roads and highways throughout the United States. Project elements include new signage and the renovation of three museums along the historic route. The contract will be in effect from the date of award through December 31, 2004. The total contract amount will be \$334,000. Source of Funds: Federal Highway Administration Funds - \$334,000.

Purpose/Business Case: This is a nationally competitive National Scenic Byways Discretionary award, based on merit.

Benefit: The benefit of this project is to promote national prestige, public awareness and economic development through a public/private partnership project funded over and above normal state obligation levels.

Funding Source: Federal Highway Administration National Scenic Byways Discretionary funds program obligated by congress in the budget process, and specifically earmarked for this type of work.

Commitment Level: The contract for this project is on an actual cost basis. The work plan and budget were evaluated and awarded in the national merit based competition.

Risk Assessment: The risk of not completing this project in a timely fashion is loss of Federal Obligation Authority to another state that is capable of completing their projects.

Cost Reduction: This project is funded through a byways discretionary award. Costs are fixed to the approved work plan and budget.

New Project Identification: This is a new project involving the rehabilitation of existing structures.

EXCESS PROPERTY

91. RESOLUTION "A" - Sale to Abutting Owner

Tract 671, Control Section 11112, Job Number 32914B, Parcel 304, Pt. A

The subject tract is located in the township of Sodus, Berrien County, Michigan, contains approximately 17,845 square feet (more or less), is landlocked, and has one abutting owner. This tract was appraised by David E. Norman, Property Analyst, Southwest Region, on August 12, 2003, at \$357. The appraisal was reviewed and the tract was approved for sale by W. Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on August 18, 2003, at \$357. The sole abutting owners, Mearl and Tracy Ann Burnett, have submitted an "Application to Purchase and Agreement of Sale," accompanied by a check in the amount of \$357, which represents payment in full. This tract was offered to the local municipality prior to being offered to the public. This tract was determined to be excess by the Bureau of Highways - Development.

\$357

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 or the exchange of excess property for other State needed rights in real estate, returns revenue to the State or minimizes capital outlay.

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

Funding Source: N/A, revenue generating.

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

Risk Assessment: If excess property is not sold, it will reduce the amount of State revenue.

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

New Project Identification: N/A.

92. RESOLUTION "B" - Sale to Abutting Owner

Tract 510, Control Section 82191, Job Number 33336B, Parcel C-106, Pt. C

The subject tract is located in the township of Brownstown, Wayne County, Michigan and contains approximately 60,112 square feet or 1.38 acres, more or less. This tract was appraised by Paul E. Sander, Property Appraiser, Metro Region, on June 9, 2003, at \$23,500. The appraisal was reviewed by Glenn P. McKennon, Senior Residential Appraiser, Project Support Unit, Real Estate Support Area, on July 2, 2003, at \$23,500, and the tract was approved for sale by W. Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on July 2, 2003. The sole abutting owner, Spalding Properties, L.L.C., has submitted an "Application to Purchase and Agreement of Sale," accompanied by a check in the amount of \$4,700, which represents a 20 percent bid deposit. This tract was offered to the local municipality prior to being offered to the public. This tract was determined to be excess by the Bureau of Highways - Development.

\$23,500

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 or the exchange of excess property for other State needed rights in real estate, returns revenue to the State or minimizes capital outlay.

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

Funding Source: N/A, revenue generating.

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

Risk Assessment: If excess property is not sold, it will reduce the amount of State revenue.

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

New Project Identification: N/A.

93. RESOLUTION "C" - Relinquishment of Easement

Tract 646, Control Section 64013, Project Number 64-22, Parcel 24, Pt. A

The subject tract is located in the township of Weare, Oceana County, Michigan, and contains approximately 24,872 square feet, more or less. MDOT has ceased using the easement rights granted, and in accordance with MDOT procedures, the tract was determined to be excess by the Bureau of Highways - Development. A relinquishment of easement has been requested by the current underlying fee owner, Mason Oceana 911, and the \$500 processing fee has been paid. Granting of this relinquishment has been approved by Roger Safford, Grand Region Engineer.

\$500 (Processing Fee)

Purpose/Business Care: 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 or the exchange of excess property for other State needed rights in real estate, returns revenue to the State or minimizes capital outlay.

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

Funding Source: N/A, revenue generating.

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

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

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

New Project Identification: N/A.

94. RESOLUTION "D" - Over the Counter Sale

Tract 341, Control Section 63102, Parcel 1408, Pt. A

The subject tract is located in the city of Lathrup Village, Oakland County, Michigan, and contains approximately 21,175 square feet, more or less. This tract was appraised by Melvin L. Jacobs, American Society of Appraisers, on March 29, 2002, at \$50,000. The appraisal was reviewed by Paul E. Sander, Property Appraiser, Metro Region, on May 2, 2002, at \$50,000, and the tract was approved for sale by Marie Lewis, former Manager, Project Development Section, Real Estate Support Area, on May 8, 2002. Ms. Carol Peoples has submitted an "Application to Purchase and Agreement of Sale," accompanied by a check in the amount of \$10,000, which represents a 20 percent bid deposit. This tract was offered to the local municipality prior to being offered to the public. The tract was determined to be excess by the Bureau of Highways - Development.

\$50,000

* Denotes a non-standard contract/amendment

Purpose/Business Care: 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 or the exchange of excess property for other State needed rights in real estate, returns revenue to the State or minimizes capital outlay.

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

Funding Source: N/A, revenue generating.

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

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

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

New Project Identification: N/A.

95. RESOLUTION "E" – Grant of Easement

Tract 364, Control Section 33900, Job Number 28418B, Parcels C-614, Pt. A, and C-643A, Pt. A

The subject tract is located in the city of Lansing, Ingham County, Michigan, and contains approximately 14,905 square feet, more or less. This tract was appraised by Charles F. Walker, Michigan State Certified General Appraiser, on December 20, 2002, at \$16,000. The appraisal was reviewed by Tom Urynowicz, Property Appraiser, University Region, on January 9, 2003, at \$16,000, and the tract was approved for sale by W. Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on August 11, 2003. This easement is being granted in support of the city of Lansing and the development of a three-story office building due south of Michigan's new Hall of Justice. Seven Block Area Development, L.L.C., has submitted an "Offer to Purchase and Agreement of Sale of Easement," accompanied by a check in the amount of \$1,600, which represents a 10 percent deposit amount. This tract was not offered to the local municipality prior to being offered to the purchaser. This tract was determined to be excess by the Bureau of Highways - Development.

\$16,000

Purpose/Business Care: 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 or the exchange of excess property for other State needed rights in real estate, returns revenue to the State or minimizes capital outlay.

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

Funding Source: N/A, revenue generating.

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

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

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

New Project Identification: N/A.

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 July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 10, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: September 16, 2003 - State Capitol, 11:00 AM

CONTRACTS

1. HIGHWAYS - IDS Design Consultant Services
Authorization (Z23) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will provide for roadway scoping on M-10 from 8 Mile Road to M-39 and on Woodward Avenue from Big Beaver Road through the wide-track loop in Pontiac, Oakland County (CS 63900 - JN 73321). This authorization will be in effect from the date of award through November 21, 2005. The authorization amount will be \$120,848.19. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Roadway scoping is the first step in identifying the extents, issues, and costs related to candidate projects prior to the projects being considered for inclusion in the Metro Region Rehabilitation and Reconstruction (R&R) program. This activity occurs prior to the selection of any R&R projects that are to be included in the MDOT Five-Year Plan.

Benefit: Conducting roadway scoping allows MDOT Metro Region to more thoroughly identify the issues and costs related to a candidate project. This allows early determination of cost, so Metro Region can better allocate funding and identify design and constructability issues early so schedule commitments can be better met; it also provides local entities of government opportunities to identify any concerns they may have on a particular candidate project.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The major risks of not performing this activity would be variations in cost and/or schedule. Budgetary issues could arise from Metro Region not having a fairly clear understanding of the issues and impacts associated with the project, which could lead to either the over-funding or the under-funding of a project. Schedule changes could arise from not identifying items of work that may need a long lead time to accomplish.

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 scoping for rehabilitation and/or reconstruction of existing roadways.

BID LETTING

STATE PROJECTS

2. LETTING OF SEPTEMBER 05, 2003 (PP 7/9/03) ENG. EST. LOW BID
PROPOSAL 0307087 (reassigned 287) \$ 840,206.65 \$ 798,666.89
PROJECT M 77023-59998, ETC
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 31, 2003 -4.94 %

10.27 mi of full depth concrete patches and .550 mi of spall repair on I-69 EB from M-19 easterly to Taylor Road, on M-19 at the I-69 Interchange, and on I-69BL from 32nd Street to 24th Street in Kimball, Port Huron, Riley and Wales Townships, St. Clair County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 798,666.89	Same	1 **
Snowden, Inc.			
Causie Contracting, Inc.	\$ 828,708.36	Same	2
Florence Cement Company	\$ 849,940.20	Same	3
Angelo Iafrate Construction Company			
James Cape & Sons Company			

3 Bidders

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

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

Funding Source:

59998A		
State Restricted Trunkline Funds	100	%
74686A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%

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

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

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 July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director