



Application Instructions

TEDF Category B

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Category B Application Instructions

Required Supporting Documentation

Resolution of Support - The applicant agency must supply a Resolution of Support in the form of an official action by the governing body. The resolution must include the street name(s) for which the agency is requesting Category B funding, the total amount being requested, and the amount of matching funds to be committed to the grant project. In addition, the resolution should include the name of the individual designated by the governmental body to speak on behalf of that body (see [Appendix II – Resolution of Support Example](#) below).

Map – Please include a map of the city or village, clearly identifying the street(s) for which the application corresponds. For larger municipalities where street(s) or their names are not legible due to scale, please provide an additional map or inset at a scale where the locations are readable.

Photos – Please provide at least two photos for each street(s) for which the application corresponds. The photos should be titled with the location and direction of the image.

Ex. Chunga Street at Spartan Avenue facing north or Billy Way, 150 feet south of Ethel Avenue facing south

Additional photos should be included for longer roadway segments.

Applicant Information

Enter the name and address of the agency applying for Category B funding.

Enter the name and contact information of the person designated by the agency as authorized to speak on behalf of the applicant agency.

Enter the names and district numbers of your state representative and state senator

Project Information

Your agency may apply for up to \$250,000 in grant funding on a single application. There is space to provide project information for up to five separate roadways to be considered for funding. Any type of roadway work is eligible for Category B funding, except routine maintenance. Routine maintenance includes operations such as filling potholes, mowing, plowing, etc. For which type of maintenance qualifies as Preventative Maintenance, see [Appendix I - Preventative Maintenance Guide](#) below. Only costs directly associated with the roadway construction are eligible for funding or match credit. Preliminary engineering (design), right-of-way acquisition, and construction engineering (project oversight), are not eligible costs.

Other infrastructure work such as replacement of utility lines, water, sanitary sewer, sidewalks (unless disturbed by the work associated with the roadway project), are not eligible for funding or as match credit. However, pairing these infrastructure projects with the roadwork identified in the application is strongly encouraged.

Question #1:

Street Name - Enter the name of the street on which the work is proposed.

Proposed Project Limits – Using the nearest cross street, enter the project limits.

Ex. Quincy Avenue to 100 feet east of Victor Court

Ex. Emmett Circle to Bubba Court

Ex. Muhammitz Street to the East Village limit

Roadway Classification – Select the classification of the subject roadway from the drop-down list. If you are unsure of the roadway classification, please consult the [National Functional Classification Map](#).

Construction Cost – Enter the eligible costs of the proposed project within the limits as indicated in the previous questions. Eligible costs are defined as costs normally associated with roadway construction. Items such as sidewalks, street lights, sanitary sewer and watermains are not eligible cost nor are the cost eligible to be counted toward the match requirements, unless they are directly impacted by the proposed road project.

Description of Proposed Work – Describe the project for which funds are requested. If the requested work is combined with other infrastructure work, or work performed by another agency, please describe.

Ex. Reconstruct the roadway by removing the existing asphalt surface, repair curb and gutter as needed, resurface with two inches of asphalt.

Ex. In conjunction with a water main replacement project, the village will mill off the existing roadway surface, replace the roadway sub-base and base disturbed by the water main work, and resurface the roadway with 1.5 inches of asphalt.

Ex. As part of the Caleb County Road Commission's county-wide chip sealing program, the village will contract with the road commission to chip seal 2,200 feet of Rance Road. The Caleb County Road Commission will select the contractor by its regular competitive process and bill the village for its portion of the work.

Repeat the above for each segment for which you are requesting Category B funding.

Question #2:

Please indicate if your agency will need any right-of-way (property), not under your agency's control, to complete the work in any of the sections listed in Question #1. Please answer yes if a permanent acquisition is needed or if just a temporary easement or grading permit is required.

Question #3:

If "Yes" is marked in Question #2, describe the nature and location of the required property acquisition or easement.

Ex. A grading permit is needed at the northeast corner of Rance Road at Muhammitz Street.

Note: If your application is successful, and property is needed, your agency will be required to follow the federal Uniform Relocation Assistance and Real Property Acquisition Act.

Question #4:

Please indicate if any of the work, in any of the sections listed in Question #1, will be paired with other infrastructure work.

Question #5:

If you answered “Yes” to Question #4, please describe the work.

Ex. Individual water supply lines will be replaced on Chunga Street, watermain will be replaced on Cleetus Boulevard

Question #6:

Please indicate that attached to your email submitting the Category B application includes the required documents.

Question #7:

Enter the total amount of Category B funds being requested for eligible construction costs, for all roadway segments that are part of this application. This amount must not exceed the lesser of 50% of the amount in Question #9 or \$250,000.

Question #8:

Enter the total amount of local matching funds being provided for eligible construction costs, for all roadway segments that are part of this application.

Question #9:

Enter the total amount of all eligible construction costs, for all roadway segments that are part of this application.

Implementation Information

Question #10:

Enter the date your agency will begin the construction project. For multi-segment applications, enter the start date for the earliest segment to be constructed.

Question #11:

Enter “Yes” if your proposed project will be constructed along with a project under a different agency’s jurisdiction and/or if at least one segment of the application is proposed to be paired with another agency’s work.

Question #12:

If “Yes” to #11, enter the name(s) of the other agency.

Question #13:

Indicate if your agency will administer the proposed grant related project. Answer 'No' if work on at least one section is being overseen by another agency or a consultant engineering firm.

Question #14:

If your agency will not oversee the grant indicate if it will be administered by another agency. **Please note: Co-operation with other agencies is strongly encouraged. Other public road agencies may implement grant related work, even if that agency is not part of the application.**

Question #15:

If another agency is overseeing at least one grant related section, please list their name.

Question #16:

If you answered "No" to Question #14, and your agency will not be implementing any grant with your own staff, enter "Yes".

Question #17:

If you answered "Yes" to Question #16 and know what firm will be implementing the proposed work if approved, enter the firm's name. If currently unknown, enter "Unknown" or "TBD".

Question #18:

Enter any additional information you wish to include in the application.

Application Submission

Please email the application form, along with the Required Supporting Documentation to:

MDOT-OED-CategoryB@michigan.gov

Appendix

I. Preventative Maintenance Guide

i. Approved Preventive Maintenance Treatments

Fix Type	Life Extension (in years) *	Life Extension (in years)	Life Extension (in years)	PASER Rating	ADA Required (Yes/No)
	Flexible	Composite	Rigid		
HMA Crack Treatment	1-3	1-3	N/A	6-7	N
Overband Crack Filling	1-2	1-2	N/A	6-7	N
One Course Non-Structural HMA Overlay	5-7	4-7	N/A	4-5****	Y
Mill and One Course Non-Structural HMA Overlay	5-7	4-7	N/A	3-5	Y
Single Course Chip Seal	3-6	N/A	N/A	5-7 ¹	N
Double Chip Seal	4-7	3-6	N/A	5-7 ¹	Y
Single Course Micro-Surface	3-5	**	N/A	5-6	Y
Multiple Course Micro-Surface	4-6	**	N/A	4-6****	Y
Ultra-Thin HMA Overlay	3-6	3-6	N/A	4-6****	Y
Paver Placed Surface Seal	4-6	**	N/A	5-7	Y
Full Depth Concrete Repair	N/A	N/A	3-10	4-5 ***	N ²
Concrete Joint Resealing	N/A	N/A	1-3	5-8	N
Concrete Spall Repair	N/A	N/A	1-3	5-7	N
Concrete Crack Sealing	N/A	N/A	1-3	4-7	N
Diamond Grinding	N/A	N/A	3-5	4-6	N
Dowel Bar Retrofit	N/A	N/A	2-3	3-5 ***	N
Longitudinal HMA Wedge/Scratch Coat with Surface Treatment	3-7	N/A	N/A	3-5****	Y
Flexible Patching	**	**	N/A	N/A	N
Mastic Joint Repair	1-3	1-3	N/A	4-7	N
Cape Seal	4-7	4-7	N/A	4-7	Y
Flexible Interlayer "A"	4-7	4-7	N/A	4-7	Y
Flexible Interlayer "B" (SAMI)	4-7	4-7	N/A	3-7	Y
Flexible Interlayer "C"	4-7	4-7	N/A	3-7	Y
Fiber Reinforced Flexible Membrane	4-7	4-7	N/A	3-7	N
Fog Seal	**	**	N/A	7-10	N
GSB 88	**	**	N/A	7-10	N
Mastic Surface Treatment	**	**	N/A	7-10	N
Scrub Seal	**	**	N/A	4-8	N

- * The time range is the expected life extending benefit given to the pavement, not the anticipated longevity of the treatment.
 - ** Data is not available to quantify the life extension.
 - *** The concrete slabs must be in fair to good condition.
 - **** Can be used on a pavement with a PASER rating equal to three when the sole reason for rating is rutting or severe raveling of the surface asphalt layer.
1. For PASER ratings of four or below; providing structural soundness exists, and that additional pre-treatment will be required; for example, wedging, bar seals, spot double chip seals, injection spray patching or other pre-treatments.
 2. Full depth concrete repair or replacement that exceeds 50% of the paved area of any road intersection (defined as spring point to spring point) will require ADA compliance at that intersection.

ii. Bridge Preventive Maintenance

Preventive Maintenance activities are eligible under the Local Bridge Program.

Examples of preventive maintenance include:

- Hot mix asphalt (HMA) overlay with waterproofing membrane
- Epoxy deck overlay (Concrete)
- Shallow deck overlay (removing and replacing concrete surface above the top mat of steel reinforcement)
- Deep deck overlay (removing and replacing the concrete surface below the top mat of steel reinforcement)
- Painting only (full, zone, or spot painting)
- Pin and hanger replacement
- Slope paving repair
- Joint replacement and repair
- Drainage system repair (bridge deck drains and bridge approach downspouts)
- Scour countermeasures
- Concrete crack sealing
- Concrete patching and repair
- Approach pavement relief joint installation
- Temporary supports
- Expansion or construction joint repair
- Guard rail beam retrofit or installation
- Substructure repairs

iii. Definitions of Preventive Maintenance Treatments

HMA Crack Treatment and Overband Crack Filling

This is a generalized treatment category including crack sealing, crack filling, and crack repair. This crack seal treatment is used on all types of cracks. It involves using a hot air lance or compressed air to blow out the debris in the crack, then filling with a sealant. This class of treatments is intended to seal the cracks from water infiltration and incompressible material entering the pavement system.

Non-Structural HMA Overlays:

Non-structural overlays are considered to have an application thickness of 1.5 inches or less of hot mix asphalt HMA material; however, in certain cases the use of 2-inch overlays may be approved. Pre-approved cases include the use of 2-inch overlays for crown correction, the use of superpave mixes that require 2-inch lifts, the use of a scratch course prior to a 1.5-inch overlay in areas where there is a concern with crack sealing materials, and where it is necessary to mill 2 inches to address distress (such as rutting). Use of 2-inch overlays is still the exception to the rule and the use of 2 inches of HMA in the preventive maintenance program for any reason other than the pre-approved reasons listed above will require approval from the MDOT Local Agency Staff Engineer, the MDOT Local Agency Engineer, and the Development Services Division Administrator. Approval will be on a case by case basis. Preventive maintenance projects should not be applied to a roadway that has a significant level of distress that should be addressed by a 3R or reconstruction type project.

Longitudinal HMA Wedge/Scratch Coat with Surface Treatment:

Longitudinal HMA wedge/scratch coat with surface treatment consists of a paver-placed HMA material to correct the cross section of the roadway often done on lower volume roads in combination with a chip seal but can also be used in combination with a micro-surface, ultra-thin overlay, and conventional overlay. This is not to be used in small isolated areas such as a pothole repair. This is to be used for the majority of the length of the project (using engineering judgment) so that the proper increase in ride quality can be achieved.

Chip Seal

A chip seal is the application of an asphalt emulsion with a cover aggregate. A chip seal will seal and/or retard the oxidation of an existing pavement surface, improve skid resistance of the pavement surface; seal fine surface cracks in the pavement, thus reducing the intrusion of water into the pavement structure; and retard the raveling of aggregate from a weathered pavement surface. Chip seals may be constructed using a single or multiple layers of asphalt emulsion and aggregate cover. Chip seals may be applied in conjunction with crack sealing.

Micro-Surface

Micro-surfacing is a mixture of polymer modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives placed on a paved surface. A single course micro-surfacing will retard oxidation and improve skid resistance in the pavement surface. A multiple course micro-surfacing is used to correct certain pavement surface deficiencies including severe rutting, minor surface profile irregularities, polished aggregate or low skid resistance and light to moderate raveling. Micro-surfacing is typically used on flexible or composite pavements and can perform under all traffic volumes.

Ultra-Thin HMA Overlay

Ultra-Thin HMA Overlay is a dense graded bituminous mixture limited to an application rate of 72lbs/Syd, and a maximum average thickness of 0.75 inches which is applied to retard oxidation and improve skid resistance in the pavement surface.

Full Depth Concrete Repair

The work consists of complete removal and replacement of the concrete pavement at the deteriorated joint or open crack. The new concrete repair should include load transfer (dowel bars), pavement reinforcement if the pavement is a joint reinforce concrete pavement, contraction and/or expansion joints with joint seals. Repairs adjacent to ADA ramps will be reviewed on a case by case basis to determine if the fix is an “alteration” or “maintenance” with regard to ADA compliance.

Concrete Joint Resealing

The purpose of resealing the concrete pavement joints is to prevent water and incompressibles from entering the pavement structure, thus slowing the rate of deterioration of the concrete pavement. Concrete joint resealing includes the removal of the existing joint seals and resealing the transverse and longitudinal joint with preformed neoprene, silicones, or low-modulus hot-poured rubber.

Concrete Spall Repair

Spall repair is done to remove distress from the pavement and to increase the life of the repair versus typical reactive methods that use temporary asphaltic filler or cover materials. The work repairs spalled concrete by removing all unsound concrete, cleaning the area, and placing a filler material consisting of a fast-set mortar or a rapid setting polymer concrete. Spalling may occur along transverse or longitudinal joints or cracks or be located somewhere on the pavement surface. Filler materials are typically pre-packaged and are placed according to recommendations from the supplier.

Concrete Crack Sealing

The purpose of sealing the cracks in the concrete pavement is to reduce the water and incompressible from entering the pavement structure and thus slowing the deterioration rate of the pavement. This treatment is can be used in conjunction with other treatments of rigid pavements such as joint resealing and minor spall repair and /or full depth concrete joint repair.

Diamond Grinding

Diamond grinding is used to restore the surface longitudinal profile and crown of a concrete pavement that provides an improved ride quality. Benefits from diamond grinding include the removal of joint and crack faults, the removal of wheel ruts caused by tire wear, the restoration of transverse drainage, and the improvement of skid resistance. Often other repairs should be performed prior to diamond grinding.

Dowel Bar Retrofit

A dowel bar retrofit treatment restores the effective load transfer at faulted joints and cracks, significantly reduces the recurrence of faulting, and increases the structural capacity of the pavement. Dowel bar retrofit is an operation in which slots are cut into the concrete pavement across faulted joints and cracks, and dowel bars are placed in the slots to restore the load transfer. The work consists of five operations:

- Cutting the slots
- Preparing the slots
- Placing the dowel bars
- Backfilling the slots
- Opening the pavement to traffic

Paver Placed Surface Seal

A special paver places a polymer modified asphalt emulsion followed immediately by a gap-graded, ultra-thin HMA surface course. A paver placed surface seal is a non-structural HMA overlay in combination with a bonding/sealing polymer modified asphalt emulsion. It assists in sealing the existing pavement surface to reduce the intrusion of water into the pavement structure; improve friction; slow the rate of pavement deterioration; correct minor pavement surface deficiencies; and improve the ride, noise, and skid qualities of the pavement.

Flexible Patching

Flexible patching is a process that can be used for repairing alligator cracking, cupped joints, and compound cracking. Flexible patching can be used on asphalt or concrete surfaces. Cracks are cleaned and dried using compressed air or a heat lance. This ensures that sealant properly adheres to the pavement. The sealant is applied through a wand or gravity and is hand squeegeed to ensure proper coverage of the affected area. An approximately 1/8-inch base of sealant is ideal to hold the cover material in place. In some cases, an aggregate cover material is placed on top of the sealant with other products to assist the aggregate as part of the mix. This improves not only the durability of the treatment, but also makes for a smoother riding surface. Allow for the flexible patching to fully cure before opening to traffic.

Mastic Joint Repair

Mastic Joint Repair involves removing old expansion joint material in concrete roadways and applying a mastic joint between the slabs. Depending on the product used, it may need to be sanded prior to traffic resuming.

Fog Seal

Fog Seal is the process of using a pressure distributor to apply an asphalt emulsion typically over a chip sealed road. The distributor is required to have a computerized application rate. This will ensure that the fog seal is applied properly to coat the void areas of the chip seal. This will help with stone retention in a chip seal as well as keep the water from getting underneath the chip seal. Fog Seal is also an effective method to provide asphalt binders with UV protection and the degradation caused by UV exposure. Alternatively, Fog Seal may be a candidate for protecting shoulder pavements or other HMA pavements (i.e. non-chip seal surface treatments) as long as skid resistance is not diminished or creates a safety hazard as a result of the fog seal application. Traffic should be kept off the freshly applied fog seal until it has fully cured.

GSB-88

GSB-88 is a process that is applied similarly to that of a fog seal. GSB-88 is used early in the life cycle of a road. Product is best used on roads that have little deterioration occurring. The product has Gilsonite mixed into the product which is a naturally made asphalt. The asphaltenes, maltenes, and light oils penetrate the existing asphalt and introduce Gilsonite to the pavement. This helps rejuvenate the asphalt characteristics that were initially lost due to UV rays, oxidization, and other natural elements. The Gilsonite sets in pores and holds the asphalt fines in the asphalt matrix. GSB-88 is sprayed with a computerized distributor. The distributor may also have a sand spreading mechanism on the back to spread sand to help with traction and decrease cure times. Traffic should be kept off the product until it has had time to fully cure.

Mastic Surface Treatment:

This process seeks to improve micro-texture on a variety of Asphalt Surfaces or by locking down loose aggregate and eliminating dust associated with Chip Seal Surfaces. It is a mixture of polymer modified asphalt emulsion, quality “fine” aggregate, dark color enhancers, recycled materials and catalysts. This treatment is designed to protect your investment from UV damage, maintain frictional characteristics, minimize the costs of future maintenance treatments and return the roadways to traffic more quickly.

Fiber Reinforced Flexible Membrane Surface Treatment

This treatment is a crack inhibiting, waterproofing and sealing membrane. Fiberized Reinforced Surface treatment can be utilized to address two distinct distress application needs. **Type A** is applied as a superior wearing course for stand-alone surface treatment applications. This process consists of a combination of polymer-modified asphalt emulsion, chopped fiberglass strands and quality crushed aggregate. The benefit of the fiberglass is the superior tensile strength which absorbs and bridges pavement distresses, as well as helping to reduce reflective cracking.

Cape Seal

A Cape seal is a two layered surface treatment in which the first layer is comprised of a chip seal followed by a second layer of Micro surface. Alternately, some situations may require or allow for reversal of the first and second layers. A cape seal helps to retard reflective cracking by combining a rather flexible seal to the original pavement, provide a hard-frictional riding surface, and to repair minor pavement profile deficiencies. It can be a cost-effective method for treatment of ‘higher’ stressed pavement surfaces that would not be possible with a single surface of chip seal or micro surface treatment alone. It can be used on gravel surfaces to construct a paved roadway built is typically used on flexible or composite pavements and can perform under all traffic volumes.

Flexible Interlayers

Similar to Cape Seal philosophy several pavement preservation tools are used as flexible interlayers under new hot mix paving layer(s). Flexible interlayers are frequently used with mill and fill applications to help retard or redirect vertical reflective cracking horizontally to increase the service life of the new pavement and/or to defer requirement for crack sealing.

Flexible Interlayer “A” (Single Chip Seal)

A single layer of chip seal using commonly approved asphalt emulsion, polymer modified, or non-polymer modified, can be placed under a Micro Surfacing or Hot Mix Asphalt surface. This treatment is a crack inhibiting, waterproofing and sealing membrane. The single chip seal application helps extend the life of the subsequent overlay by delaying reflective cracking or “bottom up” cracking by dissipating crack propagation energy and deflecting most of the “top down” pavement strain from vehicle loading. It is typically used on highly distressed milled or unmilled surfaces and can perform under all traffic volumes. It may not perform as well as Flexible Interlayer “B” (SAMI) dependent on the polymer concentration in the emulsion.

Flexible Interlayer “B” (SAMI (Stress Absorbing Membrane Interlayer))

A combination of highly polymerized asphalt emulsion and quality crushed aggregate. Installed much like a Chip Seal. This treatment is a crack inhibiting, waterproofing and sealing membrane. An excellent bonding agent that acts as a flexible waterproofing membrane installed prior to either a Micro Surfacing or Hot Mix Asphalt. **SAMI** helps extend the life of the subsequent overlay by delaying reflective cracking or “bottom up” cracking by dissipating crack propagation energy and deflecting most of the “top down” pavement strain from vehicle loading. It is typically used on highly distressed milled or unmilled surfaces and can perform under all traffic volumes.

Flexible Interlayer “C” (Fiber Reinforced Flexible Membrane Interlayer)

This treatment is a crack inhibiting, waterproofing and sealing membrane. Fiberized Type B is a Stress Absorbing Membrane Interlayer (SAMI) used to reduce reflective cracking in pavement system overlays. This process consists of a combination of polymer-modified asphalt emulsion, chopped fiberglass strands and quality crushed aggregate. The benefit of the fiberglass is the superior tensile strength which absorbs and bridges pavement distresses, as well as helping to reduce reflective cracking better than Flexible Interlayers A or B.

Scrub Seal

Scrub Seal is the application of a chip surface placed over polymer modified asphalt rejuvenating emulsion surface sealer. The asphalt emulsion surface sealer is a polymer modified rejuvenating emulsion that is scrubbed with a scrub broom device immediately following application of the emulsion by a distributor. The scrub broom is used to force emulsion sealer into the existing surface and to distribute the rejuvenating emulsion sealer over variable road surface contours. Immediately after scrubbing the polymer modified asphalt rejuvenating emulsion it is covered with a surface aggregate.

Longitudinal Joint Repair

A process in which severely opened HMA or concrete joints are sealed by a chosen pre-treatment and/or then covered with a small width micro surfacing treatment to maintain a smooth ride quality while sealing the opened longitudinal joint and preventing further damage to the longitudinal joint from traffic and weather.

II. Resolution of Support Example

CITY OF [name] RESOLUTION NO. [number]

A RESOLUTION TO ESTABLISH A REQUEST FOR FUNDING, DESIGNATE AN AGENT, ATTEST TO THE EXISTENCE OF FUNDS AND COMMIT TO IMPLEMENTING A MAINTENANCE PROGRAM FOR [type of improvement, e.g. *resurfacing of State Road*] FUNDED BY THE TRANSPORTATION ECONOMIC DEVELOPMENT FUND CATEGORY B PROGRAM.

Minutes of a regular meeting of the [name] of the City of [name], [name] County, Michigan, held in the [name], [address], in said City, on [date] at [time].

PRESENT: COMMISSIONERS: [Names]

ABSENT: COMMISSIONERS: [Names]

The following preamble and resolution were offered by Commissioner [Name] and supported by Commissioner [Name].

WHEREAS, the City of [name] is applying for [amount] in funding through MDOT from the Transportation Economic Development Category B Program to construct [type of improvements] on [street or route name].

WHEREAS, MDOT requires a formal commitment from the public agency that will be receiving these funds and will be implementing and maintaining these infrastructure projects.

NOW, THEREFORE, BE IT RESOLVED THAT, the City has authorized [name], [title], to act as agent on behalf of the City to request Transportation Economic Development Fund Category B Program funding, to act as the applicant's agent during the project development, and to sign a project agreement upon receipt of a funding award.

BE IT FURTHER RESOLVED THAT, the City attests to the existence of, and commits to, providing at least [match amount] toward the construction costs of the project(s), and all costs for design, permit fees, administration costs, and cost overruns.

BE IT FURTHER RESOLVED THAT, the City commits to owning operating, funding and implementing a maintenance program over the design life of the facilities constructed with Transportation Economic Development Fund Category B Program funding.

PRESENT: COMMISSIONERS: [Names]

NAYS: COMMISSIONERS: [Names]

ABSENT: COMMISSIONERS: [Names]

RESOLUTION DECLARED ADOPTED.

[name]
[title]

CERTIFICATION

The forgoing resolution was certified at a regular meeting of the [name] of the City of [name] held on [date].

[name]
[title]

III. Application Example

FOR OFFICE USE ONLY
APPLICATION I.D.

**OFFICE OF ECONOMIC DEVELOPMENT
TRANSPORTATION ECONOMIC DEVELOPMENT FUND
CATEGORY B: COMMUNITY SERVICE INFRASTRUCTURE FUND APPLICATION**
Application Instructions

APPLICANT INFORMATION			
CITY OR VILLAGE NAME Ethel	MAILING ADDRESS 14280 Rance Road	ZIP CODE 49999	COUNTY Caleb
CONTACT PERSON Mr. Billy T. Moutain	TITLE Village Manager	PHONE NO. (000) 000-0000 Ext: 0	E-MAIL ADDRESS CaptainBeefHeart@gmail.com
STATE SENATOR NAME F. Oar. Thepeeble	STATE SENATE DISTRICT NO. 12	STATE REP. NAME Did N. T. Lose	STATE REP. DISTRICT NO. 15
PROJECT INFORMATION			
1.) STREET NAME Chunga Street	PROPOSED PROJECT LIMITS (Use Nearest Cross Streets) Rance Road to Ethel Avenue	ROADWAY CLASSIFICATION Local	CONSTRUCTION COST \$300,000.00

DESCRIPTION OF PROPOSED WORK (See [Application Instructions - Appendix I: Preventative Maintenance Guide](#))
Reconstruct the roadway by removing the existing asphalt surface, repair curb and gutter as needed, resurface the two inches of asphalt. Note: We are proposing to let the work in this section under one contract along with similar work in Spartan City.

STREET NAME	PROPOSED PROJECT LIMITS (Use Nearest Cross Streets)	ROADWAY CLASSIFICATION	CONSTRUCTION COST
Rance Road	Muhammitz Street to the east village limit	Local	\$75,000.00

DESCRIPTION OF PROPOSED WORK
As part of the Caleb CRC's county-wide chip sealing program, the village will contract with the road commission to chip seal 2,200 feet of Rance Road. The Caleb CRC will select the contractor by its regular competitive process and bill the village for its portion of the work.

STREET NAME	PROPOSED PROJECT LIMITS (Use Nearest Cross Streets)	ROADWAY CLASSIFICATION	CONSTRUCTION COST
Cleetus Boulevard	Quincy Avenue and 100 feet east of Victor Court	Local	\$195,000.00

DESCRIPTION OF PROPOSED WORK
In conjunction with a water main replacement project, the village will mill off the existing roadway surface, replace the roadway sub-base and base disturbed by the water main work, and resurface the roadway with two inches of asphalt.

STREET NAME	PROPOSED PROJECT LIMITS (Use Nearest Cross Streets)	ROADWAY CLASSIFICATION	CONSTRUCTION COST
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DESCRIPTION OF PROPOSED WORK

STREET NAME	PROPOSED PROJECT LIMITS (Use Nearest Cross Streets)	ROADWAY CLASSIFICATION	CONSTRUCTION COST
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DESCRIPTION OF PROPOSED WORK

<p>2.) IS ANY ADDITIONAL RIGHT-OF-WAY NEEDED FOR THE PROJECT(S)?</p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p>	<p>3.) IF "YES" TO 2, PLEASE BRIEFLY DESCRIBE BELOW.</p> <p>A grading permit is needed at the northeast corner of Rance Road at Muhammitz Street.</p>	
<p>4.) WILL THE PROPOSED PROJECT(S) BE PAIRED WITH OTHER INFRASTRUCTURE WORK? – I.E. SEWER, WATER, ELECTRIC, OR OTHER?</p> <p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p>	<p>5.) IF "YES" TO 4, PLEASE BRIEFLY DESCRIBE BELOW.</p> <p>Individual water supply lines to each home will be replaced along Chunga Street, watermain will be replaced on Cleetus Boulevard</p>	
<p>6.) REQUIRED DOCUMENTS CHECKLIST (Attach these documents along with this application to the submission email)</p> <p><input checked="" type="checkbox"/> RESOLUTION OF SUPPORT <input checked="" type="checkbox"/> PHOTOS <input checked="" type="checkbox"/> MAP</p>		
<p>7.) CATEGORY B FUNDS REQUESTED (PHYSICAL CONSTRUCTION ONLY)</p> <p>\$ 250,000.00</p>	<p>8.) LOCAL CONSTRUCTION MATCHING FUNDS (50% MINIMUM MATCH REQUIREMENT)</p> <p>\$320,000.00</p>	<p>9.) TOTAL CONSTRUCTION COSTS</p> <p>\$570,000.00</p>

IMPLEMENTATION INFORMATION

10.) PROPOSED PROJECT START DATE (mm/dd/yyyy) 08/01/19	11.) WILL THE PROPOSED WORK BE PAIRED WITH OTHER ROADWORK BY ANOTHER AGENCY? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	12.) IF "YES" TO 11, PLEASE PROVIDE THE AGENCY'S NAME. Spartan City and the Caleb CRC <hr/> 13.) WILL YOUR AGENCY OVERSEE THE GRANT IMPLEMENTATION? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
14.) IF "NO" TO 13, WILL ANOTHER LOCAL AGENCY OVERSEE THE GRANT IMPLEMENTATION? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	15.) IF "YES" TO 14, PLEASE PROVIDE THE AGENCY'S NAME. Caleb CRC	
16.) IF "NO" TO 14, WILL A WILL A CONSULTANT ENGINEERING FIRM OVERSEE THE GRANT IMPLEMENTATION YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	17.) IF "YES" TO 16, PLEASE PROVIDE THE FIRM'S NAME.	

18.) ADDITIONAL COMMENTS
 Spartan City has also submitted an application for Category B funding. If this application for work on Chunga Street is successful, it is our intention to combine this work with a contract for similar work in Spartan City.

Please submit application to: MDOT-OED-CategoryB@michigan.gov

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