

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

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

CONTRACTS

1. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (94-0525/A18) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for an addendum to the 2025 traffic analysis report due to geometric revisions requested by MDOT, FHWA, and the City of Detroit and for the conduct of additional noise analysis work due to MDOT and FHWA requests and will increase the contract amount by \$106,997.38. The original contract provides for the design of the I-94 Detroit Freeway Rehabilitation Study, from one-half mile west of I-96 westerly to one-half mile east of Connors in Wayne County (CS 82023/82025 - JN 32587). The contract term remains unchanged, September 26, 1994, through December 31, 2005. The revised total contract amount will be \$10,833,631.94. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this amendment is to provide for the completion of the Final Environmental Impact Statement (EIS) and obtain the Record of Decision (ROD) for the I-94 Rehabilitation Project. Three tasks will be completed in the scope of services in order for completion. These include preparing a traffic analysis report, conduct technical SEE studies for the recommended alternatives, and providing public involvement meetings and coordination.

Benefit: This work continues the development of the environmental analysis for the recommended alternative. The rehabilitation of I-94 will address operational, current and future capacity, safety, pavement, and bridge needs along I-94. Providing service drives will separate local traffic from freeway traffic, thereby enhancing local traffic circulation.

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

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

Risk Assessment: Without the approval of this amendment, we will not be able to complete the Final Environmental Impact Statement (EIS) nor obtain the Record of Decision. This will ultimately send this project to the beginning of the complex process and create rework.

Cost Reduction: This amendment has been negotiated with the consultant and every effort has been made to make sure it is well representative of the work necessary.

New Project Identification: Rehabilitation and improvement of an existing project.

Zip Code: 48202.

2. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (94-0525/A19) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for additional internal meetings, additional interchanges included for the Access Justification Report and updated crash analysis, administration and management for one year, additional Quality Assurance and Quality Control, and contamination assessment documentation and will increase the contract amount by \$192,373.50. The original contract provides for the design of the I-94 Detroit Freeway Rehabilitation Study, from one-half mile west of I-96 westerly to one-half mile east of Connors in Wayne County (CS 82023/82025 - JN 32587). The contract term remains unchanged, September 26, 1994, through December 31, 2005. The revised total contract amount will be \$11,026,005.44. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this amendment is to complete the Final Environmental Impact Statement (EIS) and obtain the Record of Decision (ROD) for the I-94 Rehabilitation Project. Four tasks will be completed in the scope of services in order for completion. These include Additional meetings due to the contract extension; Additional interchanges included for the Access Justification Report and updated crash analysis; Administration and Management for 12 months; Additional QA/QC; and the Contamination Assessment documentation.

Benefit: This work continues the development of the environmental analysis for the recommended alternative. The rehabilitation of I-94 will address operational, current and future capacity, safety, pavement, and bridge needs along I-94. Providing service drives will separate local traffic from freeway traffic, thereby enhancing local traffic circulation.

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

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

Risk Assessment: Without the approval of this amendment, we will not be able to complete the Final Environmental Impact Statement (EIS) nor obtain the Record of Decision. This will ultimately send this project to the beginning of the complex process and create rework.

Cost Reduction: This amendment has been negotiated with the consultant and every effort has been made to make sure it is well representative of the work necessary.

New Project Identification: Rehabilitation and improvement of an existing project.

Zip Code: 48202.

3. *HIGHWAYS – IDS Time Extension

Amendatory Contract (96-5434/A1) between MDOT and Michigan Technological University will extend the contract term to June 30, 2005, to provide sufficient time for the university to complete services on current active authorizations. This amendment is for time only and will not provide for the addition of any service or amount. The original contract provides for services to develop technical concepts and disseminate technological information to be performed on an as needed/when needed basis. The revised contract term will be April 18, 1997, through June 30, 2005. The contract states that MDOT will limit the funding of work plans to \$2,000,000 per fiscal year. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This amendment allows for the completion of current authorizations only. No new authorizations will be added to this contract, nor will any increases in service or amount be allowed. The amendment also establishes June 30, 2005, as the contract expiration date.

Benefit: Amendment allows the university to complete established work, without allowing for the addition of new work or increased cost on existing work.

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

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

Risk Assessment: If this amendment were not processed, the contract would continue to lack a specific expiration date.

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 new projects on this contract.

Zip Code: 49931.

4. HIGHWAYS – IDS University Services

Authorization (Z18/R1) under Contract (96-5434) between MDOT and Michigan Technological University will extend the authorization term by approximately eight months to provide sufficient time for the university to complete the services. The work was delayed by the wait for passage of the Federal Transportation bill. The original authorization provides for the operation of the 2003 Local Technical Assistance Program (LTAP). The revised authorization term will be May 7, 2003, through July 31, 2004. The total authorization amount remains unchanged at \$343,674. The contract term will be April 18, 1997, through June 30, 2005, upon award of 96-5434/A1. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Time extension of the 2003 LTAP authorization to allow completion of program activities.

Benefit: Improvements in the processes, use of better methods and materials for construction, staff training to handle the latest technology for management of transportation infrastructure.

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: LTAP is mandated by the Federal Highway Administration as a part of the transportation legislation.

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

New Project Identification: Not a new program.

ZIP Code: 49931.

5. HIGHWAYS – Time Extension

Amendatory Contract (2000-0107/A3) between MDOT and The Corradino Group will extend the contract term by one year to provide sufficient time for the consultant to complete the services. The consultant is in the process of completing the Environmental Assessment Document and needs additional time. The original contract provides for professional services for the design and preparation of engineering documents and related work necessary for the design of M-15 from I-75 to I-69 in Oakland and Genesee Counties. The revised contract term will be May 11, 2000, through December 31, 2004. The contract amount remains unchanged at \$1,734,026. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term to allow sufficient time for the consultant to complete the services, including the Environmental Assessment Document.

Benefit: Adequate time to complete the services and obtain a complete Environmental Assessment Document with the original writers.

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, and this extension will not change the original contract amount.

Risk Assessment: If the required documentation is not completed before the expiration date, a full assessment will not be evaluated as required by procedures.

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 an upgrade of an existing facility.

Zip Code: 48455.

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

Amendatory Contract (2001-0073/A2) between MDOT and Automobile Club of Michigan will extend the contract term by one year, will add services for operation of Freeway Courtesy Patrol, and increase the contract amount to \$256,318. The original contract provides for the patrol of segments of the freeway system in Wayne, Oakland, and Macomb Counties for the assistance of stranded motorists (CS 84217 - JN 60326). The revised contract term will be January 1, 2002, through December 31, 2004. The revised total contract amount will be \$4,779,116.50. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Freeway Courtesy Patrol assists stranded motorists throughout the Southeast Michigan freeway system, providing benefits not only to those assisted but to other motorists, due to lower traffic congestion and safer driving conditions. This contract comprises roughly half of the Freeway Courtesy Patrol fleet and route coverage. At the proposed level of service under this contract amendment, nearly 16,000 assists are provided per year. In the 2002 Evaluation Report published by the Southeast Michigan Council of Governments, the benefit cost ratio for the program was 9.2:1. The proposed work for this amendment extends the contract period for one year and adds Automatic Vehicle Locating equipment for fleet tracking.

Benefit: Extending the existing contract will ensure continuous services that provide a positive benefit to traffic safety.

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 awarding the amendment are disruption to the Freeway Courtesy Patrol program and suspension of roadside assistance services.

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

New Project Identification: No, this is rehabilitation of an existing project.

Zip Code: 48150.

7. *HIGHWAYS - Time Extension

Amendatory Contract (2001-0197/A3) between MDOT and Iteris, Inc., will extend the contract term by 3 months to ensure continuous system maintenance and to facilitate the transition to the replacement maintenance contractor, including technical training. The original contract provides for maintenance of all fielded Advanced Traffic Management System devices and communication equipment for the Michigan Intelligent Transportation Systems in Detroit. The revised contract term will be December 27, 2000, through March 31, 2004. The total contract amount remains unchanged at \$7,060,187. Efficiency in procedures allows for money to be available to continue services. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Michigan Intelligent Transportation System (MITS) provides a wide range of data and services to internal and external stakeholders to help improve freeway operations through incident management and advanced traveler information. External stakeholders include Michigan State Police and other public safety agencies, CCTV feeds to traffic reporting media. An extension of the maintenance contract will ensure continuous maintenance of this system, including transitional tasks to make the replacement contractor effective and efficient as quickly as possible.

Benefit: The benefits of extending the Iteris contract are to ensure continuous system maintenance and to facilitate the transition to the replacement maintenance contractor, including technical training. Efficiency in procedures allows for money to be available to continue services, as well.

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 extending the contract are potential system outage due to a gap in contracted maintenance coverage before the new contract is in place and increased risk of system damage.

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 for continuing maintenance of an existing system.

Zip Code: 48071.

8. HIGHWAYS - IDS Construction Engineering Consultant Services

Authorization (Z15) under Contract (2001-0665) between MDOT and Tetra Tech MPS will provide for full construction engineering services for a new bridge structure on relocated Adams Road over M-59 in Rochester Hills, Oakland County (CS 63043 - JN 77200A). The work items include inspection; staking; quality control testing and reporting; measurement, computation, and documentation of quantities; reporting and record keeping; and finaling all project documentation. This authorization will be in effect from the date of award through January 31, 2005. The authorization amount will be \$399,884.81. The contract term is January 31, 2002, through January 31, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide construction engineering and inspection on the new Adams Road Bridge over M-59 for the relocated Adams Road Interchange project.

Benefit: This contract will provide the necessary oversight for the construction contract to insure the project is built according to the plans and specifications, will provide engineering during the course of construction, and will provide review of any changes or extras required during construction.

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 properly oversee the construction contract could result in substandard work and loss of federal dollars.

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 construction project.

Zip Code: 48309.

9. HIGHWAYS - Crash Data Research

Authorization Revision (Z1/R1) under Contract (2002-0163) between MDOT and Midwestern Consulting, Inc., will provide for additional services to allow the consultant to attach State trunkline information to and include intersecting road mile point data in its ongoing crash data analysis project and will increase the authorization amount by \$13,100. The original authorization (Z1) provides for the review of all unlocated crashes and determination of the physical locations of these crashes for calendar years 2001 and 2002 (CS 84900 - JN 74803A). The authorization term remains unchanged, May 21, 2003, through November 20, 2004. The revised total authorization amount will be \$262,900. The contract term is November 20, 2001, through, November 20, 2004. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: The purpose of this contract is to determine the physical locations of some 165,000 vehicle crashes for the years 2001 and 2002. This information will then be entered into the Michigan State Police crash database and used by safety engineers throughout the State to reduce roadway hazards. The Michigan State Police used to do this work, but no longer have the staff required to complete the work. The purpose of this increase is to include the State trunkline identifiers attached to any crash that occurred within 150 feet of an intersection of a State trunkline roadway, including the intersecting road mile point. This information was not required in the original scope.

Benefit: The State will benefit from having accurate information on the locations of all vehicle crashes involving the State trunkline roadways.

Funding Source: This project is being funded by Federal safety funds made available to Michigan as a reward for seatbelt usage above the national average. The use of the money is earmarked for use in safety projects on the highway system.

Commitment Level: This contract was based on low bid. This additional amount was negotiated with the consultant and is a fair cost based on the additional work required.

Risk Assessment: If these additional tasks are not completed, the data provided will not be accurate for use on trunkline roadways. This would undermine the integrity of the whole data base being produced.

Cost Reduction: This contract was competitively bid and the lowest bid was selected from all proposals that were technically acceptable. The additional cost is reasonable.

New Project Identification: No, this is a request for an increase in the services and funding of an existing project.

Zip Code: 48108.

10. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2002-0175/A1) between MDOT and Dunn Engineering Associates, P.C., will provide for additional services for operation of the Michigan Transportation Intelligent Systems Center (MITS) Center and will increase the contract amount by \$280,406.53. Additional services include increased control room staffing levels to support operational improvements, enhanced website customizations beyond current MetroCommute offerings, development of utilities and documentation for site manageability and flexibility, video monitor access, and traffic information website updates to add up to 150 camera images. The original contract provides for the development, implementation, and maintenance of methodologies and procedures to optimize the management and operation of the MITS Center in Detroit, Michigan (CS 84900 - CS 55020). The contract term remains unchanged, February 6, 2002, through February 28, 2004. The revised total contract amount will be \$4,172,724.91. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Michigan Intelligent Transportation System (MITS) provides a wide range of data and services to internal and external stakeholders to help improve freeway operations through incident management and advanced traveler information. External stakeholders include Michigan State Police and other public safety agencies and CCTV feeds to traffic reporting media. This amendment provides for additional staff for operations tasks above the baseline service level included in the contract and additional website tasks to improve information provided to the public.

Benefit: Improves quality and breadth of services provided by the MITS Center.

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 risk of not awarding the amendment is inability to complete more tasks necessary to improve system operations.

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 rehabilitation of an existing project.

Zip Code: 48226.

11. HIGHWAYS - Retroactive Time Extension

Retroactive Authorization Revision (Z3/R2) under Contract (2002-0246) between MDOT and Otwell Mawby Geotechnical, P.C., will retroactively extend the contract term by approximately one week during which inspection and testing services were provided by the consultant. The consultant was under authorization to perform inspection and testing services for the Traverse City Transportation Service Center for the entire 2002 construction season. As the end of the 2001-2002 fiscal year approached, the consultant submitted a new price proposal in an effort to continue uninterrupted services through the construction season and continued work. The authorization was not officially approved until October 9, 2002. The continuation of work without authorization was the result of an oversight by the project manager and the consultant and was completely unintentional. The original authorization (Z3) provides for inspection and testing services in the North Region to be performed on an as needed basis. The revised authorization term will be October 1, 2002, through January 29, 2005. The contract term is January 29, 2002, through January 29, 2005. The total authorization amount remains unchanged at \$106,407.29. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project.

Purpose/Business Case: This time extension will retroactively cover approximately one week during which inspection and testing services were provided by the consultant. This will allow payment to the consultant that performed those services.

Benefit: Maintaining the required level of inspection on highway construction projects assures that Federal Highway Administration Funds are retained for future projects.

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

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

Risk Assessment: Risk of loss of Federal funds.

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 request is for work on an existing contract that has been completed.

Zip Code: 49684.

12. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z10/R1) under Contract (2002-0305) between MDOT and Wilcox Professional Services, LLC, will add additional retaining wall design services and will increase the authorization amount by \$46,721.96. The original authorization (Z10) provides for the design of US-2 and US-41 from Washington Street easterly to Michigan Avenue in Dickinson County, for a total cost of \$331,287.74. The term of the authorization remains unchanged, August 22, 2002, through February 22, 2005. The revised authorization amount will be \$378,009.70. The contract term is February 22, 2002, through February 22, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Increase in design scope to address needed retaining wall quantities in excess of amount estimated in original scope. Project design revealed that an increased quantity of retaining wall was required.

Benefit: The design of additional retaining wall will minimize the amount of right-of-way (ROW) required and will minimize impacts to adjoining property. The proposed widening of US-2 from four lanes to five lanes will adversely impact adjacent parking areas of local businesses and require additional right-of-way to be purchased if additional retaining wall is not utilized in the plans.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Without additional retaining wall, local businesses would lose parking stalls in already limited parking lots. MDOT would incur increased ROW and potential mitigation costs.

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

New Project Identification: This is not a new project.

Zip Code: 49801.

13. HIGHWAYS - IDS Time Extension

Authorization Revision (Z1/R1) under Contract (2002-0624) between MDOT and Irwin M. Jaehnig will extend the authorization term by one year to allow time for construction auditing of internal and consultant oversight work as required by policy on State and Federal aid road and bridge projects. The original authorization provides for project closeout services on various projects statewide to be performed on an as needed basis. The revised authorization term will be January 10, 2003, through January 1, 2005. The total authorization amount remains unchanged at \$49,950. The contract term is November 5, 2002, through November 5, 2005. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for construction auditing of internal and consultant oversight work as required by policy on State and Federal aid road and bridge projects.

Benefit: Verification that all contract work complies with the contract documents, proposal, specifications, material usage, etc.

Funding Source: Federal, Restricted State, or Local Funds, depending on the particular project authorized.

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

Risk Assessment: The loss of Federal aid monies and support on road and bridge projects if work does not comply with State and Federal requirements. Without an external auditor, projects will lapse and not be finalized, thus potentially limiting future available FHWA dollars.

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: All projects that are being reviewed and will be reviewed are existing roads and bridges. There are no new construction projects in this request.

Zip Code: 48823.

14. HIGHWAYS - Extend Term, Increase Services and Amount

Amendatory Contract (2003-0084/A2) between MDOT and Kimley-Horn of Michigan, Inc., will extend the contract term by one year; will add additional hours for the performance of reviews of attorney work products from the claim/suit, appearances in court as needed, attendance of briefing sessions with the attorney(s) for the State of Michigan and preparation of court proceedings, including testifying at trial and/or other services as directed by the Attorney General's Office; and will increase the contract amount by \$168,954.90. The original contract provided for highway construction claim analysis and claim review for the Office of the Attorney General. The revised contract term will be October 1, 2002, through December 31, 2004. The revised total contract amount will be \$309,637.60. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Kimley-Horn will continue to serve as MDOT's consultant with respect to software and other computer-related issues in connection with a \$24 million lawsuit filed against MDOT by Rockwell Collins, Inc. The project giving rise to the lawsuit involves the Michigan Intelligent Transportation System (MITS) Center in Metropolitan Detroit. Kimley-Horn will also serve as an expert witness on behalf of MDOT.

Benefit: Kimley-Horn will provide technological analysis and expert testimony on behalf of MDOT in response to Rockwell's \$24 million lawsuit against MDOT. Kimley-Horn's expertise is required to refute allegations set forth by software/hardware experts retained by Rockwell.

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

Commitment Level: Actual cost plus overhead on an as needed basis, actual hourly cost reimbursement.

Risk Assessment: If Kimely-Horn is not retained, the allegations and testimony of Rockwell's software/hardware experts would not be subject to scrutiny by an expert on behalf of MDOT.

Cost Reduction: Kimley-Horn has been providing consulting services to MDOT for the Rockwell Collins/MITS Center project for several years as a sub-consultant to O'Brian Krietzburg/URS. This contract will allow Kimley-Horn to continue to provide consulting services with respect to software and other computer-related issued to MDOT as a primary consultant.

New Project Identification: Not a new project.

Zip Code: 48901.

15. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z6/R1) under Contract (2003-0201) between MDOT and CH2M Hill Michigan, Inc., will add aerial surveying and mapping to the project and will increase the authorization amount by \$69,847.56. The original authorization (Z6) provides 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), for a total cost of \$525,678.52. The authorization term remains unchanged, September 22, 2003, through April 14, 2006. The revised authorization amount will be \$595,526.08. 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 amendment is to add aerial surveying and mapping to the M-5 project from the Rouge River Bridge to M-39.

Benefit: This project is part of the preserve first program. The services will improve the infrastructure currently being used by the public.

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 service is not completed, allowing for final design for letting, the road condition will deteriorate due to possible errors in the field during construction.

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

New Project Identification: This is a rehabilitation project.

Zip Code: 48208.

16. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2003-0281) between MDOT and Smith Group JJR will provide for design services for landscape architecture on Old M-14 from Haggerty Road to Eckles Road in Plymouth Township, Wayne County (CS 82101 - JN 77771C). The work items include site visits to document existing conditions, attending plan review meetings, determining feasibility of proposed landscape enhancements, investigating existing and required utility services, and preparing plans. The authorization will be in effect from the date of award through May 22, 2006. The authorization amount will be \$139,696.54. The contract term is May 22, 2003, through May 22, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization was approved on the November 18, 2003, State Administration Board Agenda. The only change is the source of funding to 100% State Restricted Trunkline Funds. The original Purpose/Business Case was to provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: The aesthetic improvements brought by the landscape will further refine the existing qualities of the corridor and enhance pedestrian usage.

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 risk of not completing this project is the missed opportunity to partner with local communities to aesthetically enhance Old M-14.

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: New beautification of existing roadway.

Zip Code: 48150.

17. HIGHWAYS - IDS Design Consultant Services

Authorization (Z15) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for Intelligent Transportation Systems (ITS) design services on I-94 from Wyoming easterly to I-96 in the cities of Detroit and Dearborn, Wayne County (CS 84917 - JN 59195C). The authorization will be in effect from the date of award through September 10, 2006. The authorization amount will be \$130, 044.65. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 80% Federal Highway Administrative Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This contract is for preparation of the complete design of the replacement communication system for the 32.5 center-line mile Surveillance Control and Driver Information (SCANDI) System portion of the ATMS system in metropolitan Detroit. The present infrastructure is over 22 years old and is no longer maintainable. The manufacturer is no longer in that business and individual solid state components are no longer available. This contract will specifically design the infrastructure for the section of I-94 between Wyoming and I-96 (Grand River) in Detroit. This design will be the prototype for the entire SCANDI replacement.

Benefit: This design effort will increase system reliability and reduce maintenance and operating costs of this portion of the ATMS system.

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

Commitment Level: The agreement is a "not to exceed" contract.

Risk Assessment: This contract will establish the system design for complete replacement of the SCANDI system. The design will determine how to integrate the SCANDI system into the ATMS system.

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

New Project Identification: This project is for the design of the replacement of the out-dated existing portion of the MDOT ATMS system with current technology that is more reliable and less expensive to maintain.

Zip Code: 48210.

18. HIGHWAYS - IDS Design Consultant Services

Authorization (Z16) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for the design of the bridge rehabilitation on I-96 over the Grand Trunk Western (GTW) Railroad in Grand Rapids Township in Kent County (CS 41025 - JN 48737D). The work items for the design include superstructure replacement and widening and bringing the shoulders and approaches up to current MDOT standards. This authorization will be in effect from the date of award through September 10, 2006. The authorization amount will be \$179,984.33. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for the design of the bridge rehabilitation on I-96 over the GTW Railroad in Grand Rapids Township in Kent County. This project is part of a future road project that includes the widening of I-96 in Grand Rapids. The need to reconstruct and widen these structures results from increasing traffic volumes that create capacity problems and lead to accidents. It is anticipated that traffic volumes on I-96 will continue to grow as commercial and residential development expands within Grand Rapids Township. This project will also bring the shoulders and approaches up to current MDOT standards.

Benefit: The benefits include capacity improvement for the bridges, which will result in a decrease of vehicular back-ups and lower the accident rate, and bringing the shoulders and approaches up to current MDOT standards.

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 risk of not completing this project is increased capacity issues related to the bridges, causing increases in accidents and motorist delays. The poor bridge conditions can become a liability to MDOT. The road project cannot proceed if the bridges are not improved.

*Denotes a non-standard contract/amendment

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

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

Zip Code: 49510.

19. HIGHWAYS - IDS Design Consultant Services

Authorization (Z17) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for the design of the bridge rehabilitation on I-96 over the Grand Trunk Western (GTW) Railroad in Grand Rapids Township in Kent County (CS 41025 - JN 48738 D). The work items for the design include superstructure replacement and widening and bringing the shoulders and approaches up to current MDOT standards. This authorization will be in effect from the date of award through September 10, 2006. The authorization amount will be \$179,984.33. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for the design of the bridge rehabilitation on I-96 over the GTW Railroad in Grand Rapids Township in Kent County. This project is part of a future road project that includes the widening of I-96 in Grand Rapids. The need to reconstruct and widen these structures results from increasing traffic volumes that create capacity problems and lead to accidents. It is anticipated that traffic volumes on I-96 will continue to grow as commercial and residential development expands within Grand Rapids Township. This project will also bring the shoulders and approaches up to current MDOT standards.

Benefit: The benefits include capacity improvement for the bridges, which will result in a decrease of vehicular back-ups and lower the accident rate, and bringing the shoulders and approaches up to current MDOT standards.

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 risk of not completing this project is increased capacity issues related to the bridges, causing increases in accidents and motorist delays. The poor bridge conditions can become a liability to MDOT. The road project cannot proceed if the bridges are not improved.

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.

Zip Code: 49510.

20. HIGHWAYS - IDS Engineering Services

Contract (2003-0718) between MDOT and Tetra Tech MPS 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.

21. HIGHWAYS - IDS Engineering Services

Contract (2003-0719) between MDOT and Midwestern Consulting, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

22.-30. *HIGHWAYS/ATTORNEY GENERAL - Special Assistant Attorneys General

Contracts between MDOT and the following attorneys will provide for the attorneys' legal services as Special Assistant Attorneys General representing MDOT with regard to defense of negligent claims in accordance with appointments by and under the direction and supervision of the Attorney General. The contracts will be in effect from January 1, 2004, through December 31, 2005. The Special Assistant Attorneys General will be paid at a rate of \$90.00/per hour, not to exceed a maximum amount of \$194,400 per contract. Source of Funds: Federal Highway Administration Funds and/or State Restricted Trunkline Funds, depending on the particular project.

Purpose/Business Case: To defend the State of Michigan Department of Transportation from tort liability under the highway exception to governmental immunity, MCLA 691.1402.

Benefit: MDOT minimizes its payouts to claimants for injuries on MDOT roadways. The payouts were as high as \$20,258,625 in 1992-1993 and are \$458,500 in 2003.

Funding Source: Federal Highway Administration Funds and/or State Restricted Trunkline Funds, depending on the particular project.

Commitment Level: There is a fixed maximum for attorney fees to be charged under the lives of the contracts.

Risk Assessment: Without adequate legal representation, MDOT will have higher payouts on claims.

Cost Reduction: This rate is the standard minimal rate paid under ongoing Special Assistant Attorney General contracts in the Attorney General's Office.

New Project Identification: No. The current contracts for the Special Assistant Attorneys General expire on 12/31/2003. It is necessary to renew their contracts so that they can continue work on their assigned caseloads.

Zip Code: 48909.

	<u>Contract</u>	<u>Attorney</u>
22.	2003-0722	Timothy Bahorski
23.	2003-0723	Michael J. Hackett
24.	2003-0724	Robert H. Harkness
25.	2003-0725	Edward L. Haroutunian
26.	2003-0726	Martin J. Krall, Jr.
27.	2003-0727	Richard P. Smith
28.	2003-0728	Anthony S. Spokojny
29.	2003-0729	Theodore N. Williams
30.	2003-0730	Anthony R. Wittbrodt, II

31.-34. *HIGHWAYS/ATTORNEY GENERAL - Special Assistant Attorneys General

Contracts between MDOT and the following attorneys will provide for the attorneys' legal services as Special Assistant Attorneys General representing MDOT with regard to eminent domain matters in accordance with appointments by and under the direction and supervision of the Attorney General. The contracts will be in effect from January 1, 2004, through December 31, 2005. The Special Assistant Attorneys General will be paid at a rate of \$90.00/per hour, not to exceed a maximum amount of \$195,000 per contract. Source of Funds: Federal Highway Administration Funds and/or State Restricted Trunkline Funds, depending on the particular project.

Purpose/Business Case: MDOT files condemnation lawsuits to acquire highway rights-of-way needed for MDOT projects. Historically, those lawsuits have been filed by Special Assistant Attorneys General who work on an hourly basis.

Benefit: MDOT fulfills a need for legal representation to acquire needed property rights. If MDOT is not able to negotiate a voluntary purchase, the filing of a condemnation lawsuit is necessary.

Funding Source: Federal Highway Administration Funds and/or State Restricted Trunkline Funds, depending on the particular project.

Commitment Level: The contracts allow payment for requested services as they are provided. Each contract has a maximum amount of compensation, with actual payment being on a fixed hourly rate basis for services as needed.

Risk Assessment: There are many pending condemnation cases that, as a matter of law, require legal representation. If there were no attorneys to file the lawsuits, MDOT could not acquire property needed for highway projects.

Cost Reduction: The hourly rate paid is well below the market rate for comparable legal services.

New Project Identification: This is an ongoing activity. If new condemnation cases are filed, it will be to meet the need for future highway projects to which MDOT may be committed.

Zip Code: 48909.

	<u>Contract</u>	<u>Attorney</u>
31.	2003-0731	Timothy J. Haynes, PLC
32.	2003-0732	Lawrence P. Schneider
33.	2003-0733	Lawrence W. Dloski
34.	2003-0734	Malcolm V. Floyd

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5587) between MDOT and the Road Commission for Oakland County will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Streetscaping work along Grand River Avenue from Rondeau Avenue easterly to Cherry Lane and along Milford Road for approximately 375 feet adjacent to the New Hudson Cemetery, including sidewalk, paver, tree, and landscaping work.

Estimated Funds:

Federal Highway Administration Funds	\$201,969
Road Commission for Oakland County Funds	<u>\$134,646</u>
Total Funds	<u>\$336,615</u>

STE 63018 - 43547

Local Letting

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

Benefit: Beautification of transportation system.

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

Commitment level: 60% Federal up to \$201,969 and the balance by Road Commission for Oakland County; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

Zip Code: 48165.

36. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5588) between MDOT and Bay County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Sidewalk work along Wilder Road from the railroad tracks easterly to State Road, along State Road from Wilder Road northerly approximately 2500 feet, and along Euclid Avenue from Shrestra Drive southerly to North Union Road.

Estimated Funds:

Federal Highway Administration Funds	\$102,500.00
Bay County Road Commission Funds	\$ <u>57,656.25</u>
Total Funds	<u>\$160,156.25</u>

STE 09408 - 48941

Local Letting

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

Benefit: To provide pedestrian and bicycle facilities.

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

Commitment level: 64% Federal up to \$102,500.00 and the balance by Bay County Road Commission; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 48706.

37. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5595) between MDOT and City of Potterville will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Non-motorized pathway and streetscaping work along Vermontville Highway from Patriot Boulevard easterly to Lansing Road and connecting to Alliance Lake Park.

Estimated Funds:

Federal Highway Administration Funds	\$119,398
City of Potterville Funds	\$ <u>119,398</u>
Total Funds	<u>\$238,796</u>

STE 23060 – 54946; Eaton County

Local Letting

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

Benefit: Beautification of transportation system and providing pedestrian and bicycle facilities.

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

Commitment level: 50% Federal up to \$119,398 and the balance by City of Potterville; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway and new pedestrian and bicycle facilities.

Zip Code: 48876.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5596) between MDOT and City of Lansing will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Restoration of the historic arch in Durant Park at the corner of Saginaw Street (Highway M-43) and North Washington Avenue.

Estimated Funds:

Federal Highway Administration Funds	\$ 88,000
City of Lansing Funds	\$ <u>22,000</u>
Total Funds	<u>\$110,000</u>

STE 33403 – 72178; Ingham County

Local Letting

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

Benefit: Historic preservation.

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

Commitment level: 80% Federal up to \$88,000 and the balance by City of Lansing; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: Restore existing historic arch.

Zip Code: 48906.

39. MULTI-MODAL - Section 5307 Program

Project Authorization (Z4) under Master Agreement (2002-0074) between MDOT and the City of Niles will provide State matching funds for the city's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of one small replacement bus, computer hardware, safety/security training equipment, and preventive maintenance. The authorization will be in effect from September 16, 2003, through September 15, 2006. The authorization 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 amount of the authorization will be \$230,674. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$184,539; FY 2004 State Restricted Comprehensive Transportation Funds - \$45,785; City of Niles Funds - \$350.

Purpose/Business Case: Provides State matching funds for the city's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of one replacement van, computer hardware, safety/security training equipment, and preventive maintenance.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$184,539; FY 2004 State Restricted Comprehensive Transportation Funds - \$45,785; City of Niles Funds - \$350.

Commitment Level: Authorization is based on cost estimates.

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

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

New Project Identification: These are new projects.

Zip Code: 49120.

40. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z2/R1) under Master Agreement (2002-0095) between MDOT and the Clinton Area Transit System will add a line item for communication equipment as the agency needs to replace aging communication equipment and there is sufficient funding remaining in the authorization for the purchase. The original authorization provided State matching funds to the agency's FY 2002 Federal Section 5309 Capital Discretionary Program. This revision will provide a radio for a transit vehicle, as well as a backup radio. The authorization term remains unchanged, February 19, 2003, through February 18, 2006. The total authorization amount remains unchanged at \$51,770. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$41,416; FY 2002 State Restricted Comprehensive Transportation Funds - \$10,354.

Purpose/Business Case: Provides for the addition of communication equipment to the authorization.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$41,416; FY 2002 State Restricted Comprehensive Transportation Funds - \$10,354

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: Not adding this equipment will result in a lack of communication between vehicle operator and dispatch personnel, with an increased risk to passenger safety.

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

New Project Identification: Purchase of communication equipment is a new project.

Zip code: 48879.

41. MULTI-MODAL - Transit Planning and Research

Project Authorization Revision (Z2/R1) under Master Agreement (2003-0588) between MDOT and the Detroit Area Regional Transportation Authority will provide State funds for organizational development, authority administration, and/or transportation planning. The original authorization provides State matching funds for anticipated FY 2004 Federal funds. The revised authorization will provide State funds to expand the level of work to be performed under a FY 2003 Federal grant. The revised total cost of this authorization will be \$113,069. These funds will be used to augment \$500,000 in Federal Highway Administration funding. The revised authorization term will be September 5, 2003, through September 4, 2006. The term of the Master Agreement is from August 15, 2003, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$113,069.

Purpose/Business Case: Provides State funds for organizational development, authority administration, and/or transportation planning.

Benefit: Increase public safety through improved transportation services.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$113,069.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not awarding this revision is that the needed work will not be completed.

Cost Reduction: Grant amount is not negotiated.

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

42. *MULTI-MODAL - Section 5311 Revenue

Contract (2003-0596) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$4,545,334 in Federal Section 5311 Nonurbanized Area Formula Capital Program funds for vehicle purchases, vehicle leases, equipment purchases, and facility projects (\$3,067,022), for the Rural Transit Assistance Program (\$134,789), and for Intercity Bus activities (\$1,343,523) for eligible agencies. The total program amount will be \$6,655,612. The effective date of the grant will be November 25, 2003, and the grant will be in effect for three years. The grant is retroactive due to the term matching the Federal grant award date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the retroactive contract policy. Source of Funds: Federal Transit Administration Funds - \$4,545,334; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$2,108,522; ALTRAN Transit Authority Funds - \$406; Branch Area Transit Authority Funds - \$1,100; Yates Township Funds - \$250.

Purpose/Business Case: Provides funding for capital items under the FY 2003 FTA Section 5311 Nonurbanized Area Formula Capital Program grant.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$4,545,334; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$2,108,522; ALTRAN Transit Authority Funds - \$406; Branch Area Transit Authority Funds - \$1,100; Yates Township Funds - \$250.

Commitment Level: Contract is 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 equipment and buses, facility improvements and construction, vehicle leases, intercity bus activities and training activities.

Zip Code: 48909.

43. MULTI-MODAL (Aeronautics) - Design of Runway Threshold Relocation

Contract (2004-0051) between MDOT and the Branch County Board of Commissioners will provide Federal and State grant funds for the design of the relocation of the Runway 24 threshold at the Branch County Memorial Airport in Coldwater, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$18,900; State Restricted Aeronautics Funds - \$1,050; Branch County Funds - \$1,050; Contract Total - \$21,000.

Purpose/Business Case: This project includes the design of the relocation of the Runway 24 end. The project will provide the technical drawings and specifications for the bidders for the final contract.

Benefit: The benefit is to provide a design that will meet all Federal and State safety and airport design standards. The current Runway Safety Area (RSA) crosses an active runway. This project will bring the RSA up to standard.

Funding Source: FAA Funds (via Block Grant) - \$18,900; State Restricted Aeronautics Funds - \$1,050; Branch County Funds - \$1,050; Contract Total - \$21,000.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: This is design work for an existing facility.

Zip Code: 49036.

44. *MULTI-MODAL (Aeronautics) – Installation of Automated Weather Observation System
Contract (2004-0057) between MDOT and the Tuscola Area Airport Authority will provide Federal and State grant funds for the installation of an automated weather observation system (AWOS) at the Tuscola Area Airport in Caro, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$90,000; State Restricted Aeronautics Funds - \$5,000; Tuscola Area Airport Authority Funds - \$5,000; Contract Total - \$100,000.

Purpose/Business Case: To provide for installation of an AWOS system, an electronic system with sensors that measures several weather conditions and reports them via a transmitter and telephone connections.

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

Funding Source: FAA Funds (via Block Grant) - \$90,000; State Restricted Aeronautics Funds - \$5,000; Tuscola Area Airport Authority Funds - \$5,000; Contract Total - \$100,000.

Commitment Level: The contract has a fixed cost.

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

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness and for any additional cost savings.

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

Zip Code: 48723.

45. MULTI-MODAL (Aeronautics) - Design of Airport Improvements
Contract (2004-0058) between MDOT and the City of Marshall will provide Federal and State grant funds for the design of the medium intensity taxiway lights (MITL), beacon, windcone/segmented circle, and electrical vault at Brooks Field in Marshall, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$19,800; State Restricted Aeronautics Funds - \$1,100; City of Marshall Funds - \$1,100; Contract Total - \$22,000.

Purpose/Business Case: The project includes the design of placement of lighting for the taxiway and associated electrical work. The project will provide the technical drawings and specifications for the bidders for the final contract.

Benefit: The benefit is to provide a design that will meet all Federal and State safety and airport design standards. The lighting and associated work will provide the airport with improved operations.

Funding Source: FAA Funds (via Block Grant) - \$19,800; State Restricted Aeronautics Funds - \$1,100; City of Marshall Funds - \$1,100; Contract Total - \$22,000.

Commitment Level: The contract is for a fixed cost.

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

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

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

Zip Code: 49068.

46. MULTI-MODAL (Aeronautics) - Design for Runway Rehabilitation

Contract (2004-0059) between MDOT and the City of Sturgis will provide Federal and State grant funds for the final design of the rehabilitation of Runway 18/36 and new runway turnarounds at the Kirsch Municipal Airport in Sturgis, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$45,000; State Restricted Aeronautics Funds - \$2,500; City of Sturgis Funds - \$2,500; Contract Total - \$50,000.

Purpose/Business Case: The project includes the design of the rehabilitation of the runway and design for the construction of new taxiway turnarounds. The project will provide the technical drawings and specifications for the bidders for the final contract.

Benefit: The benefit is to provide a design that will meet all Federal and State safety and airport design standards. The rehabilitation will extend the useful life of the runway.

Funding Source: FAA Funds (via Block Grant) - \$45,000; State Restricted Aeronautics Funds - \$2,500; City of Sturgis Funds - \$2,500; Contract Total - \$50,000.

Commitment Level: The contract is for a fixed cost.

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

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

New Project Identification: This contract is for rehabilitation of an existing facility and associated new work. The portion of new work is 20%.

Zip Code: 49091.

47. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2004-0060) between MDOT and the Lenawee County Board of Commissioners will provide Federal and State grant funds for the design of the extension of Runway 5/23 and parallel taxiway, rehabilitation of runway 5/23, installation of a precision approach path indicator (PAPI), runway end identifier lights (REIL), medium intensity runway lights (MIRL), and medium intensity taxiway lights (MITL) and installation of a 10-foot fence at the Lenawee County Airport in Adrian, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$130,500; State Restricted Aeronautics Funds - \$7,250; Lenawee County Funds - \$7,250; Contract Total - \$145,000.

Purpose/Business Case: This project includes the design for the extension of the runway and parallel taxiway. This entails impacts to the PAPI, REIL, MIRL, and MITL. The fencing is necessary to enclose the airport property and address security concerns. The project will provide the technical drawings and specifications for the bidders for the final contract.

Benefit: The benefit is to provide a design that will meet all Federal and State safety and airport design standards. The runway extension will provide the Lenawee County Airport with the runway length needed to service the airport's users.

Funding Source: FAA Funds (via Block Grant) - \$130,500; State Restricted Aeronautics Funds - \$7,250; Lenawee County Funds - \$7,250; Contract Total - \$145,000.

Commitment Level: The contract is for a fixed cost.

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

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

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

Zip Code: 49221.

48. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2004-0061) between MDOT and the City of Clare will provide Federal grant funds for land acquisition costs for Parcels E11 and E12, including an appraisal, preparation of an Exhibit X, and survey work, at the Clare Municipal Airport in Clare, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$54,000; City of Clare Funds - \$6,000; Contract Total - \$60,000.

Purpose/Business Case: The project includes the acquisition of an aviation easement to control the height of obstructions in the runway protection zone (RPZ) of runway 03/21.

Benefit: The aviation easement will allow the airport to maintain the height of obstructions in the RPZ for Runway 03/21. The easement will give the airport the right to cut existing trees down to a height that will allow the displaced threshold to be removed, and effectively lengthen the runway.

Funding Source: FAA Funds (via Block Grant) - \$54,000; City of Clare Funds - \$6,000; Contract Total - \$60,000.

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 a new project that is required for an existing facility.

Zip Code: 48617.

49. MULTI-MODAL (Aeronautics) - Design for Site Preparation

Contract (2004-0062) between MDOT and the Ionia County Board of Commissioners will provide Federal and State grant funds for the design of the site preparation for a hangar area and taxiway at the Ionia County Airport in Ionia, Michigan. 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 twenty years. Source of Funds: FAA Funds (via Block Grant) - \$20,250; State Restricted Aeronautics Funds - \$1,125; Ionia County Funds - \$1,125; Contract Total - \$22,500.

Purpose/Business Case: The project includes the design for the development of a hangar area and taxiway. The project will provide the technical drawings and specifications to the bidders for the final contract.

Benefit: The benefit is to provide a design that will meet all Federal and State safety and airport design standards. The project will provide the airport with an area to construct airport hangars.

Funding Source: FAA Funds (via Block Grant) - \$20,250; State Restricted Aeronautics Funds - \$1,125; Ionia County Funds - \$1,125; Contract Total - \$22,500.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: This is a new project.

Zip Code: 48846.

50. MULTI-MODAL (Aeronautics) - Land Acquisition
Contract (2004-0063) between MDOT and the Livingston County Board of Commissioners will provide Federal grant funds for land acquisition costs for Parcel 30 and condemnation costs 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 twenty years. Source of Funds: FAA Funds (via Block Grant) - \$1,440,000; Livingston County Funds - \$160,000; Contract Total - \$1,600,000.
- Purpose/Business Case:** Parcel 30 is required for a runway extension project.
Benefit: The runway extension project will control the future approach and runway protection zone for Runway 31.
Funding Source: FAA Funds (via Block Grant) - \$1,440,000; Livingston County Funds - \$160,000; Contract Total - \$1,600,000.
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 a new project that is required for an existing facility.
Zip Code: 48855.
51. MULTI-MODAL (Aeronautics) - Land Acquisition
Contract (2004-0064) between MDOT and the City of Charlotte will provide Federal grant funds for land acquisition costs for Parcel 15 as a result of a condemnation award at the Fitch H. Beach Municipal Airport in Charlotte, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via Block Grant) - \$150,000; City of Charlotte Funds - \$16,500; Contract Total - \$166,500.
- Purpose/Business Case:** The project includes land acquisition costs for Parcel 15, which is needed for a new crosswind runway. The contract will reimburse the City of Charlotte for funds expended in the acquisition/condemnation of parcel 15.
Benefit: The settlement will enable the land to be purchased, which is required for the future construction of runway 12/30.
Funding Source: FAA Funds (via Block Grant) - \$150,000; City of Charlotte Funds - \$16,500; Contract Total - \$166,500.
Commitment Level: The contract has a fixed cost and uses entitlement dollars.
Risk Assessment: If the contract is not awarded, the local government would not be able to afford the cost without Federal participation.
Cost Reduction: Court ordered settlement amount resulting from condemnation action taken by the City of Charlotte.
New Project Identification: This is a reimbursement for an existing project.
Zip Code: 48813.
52. MULTI-MODAL (Aeronautics) - Design of Storage Building
Contract (2004-0065) between MDOT and the City of Battle Creek will provide State grant funds for the design of a building for the storage of aircraft rescue fire fighting (ARFF) equipment at the W. K. Kellogg Regional Airport in Battle Creek, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$48,400; Contract Total - \$48,400.

Purpose/Business Case: The project is for the design of a building for storing an ARFF simulator.

Benefit: The State purchased an ARFF simulator in 1997 and leases it to Kellogg Community College for use in training fire crews at Michigan airports throughout the State. This training is a requirement of the FAA. The mobile trainer is moved to various regions of the State, depending on training needs. The new building will allow the State to house the equipment in a location near the college when it's not being used.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project will not proceed as planned, as the local government would not be able to afford the cost without State participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and for any additional cost savings.

New Project Identification: This is a new project.

Zip Code: 49017.

53. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2004-0066) between MDOT and Linden Airport Leasing, LLC, will provide State grant funds for an airport layout plan update at Price's Airport in Linden, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$58,464; Linden Airport Leasing, LLC, Funds - \$6,496; Contract Total - \$64,960.

Purpose/Business Case: The project includes the updating of the airport layout plan.

Benefit: The benefit derived from the project is the updating of the existing ALP to meet current FAA standards and requirements.

Funding Source: State Restricted Aeronautics Funds - \$58,464; Linden Airport Leasing, LLC, Funds - \$6,496; Contract Total - \$64,960.

Commitment Level: The contract has a fixed cost for the airport layout plan.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, and Federal funds could be lost.

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

New Project Identification: This is an update of an existing document.

Zip Code: 48451.

54. *TRANSPORTATION PLANNING – Increase Scope and Amount

Amendatory Contract (2002-0512/A1) between MDOT and Wilbur Smith Associates, Inc., Michigan will increase the scope of the Blue Water Bridge Plaza study to include determination of the feasibility of a new plaza, required environmental analysis for the new off-site alternative, addressing of new Homeland Security requirements, increasing coordination activities with Homeland Security Agencies and the U.S. General Services Administration, and expansion of the public involvement process and will increase the contract amount by \$817,685. The original contract provides for the conduct of an Early Preliminary Engineering (EPE) study of the Blue Water Bridge Plaza on the United States side of the Blue Water Bridge in Port Huron. The contract term remains unchanged, August 22, 2002, through October 31, 2005. The revised total contract amount will be \$3,150,074.29. Source of Funds: Federal Highway Administration Funds - \$2,520,059.43; State Restricted Trunkline Funds - \$630,014.86.

Purpose/Business Case: MDOT is requesting approval for an \$817,623.65 amendment to an existing contract with Wilbur Smith to expand the scope of services of the study to include more in-depth environmental and engineering analysis of a new off-site alternative. The amendment is necessary because the analysis of this unique alternative was not in the existing scope of work and MDOT did not anticipate the need for the significant level of coordination with Homeland Security Agencies that is required for this study. The General Services Administration, as part of its approval process for a border station, is requiring MDOT to conduct border station traffic and operations analysis utilizing software and analysis tools developed by them that was unknown to MDOT when the Request for Proposals was developed. These analysis tools require added training on the part of Wilbur Smith and its subcontractors and additional time to integrate these tools into the traffic modeling and analysis tools that will be used to examine the impacts on local and interstate network. The new alternative to be examined would require the extension of M-25 by two miles and the construction of a new bridge crossing over the Black River for local traffic in order to meet the requirements of the Department of Homeland Security to provide controlled access to the new plaza for international traffic. The new alternative will require additional environmental studies not envisioned in the original scope of work.

Benefit: This study will identify the best alternative design for a new border station and address significant noise, air pollution, traffic safety, and congestion problems at the Blue Water Bridge. The new alternative could result in \$25-\$50 million dollars in construction costs savings over other alternatives being considered and would have the least impact on the community in terms of lost businesses, homes, noise, and air pollution impacts.

Funding Source: Federal Highway Administration Funds - \$2,520,059; State Restricted Trunkline Funds - \$630,014.86.

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

Risk Assessment: If this amendment is not awarded and the additional work is not performed, MDOT will not be able to conduct the environmental, traffic, and economic analyses needed to determine if this off-site alternative is the preferred alternative for the plaza.

Cost Reduction: MDOT staff have reviewed the proposed amendment and have found the scope of work and projected hours to be appropriate.

New Project Identification: This is not a new project.

Zip Code: 48060.

55. TRANSPORTATION PLANNING - Metropolitan Organizations Transportation Work Program
Project Authorization (Z5) issued under Master Agreement (2003-0003) between MDOT and the Genesee County Metropolitan Planning Commission will provide for facilitation and assistance in transportation planning efforts and activities at the local and regional levels. The authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$440,951. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Transit Administration Funds and 18.15% Genesee County Metropolitan Planning Commission

Purpose/Business Case: In compliance with Title 23 Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate in transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated Federal funds that must be passed through by Federal regulations cited above to Metropolitan Planning Organizations. Federal Transit Administration Funds - 81.85%; Genesee County Metropolitan Planning Commission - 18.15%.

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

Risk Assessment: Failure to comply with Federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the State.

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

New Project Identification: These are on-going project agreements for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 48502.

56. TRANSPORTATION PLANNING - Metropolitan Organizations Transportation Work Program
Project Authorization (Z6) issued under Master Agreement (2003-0003) between MDOT and the Genesee County Metropolitan Planning Commission will provide for facilitation and assistance in transportation planning efforts and activities at the local and regional levels. The authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$111,405. The term of the Master Agreement is from October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Transit Administration Funds; Genesee County Metropolitan Planning Commission - 20%

Purpose/Business Case: In compliance with Title 23 Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate in transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated Federal funds that must be passed through by Federal regulations cited above to Metropolitan Planning Organizations. Federal Transit Administration Funds - 80%; Genesee County Metropolitan Planning Commission - 20%.

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

Risk Assessment: Failure to comply with Federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the State.

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

New Project Identification: These are on-going project agreements for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 48502.

57. TRANSPORTATION PLANNING - Regional Transportation Work Program

Project Authorization (Z5) issued under Master Agreement (2003-0014) between MDOT and the East Central Michigan Planning and Development Commission will provide for facilitation and assistance in transportation planning efforts and activities at the local and regional levels. Public Act 281 of 1945 provides for the creation, organization, and duties of our Regional Planning Agencies. The transportation planning component of the program is funded by line item appropriation in Public Act 51 of 1951. Our fourteen Regional Planning Agencies function as extensions of MDOT's Bureau of Transportation Planning by providing administration, technical assistance, and data collection for projects selected by the governor and MDOT's director. Our Regional Planning Agency's inherent connection to local governmental agencies allows MDOT quicker and easier access to local agency information. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$39,000. The term of the Master Agreement is from October 1, 2002, through September 30, 2005. Source of Funds: 100% Michigan Transportation Funds (MTF).

Purpose/Business Case: The fourteen Regional Planning Agencies are authorized under Public Act 281 of 1945, and funding appropriated through Public Act 51 of 1951.

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

Funding Source: 100% Michigan Transportation Funds (MTF).

Commitment Level: Regional Planning agency costs are fixed and limited by line item appropriation.

Risk Assessment: The Regional Planning Agencies provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the Regional Planning Agency program is fixed by our State legislature. Cost reductions can only occur through legislation.

New Project Identification: This project is on-going.

Zip Code: 48909.

58. *TRANSPORTATION PLANNING - Traverse City Area Transportation/Land Use Study

Contract (2004-0049) between MDOT and the TC-TALUS Policy Board will provide funding for the development of a synopsis of past and present transportation and land use plans in the Traverse City area and the distribution of a report for governmental entities for future land use decisions. This is a Federal grant from a national discretionary program. The intent of this program is to fund innovative transportation and land use activities. The contract will be in effect from the date of award through September 30, 2004. The total contract amount will be \$108,875. Source of Funds: Federal Highway Administration Funds - \$108,875.

Purpose/Business Case: The purpose of this project is to augment the public involvement portion of the TC-TALUS long-range plan. The funding will allow the development of a synopsis of past and present transportation and land use plans. A publication of a guide to transportation planning and project selection will be prepared for the use by governmental entities in the study area for their use in future land use decisions.

Benefit: The benefit of this project is to assist in the development of a Land-Use Change Model to allow citizens and governmental officials the opportunity to test the effects of differing growth patterns in the Traverse City area.

Funding Source: This is a Federal grant from a national discretionary fund intended for the use of innovative transportation planning studies and land-use plans. Federal Highway Administration Funds - \$108,875.

Commitment Level: This contract is based on a fixed cost.

Risk Assessment: The risk of not doing this project would result in a loss of Federal dollars for transportation planning studies and land-use.

Cost Reduction: There is no cost reduction.

New Project Identification: This is a new project.

Zip Code: 49684.

59. *TRANSPORTATION PLANNING - Access Management Study
 Contract (2004-0050) between MDOT and Progressive AE will provide for an access management plan for US-131 from the south Schoolcraft Village limits in Kalamazoo County to the Indiana state line. This study effort is a component of the environmental clearance process currently under way along the US-131 corridor in St. Joseph County. The contract will be in effect from the date of the award through September 30, 2004. The contract amount will be \$68,186. Source of Funds: Federal Highway Administration Funds - \$54,548.80; State Restricted Trunkline Funds - \$13,637.20.
- Purpose/Business Case:** The purpose of this project is to complete the EPE phase of this project. The Access Management Plan is part of the EPE phase. This project is in the MDOT 5-Year Road and Bridge Plan.
Benefit: The benefit of this project will reduce crashes, preserve capacity and protect the public investment in the roadway.
Funding Source: Federal Highway Administration Funds - \$54,548.80; State Restricted Trunkline Funds - \$13,637.20.
Commitment Level: This is an actual cost plus fixed fee contract.
Risk Assessment: The risk is the corridor will not be preserved through local initiatives.
Cost Reduction: There has not been a cost reduction.
New Project Identification: This project is associated with the MDOT improve/expand program.
Zip Code: 49087.
60. *TRANSPORTATION PLANNING - IDS Training and/or Development Services
 Contract (2004-0053) between MDOT and Michigan Technological University will provide for training and/or development services to be performed on an as needed/when needed basis. The contract will be in effect from January 1, 2004, through December 31, 2006, or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$2,100,000, and the maximum amount of any authorization will be \$700,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
61. TRANSPORTATION PLANNING - IDS Training and/or Development Services
 Authorization (Z1) under Contract (2004-0053) between MDOT and Michigan Technological University (MTU) will provide for on-going maintenance and development of pavement management software (Roadsoft) used by local units of government. The authorization will be in effect from January 1, 2004, through December 31, 2004. The authorization amount will be \$576,179.36. The contract term will be January 1, 2004, through December 31, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: Federal Highway Administration Funds - \$469,943.48; State Restricted Trunkline Funds - \$106,235.88.
- Purpose/Business Case:** Federal regulations require MDOT to ensure that projects on the Federal-aid system are being properly maintained regardless of ownership (23 CFR 1, Sec. 1.27). Federal regulations also strongly encourage the development of management systems for local needs (23 CFR 500). Federal law recognizes that management systems are crucial to properly maintaining highways and bridges (23 CFR 500, Sec. 106). RoadSoft is a pavement management system that assists local road agencies in the proper maintenance of their roads. MDOT's participation in the development and maintenance of this software is a crucial, auditable part of maintaining our fiduciary responsibility under 23 CFR 1, Sec. 27. MDOT's participation in this project is also crucial to its partnership with local road agencies in the development of a statewide asset management process as required by Public Act 499 of 2002. In a recent survey conducted by the Transportation Asset Management Council, over 70% of the cities and counties using pavement management systems are using RoadSoft. It is critical to continue the development of RoadSoft for the overall maintenance of the Federal-aid system in Michigan.

Benefit: The benefit to MDOT is that we are fulfilling our fiduciary responsibility under Federal law for the maintenance of the Federal-aid system. It is also a critical element in our on-going partnership with local road agencies to institute asset management on a statewide basis. The benefit to the State and to the motoring public is that roads are being managed using a tool which allows for better decision-making. A pavement management system allows an engineer the ability to determine what is the best fix to apply to a road to ensure the maximum useful life of that road.

Funding Source: Federal Highway Administration Funds - \$469,943.48; State Restricted Trunkline Funds - \$106,235.88. 23 U.S. Code, Sec. 420.103 specifically provides funds for the development of management systems.

Commitment Level: The cost is for a fixed amount not to exceed \$576,179.36.

Risk Assessment: If the authorization is not awarded, on-going development will cease, and enhanced functionality will not be added to the software. This will cause some problems for local road agencies. They will not have certain functionality which they have requested be built into the system. Further, the functionality that allows for an agency to predict future pavement condition, given a specific level of funding, has just recently been developed, and if the project does not continue, the full value of this aspect of the software will not be realized. The ability to predict condition levels based on various funding levels is the piece of functionality that makes asset management what it is.

Cost Reduction: The proposed cost for 2004 is slightly less (\$500) than the amount approved for 2003.

New Project Identification: This is not a new project.

Zip Code: 49931.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

62. M-25 (Jenny) WB at Wenona, Bay City, Bay County
09042-01-015

	<u>Estimated Modernization Cost</u>
Bay City Funds	\$ 1,065
State Restricted Trunkline Funds	\$ 1,065
FHWA Funds	\$ <u>21,308</u>
Total	\$ <u>23,438</u>

63. M-25 (Thomas) EB at Wenona, Bay City, Bay County
09042-01-016

	<u>Estimated Modernization Cost</u>
Bay City Funds	\$ 1,122
State Restricted Trunkline Funds	\$ 1,122
FHWA Funds	\$ <u>22,436</u>
Total	\$ <u>24,680</u>

64. M-15 (Tuscola) at Columbus Avenue, Bay City, Bay County
09071-01-001

	<u>Estimated Modernization Cost</u>
Bay City Funds	\$ 1,116
State Restricted Trunkline Funds	\$ 1,117
FHWA Funds	\$ <u>22,331</u>
Total	\$ <u>24,564</u>

65.	<u>US-27 BR (First) at Townline Lake Road, Hayes Township, Clare County</u> 18032-01-006	<u>Estimated Modernization Cost</u>
	Clare County Funds	\$ 1,200
	State Restricted Trunkline Funds	\$ 1,200
	FHWA Funds	\$ <u>23,995</u>
	Total	<u>\$ 26,395</u>
66.	<u>US-23 BR (Shiawassee) at Adelaide Street, City of Fenton, Genesee County</u> 25033-01-013	<u>Estimated Modernization Cost</u>
	City of Fenton Funds	\$ 1,133
	State Restricted Trunkline Funds	\$ 1,134
	FHWA Funds	\$ <u>22,669</u>
	Total	<u>\$ 24,936</u>
67.	<u>M-99 (Logan) at Edgewood Blvd/Pleasant Grove, City of Lansing, Ingham County</u> 33011-01-031	<u>Estimated Modernization Cost</u>
	City of Lansing Funds	\$ 1,799
	State Restricted Trunkline Funds	\$ 1,799
	FHWA Funds	\$ <u>35,979</u>
	Total	<u>\$ 39,577</u>
68.	<u>I-96 (Ramp J) at Cedar & Edgewood Blvd., City of Lansing, Ingham County</u> 33083-01-004	<u>Estimated Modernization Cost</u>
	City of Lansing Funds	\$ 2,394
	State Restricted Trunkline Funds	\$ 798
	FHWA Funds	\$ <u>31,923</u>
	Total	<u>\$ 35,115</u>
69.	<u>I-96 (Ramps A & B) at Pennsylvania Ave., City of Lansing, Ingham County</u> 33083-01-005	<u>Estimated Modernization Cost</u>
	City of Lansing Funds	\$ 968
	State Restricted Trunkline Funds	\$ 968
	FHWA Funds	\$ <u>19,362</u>
	Total	<u>\$ 21,298</u>
70.	<u>US-12 (Michigan) at Jackson/Tecumseh, City of Clinton, Lenawee County</u> 46101-01-003	<u>Estimated Modernization Cost</u>
	City of Clinton Funds	\$ 1,612
	State Restricted Trunkline Funds	\$ 1,612
	FHWA Funds	\$ <u>32,240</u>
	Total	<u>\$ 35,464</u>

71.	<u>US-31 BR (Seaway) at Summit, City of Norton Shores, Muskegon County</u> 61151-01-004	
		<u>Estimated Modernization Cost</u>
	City of Muskegon Heights Funds	\$ 615
	City of Norton Shores Funds	\$ 615
	State Restricted Trunkline Funds	\$ 1,232
	FHWA Funds	\$ 24,620
	Total	<u>\$ 27,082</u>
72.	<u>M-139 at Pipestone Road, Fair Plain, Berrien County</u> 11031-01-001	
		<u>Estimated Modernization Cost</u>
	FHWA Funds	\$ 50,308
	Total	<u>\$ 50,308</u>
73.	<u>M-53 (Van Dyke) at Dryden, Almont Township, Lapeer County</u> 44031-01-005	
		<u>Estimated Modernization Cost</u>
	FHWA Funds	\$ 26,135
	Total	<u>\$ 26,135</u>
74.	<u>US-31 Bypass at 16th Street, Holland Township, Ottawa County</u> 70021-01-005	
		<u>Estimated Modernization Cost</u>
	FHWA Funds	\$ 34,808
	Total	<u>\$ 34,808</u>
75.	<u>US-31 Bypass at 24th Street, Holland Township, Ottawa County</u> 70021-01-004	
		<u>Estimated Modernization Cost</u>
	FHWA Funds	\$ 35,158
	Total	<u>\$ 35,158</u>
76.	<u>M-97 (Groesbeck) at Elizabeth, City of Mt. Clemens, Macomb County</u> 50031-01-009	
		<u>Estimated Modernization Cost</u>
	FHWA Funds	\$ 39,767
	Total	<u>\$ 39,767</u>

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

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

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

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

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

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

New Project Identification: Modernization of existing electronic devices.

Zip Code: 48909.

77. I-496 Capital Loop (Allegan) EB at Butler Street, City of Lansing, Ingham County
33014-01-013

	<u>Estimated Installation Cost</u>
City of Lansing Funds	\$ 982
State Restricted Trunkline Funds	\$ 982
FHWA Funds	\$ <u>19,642</u>
Total	<u>\$ 21,606</u>

78. M-55 at Wilbur Road/5th Street, Tawas Township, Iosco County
35022-01-002

	<u>Estimated Installation Cost</u>
City of Tawas Funds	\$ 612
Iosco County Funds	\$ 612
State Restricted Trunkline Funds	\$ 1,224
FHWA Funds	\$ <u>24,475</u>
Total	<u>\$ 26,923</u>

79. I-96 EB Off Ramp at Leonard Street, City of Grand Rapids, Kent County
41025-01-005

	<u>Estimated Installation Cost</u>
City of Grand Rapids Funds	\$ 1,734
State Restricted Trunkline Funds	\$ 855
FHWA Funds	\$ <u>25,890</u>
Total	<u>\$ 28,479</u>

80. US-10, US-31 at Stiles Road, Amber Township, Mason County
53032-01-003

	<u>Estimated Installation Cost</u>
Mason County Funds	\$ 1,028
State Restricted Trunkline Funds	\$ 1,028
FHWA Funds	\$ <u>20,559</u>
Total	<u>\$ 22,615</u>

81. US-131 BR (State) at Bellevue, City of Big Rapids, Mecosta County
54012-01-018

	<u>Estimated Installation Cost</u>
City of Big Rapids Funds	\$ 954
State Restricted Trunkline Funds	\$ 1,939
FHWA Funds	\$ <u>28,927</u>
Total	<u>\$ 31,820</u>

*Denotes a non-standard contract/amendment

82. M-50 (S Custer) at Herr Road, Monroe Township, Monroe County
58042-01-003

	<u>Estimated Installation Cost</u>
Monroe County Funds	\$ 903
State Restricted Trunkline Funds	\$ 1,845
FHWA Funds	\$ <u>27,376</u>
Total	\$ <u>30,124</u>

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

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

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

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

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

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

New Project Identification: Installation of new electronic devices.

Zip Code: 48909.

EXCESS PROPERTY

83. RESOLUTION “A” – Relinquishment of Easement
Tract 732, Control Section 34021, Parcel 25, Part A

The subject tract is located in the Village of Lake Odessa, Ionia County, and contains 7,650 square feet, more or less. A relinquishment of easement was requested by Karl M. Koivisto, Manager, Grand Rapids Transportation Service Center. The standard fee of \$500 for processing a relinquishment of easement has been waived based on mutual benefit. This relinquishment was approved by Roger Safford, Grand Region Engineer. This tract was determined to be excess by the Bureau of Highways – Development.

\$500
(Processing Fee Waived)

Purpose/Business Care: The purpose of excess property sale contracts and easement relinquishments is to dispose of State-owned excess property by sale or relinquishment 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 or the relinquishment of easements, returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or 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 and relinquishments of easement are processed for a stated fee.

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

Cost Reduction: The State does not accept less than appraised value or current fee amount.

New Project Identification: N/A.

Zip Code: 48849.

84. RESOLUTION “B” – Relinquishment of Easement
Tract 733, Control Section 70041, Parcel 17A, Part B

The subject tract is located in Allendale Township, Ottawa County, and contains 5,300 square feet, more or less. A relinquishment of easement was requested by the current underlying fee owner, DE – Klein Properties, LLC. The standard fee of \$500 for processing a relinquishment of easement has been received by MDOT. This relinquishment was approved by Roger Safford, Grand Region Engineer. This tract was determined to be excess by the Bureau of Highways – Development.

\$500 (Processing Fee)

Purpose/Business Care: The purpose of excess property sale contracts and easement relinquishments is to dispose of State-owned excess property by sale or relinquishment 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 or the relinquishment of easements, returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or 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 and relinquishments of easement are processed for a stated fee.

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

Cost Reduction: The State does not accept less than appraised value or current fee amount.

New Project Identification: N/A.

Zip Code: 49401.

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