

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - September 1, 2004 - 3:30 P.M.
State Administrative Board Meeting - September 7, 2004 - 11:00 A.M.

.....

MINERAL LEASES

- 1. ONE DIRECT NONMETALLIC (SAND AND GRAVEL) MINERAL LEASE - DEVELOPMENT: Alpena County Road Commission, Alpena, Michigan, 40 acres, more or less of Department of Natural Resources State Fee Ownership located in Section 2, T29N, R06E, Ossineke Township, Alpena County.

Terms: Seven-year term with a possible three year extension if in the best interest of the State. Royalty rate for sand is \$0.22 per ton and royalty rate for gravel is \$0.45 per ton. Rates are subject to change per county road commission price schedule approved February 8, 2002.

- 2. ONE DIRECT NONMETALLIC (SAND AND GRAVEL) MINERAL LEASE - DEVELOPMENT: Cheboygan County Road Commission, Cheboygan, Michigan, 40 acres, more or less of Department of Natural Resources State Fee Ownership located in located in Section 35, T37N, R01E, Grant Township, Cheboygan County.

Terms: Seven-year term with a possible three-year extension if in the best interest of the State. Royalty rate for sand is \$0.22 per ton and royalty rate for gravel is \$0.45 per ton. Rates are subject to change per county road commission price schedule approved February 8, 2002.

- 3. THREE DIRECT NONMETALLIC (SAND AND GRAVEL) MINERAL LEASES - DEVELOPMENT: Montmorency County Road Commission, Atlanta, Michigan, 120 acres, more or less of Department of Natural Resources State Fee Ownership located in Section 27, T29N, R03E, Loud Township; Section 1, T30N, R02E, Briley Township and Section 15, T32N R02E, Montmorency Township, Montmorency County.

Terms: Seven-year term with a possible three-year extension if in the best interest of the State. Royalty rate for sand is \$0.22 per ton and royalty rate for gravel is \$0.45 per ton. Rates are subject to change per county road commission price schedule approved February 8, 2002.

Items one through three were approved by the Acting Division Chief of Forest, Mineral and Fire Management on August 13, 2004. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources

By: _____
Julie Manson, Acting Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 1, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: September 7, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|---|--|---------------------|
| 1. | Aggregate Industries
Grand Valley Division
2020 Chicago Drive
Grand Rapids, MI 49509 | Cold Milling &
Bituminous Surfacing | \$105,337.09 |
|----|---|--|---------------------|

Approval is requested to authorize the Ottawa County Road Commission to award a subcontract for cold milling and bituminous surfacing work on westbound M-21 from 400 feet east of Balsam Drive to 700 feet west of 18th Avenue. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for cold milling and bituminous surfacing work on westbound M-21 from 400 feet east of Balsam Drive to 700 feet west of 18th Avenue.

Benefit: Will provide for safer highways for motorists and will help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The road surfaces in these areas are deteriorating. If the work is not performed, the roadways could become hazardous.

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

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

Zip Code: 49509.

- | | | | |
|----|---|--|---------------------|
| 2. | Aggregate Industries
Grand Valley Division
2020 Chicago Drive
Grand Rapids, MI 49509 | Cold Milling &
Bituminous Surfacing | \$105,337.09 |
|----|---|--|---------------------|

Approval is requested to authorize the Ottawa County Road Commission to award a subcontract for cold milling and bituminous surfacing work on westbound M-21 from 400 feet east of 18th Avenue to 200 feet west of Cottonwood Drive. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for cold milling and bituminous surfacing work on westbound M-21 from 400 feet east of 18th Avenue to 200 feet west of Cottonwood Drive.

Benefit: Will provide for safer highways for the travel motorists and will help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The road surfaces in these areas are deteriorating. If the work is not performed, the roadways could become hazardous.

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

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

Zip Code: 49509.

3. **Payne & Dolan, Inc.** **Cold Milling** **\$41,869.68**
1029 Gornick Avenue
Gaylord, MI 49735

Approval is requested to authorize the Otsego County Road Commission to award a subcontract for the cold milling and resurfacing of a badly cracked and deteriorating parking area and ramps at the Loon Lake Rest Area on I-75 in Otsego County. The work was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To authorize the Otsego County Road Commission to award a subcontract for cold milling and resurfacing of a badly cracked and deteriorating parking area and ramps at the Loon Lake Rest Area on I-75 in Otsego County.

Benefit: Will provide for smoother, safer surfaces.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The parking area and ramps are deteriorating in this rest area. If the work is not performed, the parking area and ramps could become hazardous for the traveling public.

Cost Reduction: The contract work was competitively bid by the Otsego County Road Commission.

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

Zip Code: 49735.

4. **Payne & Dolan, Inc.** **Cold Milling** **\$41,555.34**
1029 Gornick Avenue
Gaylord, MI 49735

Approval is requested to authorize the Otsego County Road Commission to award a subcontract for the cold milling and resurfacing of a badly cracked and deteriorating parking area and ramps at the Vanderbilt Rest Area on I-75 in Otsego County. The work was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To allow the Otsego County Road Commission to award a subcontract for the cold milling and resurfacing of a badly cracked and deteriorating parking area and ramps at the Vanderbilt Rest Area on I-75 in Otsego County.

Benefit: Will provide for smoother, safer surfaces.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The parking area and ramps are deteriorating in this rest area. If the work is not performed, the parking area and ramps could become hazardous for the traveling public.

Cost Reduction: The contract work was competitively bid by the Otsego County Road Commission.

* Denotes a non-standard contract/amendment

New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49735.

5. **Rieth-Riley Construction Co., Inc.** **Asphalt Overlay** **\$28,480.00**
P. O. Box 729
Ludington, MI 49431

Approval is requested to authorize the Muskegon County Road Commission to award a subcontract for labor, equipment, and traffic control for the placement of a one-course asphalt overlay on a portion of northbound US-31 in Muskegon County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for the labor, equipment, and materials for the paving of 650 feet of freeway and shoulder with a one-course asphalt overlay on a portion of northbound US-31.

Benefit: Will provide for better roadway drainage during heavy rains and improved maintenance operations of the state road.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The asphalt in this area is deteriorating. If the work is not performed, the asphalt could become hazardous for the traveling public due to possible hydroplaning of vehicles, which could cause them to leave the roadway..

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

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

Zip Code: 49431.

CONTRACTS

6. HIGHWAYS (Real Estate) - Resolution "A" (Public Auction Sale)
Auction Tracts 620, 716, 718

The subject tracts are located in Oakland and Tuscola Counties. The minimum acceptable bid prices have been established, which are the current appraised market values of the properties as determined by approved appraisals on file. The properties were advertised and offered at a public auction on July 28, 2004, at the City of Vassar City Building, Vassar, Michigan. Total revenue from the auction is \$387,000. The minimum acceptable bid prices, together with the names of the prospective bidders and proposed selling prices, are set forth in the attached resolution. These parcels were determined to be excess by the Bureau of Highway – Development.

\$387,000

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of State-owned excess property by sale to State agencies, local units of governments, or private parties. The sale or exchange of excess property for other State needed real estate interests, returns revenue to the State or minimizes capital outlay.

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

Funding Source: N/A - Revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

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

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

* Denotes a non-standard contract/amendment

New Project Identification: N/A.
Zip Code: 48768.

7. HIGHWAYS (Real Estate) - Resolution "B" (Sale to Abutting Owner)
Tract 729, Control Section 11051, Parcel 34, Part A

The subject tract is located in the township of Niles, Berrien County, Michigan, and contains approximately 4,485 square feet. Appraisal was completed by Dave Normand, Property Analyst, Southwest Region, on June 25, 2004, for the amount of \$852. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on June 29, 2004, for the amount of \$852. The sole abutting owner, Berrien Teachers Credit Union, has submitted an "Application to Purchase and Agreement of Sale" and a check in the amount of \$852, which represents payment in full. This property has been declared excess by the Bureau of Highways – Development.

\$852

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state needed real estate interests, returns revenue to the state or minimizes capital outlay.

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

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

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

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

New Project Identification: N/A.

Zip Code: 49120.

8. HIGHWAYS (Real Estate) - Resolution "C" (Excess Property Easement)
Tract 743, Control Section 50022, Parcel 1317, Part A

The subject tract is located in the township of Macomb, Macomb County, Michigan, and contains approximately 51,409 square feet. The Macomb County Public Works Commission has requested the reconveyance of easement rights for the relocation and maintenance of the Gloede Drain. MDOT relocated the drain as part of the M-59 widening project. The Declaration of Taking included the provision that MDOT would reconvey the drain easement when construction was complete. The reconveyance of the drainage easement to the Gloede Drain Drainage District – Macomb County was approved by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on August 2, 2004, for \$1. The tract was determined to be excess by the Bureau of Highways – Development.

\$1

Purpose/Business Care: The purpose of granting an easement on excess property is to allow state agencies, local units of governments or private parties the use of our property while we maintain the integrity of our infrastructure. MDOT may charge a processing fee to offset costs associated with granting such easements.

Benefit: MDOT benefits by allowing the use of a portion of our excess property without affecting the functionality of our infrastructure.

Funding Source: N/A – revenue generating.

Commitment Level: The Declaration of Taking included the provision that MDOT would reconvey the drain easement when construction was complete.

Risk Assessment: Easements are utilized in those situations where MDOT would like to retain fee ownership while addressing a specific real estate need.

Cost Reduction: N/A.

New Project Identification: N/A.

Zip Code: 48046.

9. HIGHWAYS (Real Estate) - Resolution "D" (Relinquishment of Easement)
Tract 741, Control Section 61998, Parcel 1, Part A, Parcel 2, Part A

The subject tract is located in the city of Norton Shores, Muskegon County, Michigan and contains approximately 10,810 square feet. The relinquishment was requested by Butch's, Inc., the current underlying fee owner. The relinquishment processing fee of \$500 has been waived because there was an error in the legal description when MDOT acquired the property. MDOT's easement encumbers a portion of the gasoline pumps owned by the underlying fee owner. The City of Norton Shores has requested that MDOT relinquish its easement in exchange for the underlying fee owner deeding a portion of its property to the City of Norton Shores for necessary right-of-way. The relinquishment was approved by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on August 4, 2004. The tract was determined to be excess by the Bureau of Highways – Development.

Mutual Benefit

Purpose/Business Care: The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

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

Funding Source: N/A - revenue generating.

Commitment Level: Release of highway easements and release of reversionary interests are processed for an established fee of \$500.00. The fee may be waived if it is in the best interest of MDOT.

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

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

New Project Identification: N/A.

Zip Code: 49443.

10. HIGHWAYS (Real Estate)-Resolution "E" (Excess Property Exchange)
Subject Tract 788, Control Section 28091, Parcel 351 part A

The subject tract is located in the Township of Fife Lake, Grand Traverse County, Michigan and contains approximately 3.18 acres. It is improved with a run-down house. The value of the subject tract is \$40,000. MDOT had planned to demolish the house because it did not meet local code, the only access was from a seasonal two-track road and it was a general liability to the Department. During negotiations on the acquisition of an unrelated property from B.D.B. Inc., they expressed an interest in acquiring the subject tract in exchange for waiving their one-time going concern payment of \$10,000 and dropping their plan to go to condemnation. If B.D.B. Inc. had not settled and MDOT were to file condemnation, anticipated condemnation expenses are estimated at \$25,000 since new land, business valuation (going concern), and fixture appraisals would be needed. MDOT would also incur the expense of demolishing the subject tract. The transaction was approved by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on August 9, 2004, for mutual exchange. The tract was determined to be excess by the Bureau of Highways Development.

Mutual Benefit

Purpose/Business Care: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests, returns revenue to the state or minimizes capital outlay.

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

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

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

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

New Project Identification: N/A.

Zip Code: 49633.

11. HIGHWAYS (Real Estate) - Resolution "F" (Excess Property Exchange)
Tract 74, Control Section 53034, Parcel 189, Part D

The subject tract is located in the township of Amber, Mason County, Michigan, and contains approximately .45 acres. The easement to be relinquished is owned by the Mason County Drain Commission and is located in the township of Amber, Mason County, Michigan, and contains approximately two acres. The Mason County Drain Commission currently has an easement over MDOT excess property that was granted because of construction from the new US-31 bypass. The Drain Commission would like to relinquish its easement to MDOT in exchange for MDOT granting a new easement on the property. Moving the easement to a new location would put the drainage outlet from the surrounding development upstream directly into the county drain instead of the MDOT storm water drain. The new location will also move the drain from the middle of the excess property and out of the way of any future freeway expansion. The transaction was approved for exchange by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on August 13, 2004, for mutual benefit. The tract was determined to be excess by the Bureau of Highways – Development.

Mutual Benefit

Purpose/Business Care: The purpose of granting an easement on excess property is to allow state agencies, local units of governments or private parties the use of our property while we maintain the integrity of our infrastructure. MDOT may charge a processing fee to offset costs associated with granting such easements.

Benefit: MDOT benefits by allowing the use of a portion of our excess property without affecting the functionality of our infrastructure.

Funding Source: N/A – revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: Easements are utilized in those situations where MDOT would like to retain fee ownership, while addressing a specific real estate need.

Cost Reduction: The state does not accept less than fair market value.

New Project Identification: N/A.

Zip Code: 49431.

12. HIGHWAYS (Real Estate) - Resolution "G" (Easement – Wetland Mitigation Banking Site)
Control Section 84900, Job 55027

The subject property is located in the township of Richland, Ogemaw County, Michigan, and contains approximately 176.654 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation banking site agreement on the subject property. Administrative Rules for wetland banking under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, require permanent easement protection on all proposed wetland mitigation bank sites. By conveying the easement to MDEQ, MDOT will be able to construct a 68-acre wetland bank site that will be used for existing and future road projects. No money will be exchanged for conveying this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division, Bureau of Planning.

Mutual Benefit

Purpose/Business Case: MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ) on 176.654 acres of property in Richland Township, Ogemaw County, Michigan. The easement is required for MDOT and MDEQ to enter into a wetland mitigation banking site agreement on the subject property. Administrative Rules for wetland banking under Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, require permanent easement protection on all proposed wetland mitigation bank sites.

Benefit: By conveying the easement on the subject property MDOT will be able to construct a 68-acre wetland bank site that will be used for existing and future road projects. In addition, MDOT will benefit the state's natural resources by placing over 60 acres of new wetlands on the ground in advance of anticipated impacts.

Funding Source: No money will be exchanged for conveying this easement. The purpose of the easement is to provide permanent protection of the created wetlands.

Commitment Level: N/A.

Risk Assessment: If MDOT is unable to convey this easement to the MDEQ, MDOT will not be able to create a wetland bank site at this location. This will result in MDOT's non-compliance with a MDEQ permit on a project that has already been constructed (M-65 over the Au Sable). In addition, not conveying the easement will result in a delay of MDOT's entire wetland banking program since this is the first banking site that MDOT is proposing.

Cost Reduction: N/A.

New Project Identification: This easement is for MDOT's first wetland mitigation bank site.

Zip Code: 48756.

13. HIGHWAYS - Increase Scope and Amount, Extend Term

Amendatory Contract (99-0344/A5) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for additional services, increase the contract amount by \$269,846.96 and extend the contract term by one year. Additional survey work at the Torca property is necessary due to redevelopment, geotechnical investigation for a retaining wall, and a slope stability analysis for the widening of University Drive and Walton Boulevard. Additional design services are also required to redesign Walton Boulevard and Walton Bridge due to the redevelopment. The original contract provides for the design and reconstruction of I-75 from Featherstone Road to the M-24 Connector in Oakland County (CS 63172 - JN 31673C). The revised contract term will be November 18, 1999, through December 31, 2005. The revised total contract amount will be \$2,045,568.85. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this amendment is to add additional survey work at the Torca property due to its redevelopment, geotechnical investigation for a retaining wall along the Torca property on Walton Boulevard and a slope stability analysis. In addition, design services are also required to redesign the Walton Boulevard and Walton bridge due to the redevelopment.

Benefit: The benefit is reduced money spent on purchasing land. In addition, our portion of the roadway is a bottleneck expanding the bridge and approaches we can eliminate the traffic congestion.

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

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

Risk Assessment: If the additional survey work is not completed, then the plans will not reflect existing conditions along the Torca property. This past year Torca made major renovations to their facility and land. They redeveloped their parking lot, put an addition on their facility and constructed a retention basin on the southwest corner of Walton and I-75. Our proposed ditch section would have been in direct conflict with the retention basin. This would have required us to re-analyze the capacity and reconstruct the basin. By redesigning our original configuration we will avoid the new conflicts, thereby reducing the ROW costs and cost of reconstructing the basin.

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

New Project Identification: Not a new project.

Zip Code: 48326.

14. HIGHWAYS - IDS Construction Engineering Services

Retroactive Authorization Revision (Z7/R1) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will retroactively extend the authorization term by approximately eleven months to provide additional time for the consultant to complete services and will increase the authorization amount by \$32,723.59. The original authorization expired December 31, 2003. Additional construction engineering services are required due to differing site conditions including an underground obstruction encountered in the turn lane of the project. These conditions could not have been anticipated or controlled by the consultant. The original authorization (Z7) provided for full construction engineering and inspection on Plymouth Road, Wayne County (CS 82101 - JN 47068A). The revised authorization term will be April 16, 2003, through November 29, 2004. The revised authorization amount will be \$185,278.92. The contract term is November 29, 2001, through November 29, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Additional construction engineering services are required due to differing site conditions including an underground obstruction encountered in the turn lane of the project. These conditions could not have been anticipated or controlled by the consultant. The best option is to minimize inefficiencies by maintaining continuity with the current project staff.

Benefit: These additional services from the consultant are required to open this roadway to motorists. These services will decrease the delay the motoring public will encounter driving through a construction zone, will increase the existing level of service of the roadway, and reduce safety risks. Maintaining consistency in the project is needed to minimize the inefficiencies/delays that would be encountered with a new project staff.

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

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

Risk Assessment: Quality assurance on this project will not be ensured, the level of service may not be maximized on this roadway, traffic may not be maintained correctly, and safety for the motoring public may be compromised during construction. Without a project engineer and inspection MDOT will not be able to negotiate and evaluate the necessity of extra costs associated with additional work and extra items not anticipated in the design phase. Without these additional construction engineering services MDOT will not be able to make the appropriate payments to the contractor. Consistency of the project staff reduces the inefficiencies that would result from a new project staff.

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

New Project Identification: Not a new project

Zip Code: 48239.

15. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z21/R1) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for additional construction engineering services due to differing site conditions associated with asbestos assessment, removal, and disposal, and will increase the authorization amount by \$125,587.35. The original authorization (Z21) provides for construction engineering services on M-5 eastbound over the Rouge River, Wayne County (CS 82121 - JN 51494A). The authorization term remains unchanged, July 15, 2003, through November 29, 2004. The revised authorization amount will be \$209,161.28. The contract term is November 29, 2001, through November 29, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Additional construction engineering services are required due to differing site conditions associated with asbestos assessment, removal, and disposal. The best option to minimize inefficiencies is for MDOT to maintain continuity with the project staff.

Benefit: These additional services from the consultant are required to open this bridge to traffic. These services will decrease the delay the motoring public will encounter driving through a construction zone, will increase the existing level of service of the roadway, and reduce safety risks. Maintaining consistency in the project will minimize the inefficiencies/delays that would be encountered with new project staff.

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

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

Risk Assessment: Quality assurance on this project will not be ensured, the level of service may not be maximized on this roadway, traffic may not be maintained correctly, and safety for the motoring public may be compromised during construction. Without a project engineer and inspection MDOT will not be able to negotiate and evaluate the necessity of extra costs associated with additional work and extra items not anticipated in the design phase. Without these additional construction engineering services MDOT will not be able to make the appropriate payments to the contractor. Consistency with the project staff reduces the inefficiencies that would result from new project staff.

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

New Project Identification: Not a new project

Zip Code: 48219.

16. HIGHWAYS - University Research Services

Authorization (Z5) under Contract (2002-0546) between MDOT and Wayne State University will provide for research services focused on signalized intersections, midblock sections, and selected freeway segments in the Metro Detroit area for the purpose of preventing or reducing the severity of future traffic accidents. This authorization will be in effect from the date of award through one year. The authorization amount will be \$120,014. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The research study deals with the evaluation of safety improvements to projects on urban arterials/expressways through the use of crash reduction factors.

Benefit: Development of alternatives to reduce crashes on urban arterials/expressways.

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.

* Denotes a non-standard contract/amendment

Risk Assessment: Absence of alternatives for reducing crashes in urban arterials/expressways because the majority of state trunklines consist of limited access freeways, boulevards, and 3- or 5-lane highways.

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 research project.

Zip Code: 48201.

17. HIGHWAYS - IDS Design Consultant Services

Authorization (Z14) under Contract (2002-0686) between MDOT and HH Engineering, LTD, will provide for design of the rehabilitation of 21 bridges within the Grand Region (CSs Various -JNs Various). The work items include design for pin and hanger replacement, zone painting, joint replacement, deck patching, substructure repairs, and maintenance of traffic. This authorization will be in effect from the date of award through September 20, 2005. The authorization amount will be \$320,800. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for design of the rehabilitation of 21 bridges within the Grand Region (CSs Various -JNs Various). The work items include design for pin and hanger replacement, zone painting, joint replacement, deck patching, substructure repairs, and maintenance of traffic. The intent of this project is to preserve the life of these existing structures.

Benefit: This project will enhance the safety of the public traveling on or under these structures.

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 having the proposed work completed would be further deterioration of the bridges requiring emergency repairs to be performed or load restrictions to be placed on the structures.

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

New Project Identification: This project is for the rehabilitation of bridges within the Grand Region.

Zip Code: 49504.

18. HIGHWAYS - IDS Research Services

Authorization (Z8) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for research services to investigate and evaluate the performance of 4G aggregate base material at the limits of gradation and at varying degrees of saturation. This authorization will be in effect from the date of award through fourteen months. The authorization amount will be \$229,392. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Investigate and evaluate the performance of 4G aggregate base material at the limits of gradation and at varying degrees of saturation.

Benefit: MDOT will be able to determine not only how much uniformity is required in the material, but also the stiffness under highly-saturated conditions. This may result in changes to the current aggregate gradation to improve performance and allow MDOT to simplify the current 4G specification. This could lead to fewer claims against MDOT and fewer delays in construction projects.

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

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

Risk Assessment: MDOT will continue to have disputes with contractors over the 4G specification limits as they relate to the material's performance. If the current 4G material is found to lose significant stiffness while saturated, then the current pavement design or aggregate gradation would need to be changed. The loss of stiffness will accelerate deterioration of the pavements under dynamic traffic loading.

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

New Project Identification: This is a new project.

Zip Code: 49931.

19. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z20/R3) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional inspection and finaling construction engineering services to be performed on M-85 (Fort Street) from St. Anne Street to west of Clark Street in the city of Detroit, Wayne County (CS 82071 - JN 58218A) and will increase the authorization amount by \$23,462.05. This revision is necessary due to additional work required to be performed on manhole and utility structure box-outs at this site. The original authorization (Z20) provides for the mobilization of manpower to properly inspect the initial phase due to the construction contractor starting sooner than anticipated, for a total cost of \$49,894.10. The work items include .888 miles of cold milling and concrete overlay. The term of the authorization remains unchanged, June 3, 2003, through March 18, 2006. The revised authorization amount will be \$330,068.89. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for additional monies needed to complete the inspection and finaling construction engineering services to be performed on M-85 (Fort Street) from St. Anne Street to west of Clark Street in the city of Detroit, Wayne County due to additional work required to be performed on manhole and utility structure box-outs at this site.

Benefit: The additional services will allow for continued inspection of the contractor's work. Adequate monitoring is necessary to ensure that public safety is maintained or improved, allocated funds are utilized effectively, and exposure to liabilities as a result of construction activities are reduced or eliminated.

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

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

Risk Assessment: Inadequate monitoring could result in loss of federal funding for future projects, could expose MDOT to costly contractor claims due to improper contract administration, and could lead to legal action against MDOT if the end product is deficient or unsafe.

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

New Project Identification: This is rehabilitation of the existing roadway.

Zip Code: 48216.

20. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z21/R3) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional inspection and finaling construction engineering services to be performed on M-85 (Fort Street) from east of Rosa Parks Boulevard to St. Anne Street in the city of Detroit, Wayne County (CS 82071 - JN 58219A) and will increase the authorization amount by \$13,396.96. This revision is necessary due to additional work required to be performed on manhole and utility structure box-outs at this site. The original authorization (Z21) provides for mobilization of manpower to properly inspect the initial phase due to the construction contractor starting sooner than anticipated, for a total cost of \$49,894.10. The work items include .562 miles of cold milling and concrete overlay. The term of the authorization remains unchanged, June 3, 2003, through March 18, 2006. The revised authorization amount will be \$210,923.25. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will provide for additional inspection and finaling construction engineering services to be performed on M-85 (Fort Street) from east of Rosa Parks Boulevard to St. Anne Street in the city of Detroit, Wayne County, due to additional work required to be performed on manhole and utility structure box-outs at this site.

Benefit: The additional services will allow for continued inspection of the contractor's work. Adequate monitoring is necessary to ensure public safety is maintained or improved, allocated funds are utilized effectively, and exposure to liabilities as a result of construction activities are reduced or eliminated.

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

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

Risk Assessment: Inadequate monitoring could result in loss of federal funding for future projects, could expose MDOT to costly contractor claims due to improper contract administration, and could lead to legal action against MDOT if the end product is deficient or unsafe.

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

New Project Identification: This is rehabilitation of the existing roadway.

Zip Code: 48216.

21. HIGHWAYS - IDS Design Consultant Services

Authorization (Z19) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for rehabilitation on US-12 from east of Moscow Road easterly to M-50 in Moscow, Somerset, Woodstock and Cambridge Townships, and in the Village of Moscow, in Hillsdale and Lenawee Counties, (CS 30062/46101 - JN 60299C). The work items include cold milling with two-course Hot Mix Asphalt (HMA) overlay to repair the existing rutted and cracked surface. This authorization will be in effect from the date of award through April 10, 2006. The authorization amount will be \$331,302.77. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Design services for HMA profile cold milling and two-course HMA resurfacing with intermittent ditching, guardrail upgrading, intermittent curb and gutter, intersection improvements, minor culvert repair, minor vertical curve and superelevation corrections on US-12, east of Moscow Road to M-50, Moscow, Somerset, Woodstock and Cambridge Townships and in the Village of Moscow, Hillsdale and Lenawee Counties.

Benefit: This project will contribute to the preservation of the US-12 corridor in accordance with the University Region's strategy for improving the existing system. By managing our portion of the network, as well as the specific preservation strategies, the Region will strive to meet the statewide condition goal.

Funding Source: 100% State Restricted Trunkline Funds

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

Risk Assessment: It is critical to the University Region's corridor preservation program that this portion of the US-12 corridor be rehabilitated according to the current Five Year Plan. If this project is deferred to a later date, the Region's strategy to improve the existing system and meet the statewide condition goals will be in jeopardy.

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: 49233.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z20) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for rehabilitation on US-12, 0.12 miles west of US-127 to 180 feet west of M-50 in Lenawee County (CS 30062/46101 - JN 75211C). The work items include cold milling with two-course Hot Mix Asphalt (HMA) overlay to repair the existing rutted and cracked surface. This authorization will be in effect from the date of award through April 10, 2006. The authorization amount will be \$307,557.15. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds

Purpose/Business Case: Design services for Hot Mix Asphalt (HMA) profile cold milling and two-course HMA resurfacing with intermittent ditching, guardrail upgrading, intermittent curb and gutter, intersection improvements, minor culvert repair, minor vertical curve and superelevation corrections on US-12, 0.12 miles west of US-127 to 180 feet west of M-50 in Lenawee County.

Benefit: This project will contribute to the preservation of the US-12 corridor in accordance with the University Region's strategy for improving the existing system. By managing our portion of the network, as well as the specific preservation strategies, the Region will strive to meet the statewide condition goal.

Funding Source: 100% State Restricted Trunkline Funds

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

Risk Assessment: It is critical to the University Region's corridor preservation program that this portion of the US-12 corridor be rehabilitated according to the current Five Year Plan. If this project is deferred to a later date, the Region's strategy to improve the existing system and meet the statewide condition goals will be in jeopardy.

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: 49233.

23. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z3/R2) under Contract (2003-0204) between MDOT and Arcadis FPS/Finkbeiner, Pettis & Strout, Inc., will increase the authorization amount by \$123,520.33 to provide for the design of approximately 7,300 feet of watermain along US-24, including retaining wall design and additional maintenance of traffic work. The current watermain is located under the roadway and is considered to be a potential threat to this long-term fix on US-24. The original authorization (Z3) provides for the development of plans for road design of the reconstruction of US-24 from Elizabeth Lake Road to 1200 feet south of Orchard Lake Road in Pontiac, Oakland County (CS 63052 - JN 50291C). The term of the authorization remains unchanged, September 19, 2003, through April 8, 2006. The revised authorization amount will be \$758,366.50. The contract term is April 8, 2003, through April 8, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this revision is to provide funds for additional design services for watermain design, retaining wall design, and additional maintenance of traffic work.

Benefit: By completing the retaining wall design, the existing retaining wall can be relocated to allow for the width of the northbound right-turn lane to be increased to 11 feet and the northbound to eastbound right turning radius to be improved to accommodate large trucks. Since the reconstruction of US-24 is considered a long-term fix and watermain under the roadway is considered a potential threat to the roadway, the inclusion of the watermain design in the project allows for the existing watermain to be relocated out of the center of US-24. In the original scope of services, the maintenance of traffic (MOT) task included only the MOT sheets for the vital intersections and critical areas. Since then, the complexity of the MOT for this project has increased. Therefore, additional MOT sheets are needed for each construction stage to provide clear and continuous guidance from point of beginning to point of ending.

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

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

Risk Assessment: If the relocation of the retaining wall is not included in the project, there would not be enough area to accommodate widening the northbound right-turn lane at M-59 to 11 feet and the corner radius would not be improved to allow large trucks to turn without side-swiping the traffic signal strain pole. As previously stated, the reconstruction of US-24 is considered a long-term fix and watermain under the roadway is considered a potential threat to the roadway. If the watermain is not moved from the center of US-24, the potential for a watermain break is a threat to the expected life span of the pavement. If additional maintenance of traffic plans is not included, the level of detail required in the original scope would not provide enough clear and concise direction to the contractor when setting up the maintaining traffic stages. This could result in inadequate MOT for the complexity of the project.

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

New Project Identification: This is not a new project.

Zip Code: 48307.

24. HIGHWAYS – IDS Design Consultant Services

Authorization (Z10) under Contract (2003-0206) between MDOT and Northwest Consultants, Inc., will provide for design services for the repair of thirteen bridges in Monroe County (CS 58151 – JN 76133C). The authorization is in effect from August 9, 2004, through April 2, 2006. The authorization amount is \$191,062.51. The contract term is April 2, 2003, through April 2, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This authorization was previously approved on the July 20, 2004, State Administrative Board agenda with an incorrect contract number (2004-0382) and with the job number incorrectly identified as various. The contract number and single job number are correctly identified in the paragraph above; all other authorization information remains unchanged.

Purpose/Business Case: Design services to repair thirteen bridges along I-75 in Erie, LaSalle, Berlin, and Monroe Townships, city of Monroe, Monroe County. Work includes overlay, joint repair, rail repair, painting, deck patching, beam repair, and road approach work.

Benefit: The proposed work will extend the useful life of these bridges.

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

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

Risk Assessment: If we do not do this project, this road will need increased maintenance to keep it functioning.

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: 48161.

25. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2003-0260/A4) between MDOT and URS Corporation Great Lakes will provide for additional design and coordination work to the project, and will increase the contract amount by \$70,670. The original contract, as previously amended, provides for design of the reconstruction of I-96, including 34 bridge structures, from west of the eastbound I-96/M-39 ramp to Schafer Road in the city of Detroit, Wayne County. The work items include design for reconstruction of the mainline, bridge structures and all ramps, as well as removal and replacement of storm sewer(s), substructure repair, lighting, full painting, sign trusses, guardrail(s), attenuators, and fencing. The contract term remains unchanged, May 16, 2003, through March 1, 2005. The revised total contract amount will be \$4,681,951.11. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This amendment is for the additional scope and negotiated amount required to include additional design and coordination work to the project. The additional design work is needed to incorporate recent changes made to the final pavement design and proposed intelligent transportation system work. These changes are the result of comments from local industries which are valid, but could not have been foreseen. The additional coordination work is needed to combine another separately designed project adjacent to this project into one construction package. The existing roadway consists of twelve lanes (three express lanes and three local lanes in each direction), and the project already includes the design work for repairs on 34 associated bridges. This reconstruction project is included in the MDOT Five Year Road Plan; it will be found in the 2004 to 2006 STIP/TIP and is currently planned to be constructed during the summer of 2005.

Benefit: The benefit of this amendment is to save resources in several ways. MDOT will conserve funding on construction activities and related issues, while the local community will experience only one major disruption during one construction season instead of two in a row over a much longer period of time. This reconstruction project will reduce the long-term maintenance costs for this area and provide for minimal future disruptions of traffic to perform work on the two stretches of highway separately or on the bridge structures one at a time.

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: Failure to include this work at this critical time will result in the consultant being unable to address recent changes or unable to coordinate the two construction projects into one. Due to the complexity and size of the projects and the intense coordination issues involved, it would be much more cost-effective for MDOT to allow the consultant to address the design issues and perform the coordination of the two construction projects while they are completing the design, rather than have MDOT perform these functions by staff who would be new to the project and unable to begin work until after the design is finished.

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: 48217.

26. HIGHWAYS - IDS Design Consultant Services

Authorization (Z7) under Contract (2003-0288) between MDOT and Spalding DeDecker Associates, Inc., will provide for bridge project scoping in the Metro Region (CS 84917 - JN 79963). The work items include inspecting bridge structures, producing a detailed scope of work for each one, and providing appropriate rehabilitation recommendations. This authorization will be in effect from the date of award through May 8, 2006. The authorization amount will be \$138,689.67. The contract term is May 8, 2003, through May 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This project provides for bridge project scoping in the Metro Region. The work items include inspecting bridge structures, producing a detailed scope of work for each one, and providing appropriate rehabilitation recommendations. All structures to be scoped are in the MDOT Five Year Plan. This type of activity should be performed when regularly scheduled maintenance shows a structure to be in poor condition. A detailed scope of work will be to identify how extensive the damage is, and to recommend a cost-effective solution to be implemented before the structure deteriorates beyond repair. The report will provide detailed descriptions of the condition of each structure, what repairs are necessary, and a cost estimate for the rehabilitation.

Benefit: The benefits include providing MDOT with the ability to prioritize repairs and to identify emergency projects. This will ensure the continued and future in-service safety of the structures, and will also ensure proper management of the Metro Region bridge network. Overall, this type of work will increase the service life of these bridges for the people of Michigan, preventing the bridges from completely deteriorating, and increasing the safety level of each bridge. Generally, rehabilitation now is most cost-effective compared with complete reconstruction later.

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 approving this project is a loss of the investment already made in the bridge network, allowing some structures to completely deteriorate and then require complete reconstruction, at a much greater cost. Ongoing safety risks to the public continually increase without bridge project scoping, and future serviceability cannot be assured.

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 new project scoping on existing bridge structures.

Zip Code: 48075.

27. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z3) under Contract (2004-0116) between MDOT and Soil and Materials Engineers, Inc., will provide for geotechnical construction engineering services as needed in the Southwest Region. This authorization will be in effect from the date of award through February 26, 2007. The authorization amount will be \$274,997.86. The contract term is February 26, 2004, through February 26, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular projects authorized.

Purpose/Business Case: This authorization (Z3) is for geotechnical construction engineering services as needed to support design and construction projects in the Southwest Region. Services may include soil borings, soil analysis, pavement cores, etc. These services will support delivery of the Region's capital outlay program in a timely manner.

Benefit: The benefits include adequate geotechnical services as the need arises, as required by state and federal laws, resulting in a high quality product. Accurate and timely analysis of existing soil and pavement characteristics will facilitate design plan preparation and support construction project completion.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular projects authorized.

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

Risk Assessment: Possible costs associated with not doing this work include failure to provide critical information necessary for design plans to allow contractors to accurately bid on proposed work. The risk of not authorizing these services now is that current design projects will be delayed or forced to proceed without these vital services until the services can be authorized, resulting in possible substandard work and subsequent loss of federal funding. Additionally, not authorizing these services now may also result in the loss of federal funding for entire projects.

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

New Project Identification: This is not a new project.

Zip Code: 49001.

28. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization (Z3) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., will provide for traffic signal optimization on the M-3 (Gratiot Avenue) corridor from I-375 to Eight Mile Road in Wayne County (CS 82900 - JN 59197). The project corridor contains 31 signalized intersections for analysis. The authorization will be in effect from the date of award through June 7, 2007. The authorization amount will be \$158,551.66. The contract term is June 7, 2004, through June 7, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This authorization (Z3) will provide for traffic signal optimization on M-3 in Wayne County. The project corridor contains 31 signalized intersections for analysis. The authorization includes updating the corridor signal progression plan with optimized traffic signal operations along the corridor. MDOT timing permits will be produced from the optimization. The consultant will perform follow-up analysis of the network and recommend adjustments to the system after implementation to ensure the system is working correctly. A before and after study of the effectiveness is included and will be performed to provide a measurement tool for improvement. The consultant will also include a safety analysis for each intersection to ensure all possible aspects of crash improvement have been considered. After full implementation of this optimization, there should be a reduction in crash patterns for the entire corridor.

Benefit: The benefit of authorizing this work now is that the corridor will flow more effectively and efficiently, which will in turn reduce user delays and associated costs. The primary benefit is to provide a safer driving environment for the motoring public by reducing crashes.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: The possible costs and problems with not doing this project at this time include an unchecked rising crash rate, continued and increased user delays, and an overall negative economic impact.

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: 48310.

29. HIGHWAYS - IDS Design Consultant Services

Authorization (Z5) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for bridge project scoping for bridge structures in the 2009 Call for Projects in the Metro Region (CS 82291 & 82062 - JN 79956). The work items include preparing scoping reports for each bridge including recommended bridge design repair alternatives prior to submitting for approval and design. This authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$151,477.67. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this project is to inspect bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor condition of the structure, and a detailed scope of work is needed to include the structure in the program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the Five Year Plan. Once the condition is assessed, a report will be written providing detailed descriptions of the condition, what repairs are necessary, and a cost estimate for the rehabilitation.

Benefit: The benefit would be to provide a clear understanding of the condition of the bridge structures in this project, and to determine rehabilitation options for the structures that are in need of immediate or future repairs. This will ensure the continued and future in-service safety of the structures in this project, and will also ensure continued proper management of the Metro Region bridge network.

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 approving this authorization would be the continued deterioration of bridge structures that are in need of inspection and rehabilitation. The deliverables for this project will be the inspection and rehabilitation recommendation reports from which the Metro Region can determine if the structures are in need of repair and if in-service safety may be continued. The future serviceability cannot be assured without this project approval.

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 is not a new project.

Zip Code: 49606.

30. HIGHWAYS - IDS Design Consultant Services

Authorization (Z6) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for a design survey on I-75 from the I-675 south connector to US-10 in Saginaw and Bay Counties (CS 73111, 73112, 09034 - JN 52814). The work items include road design survey, survey control, alignment, and mapping. This authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$328,934.04. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of the authorization is to survey the I-75 corridor from the I-675 connector to US-10. Once the survey is completed, preliminary plan design can commence to preserve the heavily-traveled corridor.

Benefit: The survey will be completed. Preliminary design plans can be prepared to improve and preserve the freeway system to meet freeway strategies.

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 approving this work would cause delays in the design process for the roadway that is in need of services to secure a safe and improved roadway for the traveling public.

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

New Project Identification: This is not a new project.

Zip Code: 48604.

31. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z15) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for design services for a bridge deck replacement at the I-94 interchange with Lanyo Road in Wayne County (CS 82023 - JN 80006D). The work items include a geometric and capacity analysis, maintaining traffic plans, signal plans, and a crash analysis with the crash data provided to MDOT. This authorization will be in effect from the date of award through April 20, 2007. The authorization amount will be \$178,136.26. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this work is to improve the safety issues that have caused emergency repairs. The deck and substructure are in poor condition, and repairing these deficiencies will assist the state in bringing the infrastructure up to the target level of quality and safety.

Benefit: The benefit of this work would be safety improvements for the motoring public, by optimizing the network of roads. This work will reduce the high maintenance costs and will integrate the structure into the local governmental plans and projects.

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

* Denotes a non-standard contract/amendment

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

Risk Assessment: The risk of not approving this contract would be further structure deterioration which would jeopardize the bridge integrity and the motoring public.

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

New Project Identification: This is not a new project.

Zip Code: 48209.

32. HIGHWAYS - IDS Design Consultant Services

Authorization (Z7) under Contract (2004-0226) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for the design for modernization of traffic signals and interconnect work at 27 signalized intersections on M-102 (8 Mile Road) in the Cities of Warren and Detroit in Wayne County (CS 82143- JN 79751C). The work items include the design and development of traffic signal contract plans, development of a proposal package, engineering documents, and related work necessary for the installation of electronic traffic signal control devices. The authorization will be in effect from the date of award through May 4, 2007. The authorization amount will be \$121,867.20. The contract term is May 4, 2004, through May 4, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This authorization will provide for the design for modernization of traffic signal and interconnect work at 27 signalized intersections on M-102 (8 Mile Road) in the cities of Warren and Detroit in Wayne County (CS 82143- JN 79751C). The work items include the design and development of traffic signal contract plans, development of a proposal package, engineering documents and related work necessary for the installation of electronic traffic signal control devices.

Benefit: The benefit of this project will be the modernization and interconnection of the existing signals. This will provide for better traffic flow for motorists along this busy corridor.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: The existing signals are in poor shape and will need to be replaced soon. This work will update the signals with only standard maintenance required for the next fifteen years.

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: 48205.

33. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization (Z8) under Contract (2004-0226) between MDOT and Consoer, Townsend, Envirodyne, Engineers of Michigan, Inc., will provide for traffic signal optimization on M-53 in Macomb County (CS 50900 - JN 59199). The authorization includes updating the corridor signal progression plan with optimized traffic signal operations along the corridor. The authorization will be in effect from the date of award through May 4, 2007. The authorization amount will be \$130,426.84. The contract term is May 4, 2004, through May 4, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This authorization (Z8) will provide for traffic signal optimization on M-53 in Macomb County. The authorization includes updating the corridor signal progression plan with optimized traffic signal operations along the corridor. MDOT timing permits will be produced from the optimization. The consultant will perform follow-up analysis of the network, and recommend adjustments to the system after implementation to ensure the system is working correctly. A before and after study of the effectiveness is included and will be performed to provide a measurement tool for improvement. The consultant will also include a safety analysis for each intersection to ensure all possible aspects of crash improvement have been considered. After full implementation of this optimization there should be a reduction in crash patterns for the entire corridor.

Benefit: The benefit of authorizing this work now is that the corridor will flow more effectively and efficiently, which will in turn reduce user delays and associated costs. The primary benefit is to provide a safer driving environment for the motoring public by reducing crashes.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: The possible costs and problems associated with not doing this project at this time include an unchecked rising crash rate, continued and increased user delays, and an overall negative economic impact.

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: 48065.

34. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization (Z6) under Contract (2004-0283) between MDOT and URS Corporation Great Lakes will provide for the design of I-96 from Schaefer Road to I-94 in the city of Detroit, Wayne County (CS 82123 JN 80694C). The work items include design for mill and resurface of the mainline and all ramps, as well as miscellaneous removal and replacement of storm sewer(s), substructure repair, guardrail(s), and fencing. The authorization term will be retroactively in effect from August 9, 2004, through June 3, 2007. The authorization amount will be \$702,710. The contract term is June 3, 2004, through June 3, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for the design of I-96 from Schaefer Road to I-94 in the city of Detroit, Wayne County. The work items include design for mill and resurface of the mainline and all ramps, as well as miscellaneous removal and replacement of storm sewer(s), substructure repair, guardrail(s), and fencing. This authorization will be retroactively effective August 9, 2004, to allow for reimbursement of costs incurred from that date forward.

Benefit: URS is currently designing an adjacent project, I-96, from west of the eastbound I-96/M-39 ramp to Schaefer Road. The adjacent project is being expanded with this work for the following reasons: (1) MDOT has determined that this deteriorated stretch of highway is critical to the flow of traffic for the Super Bowl in 2006, and construction funds for this project have just recently been made available due to cost savings experienced by several other construction projects in the Metro Region. (2) Coordinating the construction aspect of these two areas into one project will minimize the impact on traffic throughout the area, and has the specific advantage, in this case, of allowing the new stretch of highway to be constructed on the project's original schedule, without any delay in construction letting. Construction letting is scheduled for March 2005. (3) MDOT will save valuable resources by having these two areas designed together because URS already possesses the survey data, has bridge work within the limits of the new project area, and is very familiar with the area involved. The only way possible to achieve this goal was to begin the design work in early August 2004.

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: To not take advantage of this situation at this time would result in the loss of this opportunity. The funding is available, although it was not planned. However, the roadway would still require repair, as a new separate project, after the Super Bowl, and at a greater cost to the people of Michigan, both in the form of increased actual cost, and in the form of additional user delays.

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

New Project Identification: This is not a new project.

Zip Code: 48217.

35. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization (Z8) under Contract (2004-0283) between MDOT and URS Corporation Great Lakes will provide for traffic signal optimization on M-85 in Wayne County (CS 82900 - JN 59197). The authorization includes updating the corridor signal progression plan with optimized traffic signal operations along the corridor. The authorization will be in effect from the date of award through June 3, 2007. The authorization amount will be \$303,170. The contract term is June 3, 2004, through June 3, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This authorization (Z8) will provide for traffic signal optimization on M-85 in Wayne County. The authorization includes updating the corridor signal progression plan with optimized traffic signal operations along the corridor. MDOT timing permits will be produced from the optimization. The consultant will perform follow-up analysis of the network, and recommend adjustments to the system after implementation to ensure the system is working correctly. A before and after study of the effectiveness is included and will be performed to provide a measurement tool for improvement. The consultant will also include a safety analysis for each intersection to ensure all possible aspects of crash improvement have been considered. After full implementation of this optimization there should be a reduction in crash patterns for the entire corridor.

Benefit: The benefit of authorizing this work now is that the corridor will flow more effectively and efficiently, which will in turn reduce user delays and associated costs. The primary benefit is to provide a safer driving environment for the motoring public by reducing crashes.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: The possible costs and problems associated with not doing this project at this time include an unchecked rising crash rate, continued and increased user delays, and an overall negative economic impact.

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: 48310.

36. *HIGHWAYS - Traffic and Safety Consultant Services

Contract (2004-0416) between MDOT and B.C. Traffic Engineering, Inc., will provide for retroreflective measurements on state-wide pavement marking. The work items will include providing a report of retroreflectivity measurements of waterborne paint and spray thermoplastic pavement marking material. This contract will be in effect from the date of award through June 15, 2005. The total contract amount will be \$413,873.12. Source of Funds: 100% Federal Highway Administration Funds.

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

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

Funding Source: 100% Federal Highway Administration Funds.

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

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

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

New Project Identification: This work is for mobile retroreflectivity measurements in various regions/TSC's.

Zip Code: 49606.

37. HIGHWAYS - IDS Engineering Services

Contract (2004-0495) between MDOT and Sigma Associates, Inc., will provide for engineering 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.

38. HIGHWAYS - IDS Real Estate Services

Contract (2004-0496) between MDOT and Mannik & Smith Group, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

39. HIGHWAYS - IDS Engineering Services

Contract (2004-0498) between MDOT and Coleman Engineering, 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.

40. HIGHWAYS - IDS Real Estate Services

Contract (2004-0500) between MDOT and Bollinger Appraisal and Investment Company will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

41. HIGHWAYS - IDS Real Estate Services
Contract (2004-0501) between MDOT and Towns Pillar Real Estate, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
42. HIGHWAYS - IDS Real Estate Services
Contract (2004-0502) between MDOT and Integra Realty Resources - Detroit will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
43. HIGHWAYS - IDS Real Estate Services
Contract (2004-0503) between MDOT and Commonwealth Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
44. HIGHWAYS - IDS Real Estate Services
Contract (2004-0504) between MDOT and Harvey Deson will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
45. HIGHWAYS - IDS Real Estate Services
Contract (2004-0505) between MDOT and Value Trends, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

46. HIGHWAYS - IDS Real Estate Services
Contract (2004-0506) between MDOT and Frisbie Appraisal Services will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
47. HIGHWAYS - IDS Real Estate Services
Contract (2004-0507) between MDOT and Fuller Appraisal Service will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
48. HIGHWAYS - IDS Real Estate Services
Contract (2004-0508) between MDOT and The Lefco Group will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
49. HIGHWAYS - IDS Real Estate Services
Contract (2004-0509) between MDOT and Mario Galli, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
50. HIGHWAYS - IDS Real Estate Services
Contract (2004-0510) between MDOT and Cook, Pray, Hanson & Associates will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

51. HIGHWAYS - IDS Real Estate Services
Contract (2004-0511) between MDOT and JCK & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
52. HIGHWAYS - IDS Real Estate Services
Contract (2004-0512) between MDOT and BEI Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
53. HIGHWAYS - IDS Real Estate Services
Contract (2004-0513) between MDOT and Appraisal Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
54. HIGHWAYS - IDS Real Estate Services
Contract (2004-0514) between MDOT and Gene Vogan & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
55. HIGHWAYS - IDS Real Estate Services
Contract (2004-0515) between MDOT and Westshore Consulting will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

56. HIGHWAYS - IDS Real Estate Services
Contract (2004-0516) between MDOT and LTM Incorporated will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
57. HIGHWAYS - IDS Real Estate Services
Contract (2004-0517) between MDOT and Daniel Osmycki will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
58. HIGHWAYS - IDS Real Estate Services
Contract (2004-0518) between MDOT and Feasibility Research Group, LTD, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
59. HIGHWAYS - IDS Real Estate Services
Contract (2004-0519) between MDOT and Robert H. Scott will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
60. HIGHWAYS - IDS Real Estate Services
Contract (2004-0520) between MDOT and Stoppert's Appraisal Service will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

61. HIGHWAYS - IDS Real Estate Services
Contract (2004-0521) between MDOT and Swanson & Associates Appraisers, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
62. HIGHWAYS - IDS Real Estate Services
Contract (2004-0522) between MDOT and Charles F. Walker, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
63. HIGHWAYS - IDS Real Estate Services
Contract (2004-0524) between MDOT and Alcock & Williams will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
64. HIGHWAYS - IDS Real Estate Services
Contract (2004-0525) between MDOT and Allen & Associates Appraisal Group, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
65. HIGHWAYS - IDS Real Estate Services
Contract (2004-0526) between MDOT and Boelkins and Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

66. HIGHWAYS - IDS Real Estate Services
Contract (2004-0527) between MDOT and Clarence R. Bolt will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
67. HIGHWAYS - IDS Real Estate Services
Contract (2004-0528) between MDOT and Bratcher & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
68. HIGHWAYS - IDS Real Estate Services
Contract (2004-0529) between MDOT and Appraisal Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
69. HIGHWAYS - IDS Real Estate Services
Contract (2004-0530) between MDOT and Terra Field Services, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
70. HIGHWAYS - IDS Real Estate Services
Contract (2004-0532) between MDOT and S.M. Dix Associates, Inc, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

71. HIGHWAYS - IDS Real Estate Services
Contract (2004-0533) between MDOT and Cannon Valuation Services, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
72. HIGHWAYS - IDS Real Estate Services
Contract (2004-0534) between MDOT and Chamberlain and Walsh, LTD., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
73. HIGHWAYS - IDS Real Estate Services
Contract (2004-0535) between MDOT and Davis M. Somers Company, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
74. HIGHWAYS - IDS Real Estate Services
Contract (2004-0536) between MDOT and Cooper-Nesbitt Appraisal, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
75. HIGHWAYS - IDS Real Estate Services
Contract (2004-0537) between MDOT and Herbert C. Cusack will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

76. HIGHWAYS - IDS Real Estate Services
Contract (2004-0538) between MDOT and Holland Engineering, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
77. HIGHWAYS - IDS Real Estate Services
Contract (2004-0539) between MDOT and Robert Wolf Company will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
78. HIGHWAYS - IDS Real Estate Services
Contract (2004-0540) between MDOT and John Humpsch will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
79. HIGHWAYS - IDS Real Estate Services
Contract (2004-0541) between MDOT and Michigan Appraisal Company, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
80. HIGHWAYS - IDS Real Estate Services
Contract (2004-0542) between MDOT and Maturen & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

81. HIGHWAYS - IDS Real Estate Services
Contract (2004-0543) between MDOT and County to County Appraisal will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
82. HIGHWAYS - IDS Real Estate Services
Contract (2004-0544) between MDOT and Blandford Appraisal Company will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
83. HIGHWAYS - IDS Real Estate Services
Contract (2004-0545) between MDOT and Wieme, Rende & Associates will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
84. HIGHWAYS - IDS Real Estate Services
Contract (2004-0546) between MDOT and Wilcox Professional Services, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
85. HIGHWAYS - IDS Real Estate Services
Contract (2004-0547) between MDOT and Alcock & Williams will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

86. HIGHWAYS - IDS Real Estate Services
Contract (2004-0548) between MDOT and Oetzel-Williams Group will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
87. HIGHWAYS - IDS Real Estate Services
Contract (2004-0549) between MDOT and Northern Michigan Real Estate Services will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
88. HIGHWAYS - IDS Real Estate Services
Contract (2004-0550) between MDOT and Peggy Young & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
89. HIGHWAYS - IDS Real Estate Services
Contract (2004-0551) between MDOT and Fred Phlippeau and Associates will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
90. HIGHWAYS - IDS Real Estate Services
Contract (2004-0552) between MDOT and Emery Allen Place will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

91. HIGHWAYS - IDS Real Estate Services
Contract (2004-0553) between MDOT and Anderson, Eckstein, and Westrick, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
92. HIGHWAYS - IDS Real Estate Services
Contract (2004-0554) between MDOT and Colliers International will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
93. HIGHWAYS - IDS Real Estate Services
Contract (2004-0555) between MDOT and Shepard Moving and Storage will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
94. HIGHWAYS - IDS Real Estate Services
Contract (2004-0556) between MDOT and Realty Diversified Services will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
95. HIGHWAYS - IDS Real Estate Services
Contract (2004-0557) between MDOT and Quadrant NW Appraisal Service will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

96. HIGHWAYS - IDS Real Estate Services
Contract (2004-0558) between MDOT and William Graham Steinke will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
97. HIGHWAYS - IDS Real Estate Services
Contract (2004-0559) between MDOT and R.S. Thomas & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
98. HIGHWAYS - IDS Engineering Services
Contract (2004-0563) between MDOT and H.W. Lochner, Inc., will provide for engineering 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.
99. HIGHWAYS - IDS Engineering Services
Contract (2004-0571) between MDOT and Alfred Benesch & Company will provide for engineering 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.

100. *HIGHWAYS - State Trunkline Maintenance

Contract (2004-0586) between MDOT and the Presque Isle County Road Commission (CRC) will provide for state trunkline maintenance in Presque Isle County. This negotiated contract will be in effect from October 1, 2004, through September 30, 2007. This contract may be renewed by formal amendment for one additional year (through September 30, 2008).

P.A. 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, or maintenance of state trunkline highways. This maintenance contract was not competitively bid but was negotiated with the local unit of government. MDOT has found that such a negotiated contract is in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

As negotiated by the parties, maintenance services provided under this contract will be reimbursed on a fixed unit price basis; materials will be reimbursed on a firm unit price basis as specified in the contract; and work authorized by MDOT through Transportation Work Authorizations will be reimbursed on an actual cost basis. Billings are submitted by the CRC on a monthly basis to be approved by MDOT. Actual work is planned by MDOT in cooperation with the CRC. In general, the total highway maintenance budget for contract operations is based on legislative appropriations; the Regions in turn establish the individual county contract operations budgets that are administered by the Regions. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for routine maintenance of 215 lane miles of state trunkline in Presque Isle County. The contract provides for winter maintenance (road patrols, snow plowing, and snow removal) to ensure safe travel routes for the public. The contract also provides for routine summer maintenance operations, including roadside mowing, surface and shoulder maintenance, tree removal, and emergency responses.

Benefit: Under the contract, the Presque Isle County Road Commission will act as an agent of the state, protecting MDOT's interests by providing timely responses to mitigate hazards to the traveling public. In addition, the road commission acts in the best interests of MDOT and the public to utilize proactive maintenance techniques to protect our road and bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contract is based on negotiated unit costs for specific defined work items to be paid on a fixed unit price basis. The number of hours for each work item is established in the maintenance work plan determined by the Transportation Service Center manager. Materials will be reimbursed on a firm unit price basis as specified in the contract, and work authorized by MDOT through Transportation Work Authorizations will be reimbursed on an actual cost basis.

Risk Assessment: The maintenance work items identified in this contract are essential to the operation and management of the trunkline system in Presque Isle County. Failure to perform routine maintenance may result in unsafe travel conditions for the public.

Cost Reduction: The work plan developed for this contract is monitored closely on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

New Project Identification: This contract provides for routine maintenance.

Zip Code: 49779.

101. HIGHWAYS - Cost Participation for Federal Agency Construction Contract
 Contract (2004-5145) between MDOT and the United States Geological Survey will provide for funding participation in the following improvements:

Relocation of a streamflow gauge station located in the construction influence area of the Highway M-19 bridge replacement project over the Belle River, including the maintenance of the gauge during the bridge replacement construction and the relocation of the gauge onto MDOT right-of-way upon completion of construction.

Estimated Funds:	
State Restricted Trunkline Funds	\$1,600
Federal Highway Administration Funds	\$6,400
United States Geological Survey Funds	\$ 0
Total Funds	<u>\$8,000</u>

BRT 77011 - 60338; St. Clair County
 No Letting

Purpose/Business Case: To relocate streamflow gauge during MDOT bridge replacement project.
Benefit: Will maintain continuity of stream data.
Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds; State Trunkline and Bridge Construction Funds.
Commitment Level: 80% federal funds; 20% state funds.
Risk Assessment: Project work necessitated due to MDOT construction in vicinity of federal facility.
Cost Reduction: Fixed cost at \$8,000.
New Project Identification: Replacement of existing federal facility.
Zip Code: 48041.

102. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5234) between MDOT and the City of Farmington Hills will provide for funding participation in the following improvements:

PART A

Landscaping work, including tree planting, along Highway M-10 (Northwestern Highway) between Highway I-696 and 14 Mile Road.

PART B

Planting of 150 additional trees along Highway M-10 (Northwestern Highway) between Highway I-696 and 14 Mile Road.

Estimated Funds:			
	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$530,400	\$ 0	\$530,400
State Restricted Trunkline Funds	\$176,800	\$51,000	\$227,800
City of Farmington Hills Funds	<u>\$176,800</u>	<u>\$ 0</u>	<u>\$176,800</u>
Total Funds	<u>\$884,000</u>	<u>\$51,000</u>	<u>\$935,000</u>

STE 63082 – 72584, M 63082 - 79510; Oakland County
 Letting of 6/4/2004

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: Part A: Federal Transportation Enhancement Activities Funds, State Trunkline and Bridge Construction Funds, and City of Farmington Hills Funds; Part B: State Trunkline and Bridge Construction Funds.

Commitment Level: 60% federal, 20% state, and 20% City of Farmington Hills for Part A; 100% state for Part B; based on estimate.

Risk Assessment: For Part A, contract required in order for City to receive these federal funds and to enable the state to pay its share; for Part B, contract required in order to require City to maintain project upon completion of planting.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

Zip Code: 48336.

103. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract

Contract (2004-5275) between MDOT and the Cheboygan County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B01 of 16-06-10, which carries Kissar Road over Milligan Creek, Section 36, T34N, R1W, Waverly Township, Cheboygan County, Michigan; the reconstruction of the approaches to the structure for approximately 309 feet westerly and 303 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$200,100
State Restricted Trunkline Funds	\$ 37,500
Cheboygan County Road Commission Funds	\$ <u>12,500</u>
Total Funds	\$ <u>250,100</u>

BRO 16006 - 59695

Letting of 8/6/2004

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Cheboygan County Road Commission Funds.

Commitment Level: 80% federal, 15% state, 5% Cheboygan County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

Zip Code: 49721.

104. HIGHWAYS – Reimbursement of Costs for Preliminary Engineering
 Contract (2004-5284) between MDOT and Alfred Benesch & Company will provide for reimbursement by the consultant of extra structural steel work costs as necessary to provide for plan revisions B7, B8, and B9 for structure S12 of 41064 and for plan revision B10 for structure S11 of 41064 within the interchange of new Highway M-6 and existing Highway US-131 in Byron Township, Kent County, due to errors and omissions involved in the preparation of design plans.

Estimated Funds:

Alfred Benesch & Co. Funds	<u>\$146,970</u>
Total Funds	<u>\$146,970</u>

NH 41064; Kent County
 Originally let December 2000

Purpose/Business Case: To provide for reparations by the consultant for additional costs required for completion of the Improve/Expand Trunkline construction project.

Benefit: Will provide for extra steel above that shown on plans in order to construct new structures that meet MDOT standards.

Funding Source: 100% Alfred Benesch & Co. Funds.

Commitment Level: 100% Alfred Benesch & Co. Funds.

Risk Assessment: Agreement needed in order for MDOT to bill consultant.

Cost Reduction: Negotiated price with contractor to be repaid by consultant.

New Project Identification: Construction of project complete.

Zip Code: 49315.

105. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5291) between MDOT and the Genesee County Road Commission will provide for participation in the following improvements:

Traffic signal modernization work at the intersection of Hill Road and Fenton Road.

Estimated Funds:

Federal Highway Administration Funds	\$23,000
Genesee County Road Commission Funds	<u>\$ 5,700</u>
Total Funds	<u>\$28,700</u>

STH 25609 - 73780
 Local Force Account

Purpose/Business Case: To upgrade traffic signal equipment.

Benefit: Increased safety.

Funding Source: Federal Surface Transportation Program Funds and Genesee County Road Commission Funds

Commitment level: 80% federal up to an amount not to exceed \$200,000 and the balance by the Genesee County Road Commission.

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

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

New Project Identification: Improvement of existing traffic signal.

Zip Code: 48507.

106. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5369) between MDOT and the Village of Walkerville will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Rehabilitation work along Main Street from 168th Avenue to Leavitt Avenue, along Main Street from Hamon Street to Menes Street, and along Hamon Street from Clock Road to Main Street, including trenching, crushing and shaping, aggregate base, hot mix asphalt paving, aggregate shoulder, drainage, curb and gutter, pavement marking, and slope restoration work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$132,300
Federal Highway Administration Funds	\$132,300
State Restricted Economic Development Funds	\$ 66,200
Village of Walkerville Funds	<u>\$ 0</u>
Total Funds	<u>\$330,800</u>

EDDF 64555 – 51798; Oceana County

Letting of 10/1/2004

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Village of Walkerville Funds.

Commitment Level: 80% federal, 20% state; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49459.

107. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5378) between MDOT and the Kalamazoo County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Hot mix asphalt resurfacing work along KL Avenue from 9th Street to approximately 300 feet east of 11th Street, including coldmilling, trenching, drainage modification, tree removal, and superelevation correction work.

Estimated Funds:

State Restricted Economic Development Funds	\$354,400
Kalamazoo County Road Commission Funds	<u>\$120,600</u>
Total Funds	<u>\$475,000</u>

EDF 39566 - 77740

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Kalamazoo County Road Commission Funds.

Commitment Level: 80% state up to \$354,400 and the balance by Kalamazoo County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49009.

108. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5379) between MDOT and the City of Wixom will provide for participation in the following improvements:

PART A

Concrete pavement construction work along the Johanna Ware Extension from Pontiac Trail southerly to the south leg of Wixom Road, including storm sewer and restoration work.

PART B

Sidewalk, sprinkler system, and private sign relocation work along the Johanna Ware Extension from Pontiac Trail southerly to the south leg of Wixom Road.

PART C

Concrete surface installation work at the at-grade crossings of the tracks of CSX Transportation, Inc., with the intersections of Johanna Ware Road, Pontiac Trail, and the north leg of Wixom Road (National Inventory #232-256-U and #232-255-M) located in the city of Wixom, Michigan.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$3,225,000	\$ 0	\$165,600	\$3,390,600
City of Fenton Funds	\$ 715,100	\$36,200	\$ 36,700	\$ 788,000
Total Funds	<u>\$3,940,100</u>	<u>\$36,200</u>	<u>\$202,300</u>	<u>\$4,178,600</u>

STU 63459 – 56252, 80208; Oakland County
 Letting of 10/1/2004

Purpose/Business Case: To construct a new roadway extension and install a new railroad crossing.

Benefit: Will reduce traffic congestion.

Funding Source: Federal Surface Transportation Funds and City of Wixom Funds.

Commitment Level: 81.85% federal and 18.15% City of Wixom for Parts A and C; 100% City of Wixom for Part B; based on estimate.

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

Cost Reduction: Low bid for Parts A and B; CSX Transportation, Inc., is doing the railroad work with its estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Construction of new roadway extension and construct new railroad crossing.

Zip Code: 48393.

109. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5382) between MDOT and City of Lapeer will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Historic rehabilitation work for a train depot located at 111 Howard Street, city of Lapeer, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$144,765
City of Lapeer Funds	\$ <u>48,255</u>
Total Funds	\$ <u>193,020</u>

STE 44448 – 58162; Lapeer 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 Lapeer Funds.

Commitment Level: 75% federal up to \$144,765 and the balance by City of Lapeer; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: Historic preservation of existing train depot.

Zip Code: 48446.

110. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5383) between MDOT and the Berrien County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

PART A

Non-motorized pathway bridge work for a structure located south of Highway I-94, west of Lincoln Avenue, and north of Maiden Lane in connection with the Wilderness Trail in Maiden Lane Park.

PART B

Non-motorized pathway bridge work for a structure located north of Highway I-94, west of Lincoln Avenue, south of Vineland Avenue, and east of Washington Avenue in connection with the Wilderness Trail.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$23,528.00	\$23,202.00	\$46,730.00
Berrien County Road Commission Funds	<u>\$12,668.93</u>	<u>\$12,493.39</u>	<u>\$25,162.32</u>
Total Funds	<u>\$36,196.93</u>	<u>\$35,695.39</u>	<u>\$71,892.32</u>

STE 11413 - 50911; STE 11015 - 58129

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 Berrien County Road Commission Funds

Commitment Level: 65% federal up to \$23,528 and \$23,202 for Part A and Part B, respectively, and the balance by Berrien 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: 49085.

111. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5385) between MDOT and the Bay County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Non-motorized pathway work along Patterson Road from Wilder Road northerly to the Lake State Railroad right-of-way, along the Lake State Railroad right-of-way from Patterson Road northwesterly to Smith Road, and along Smith Road from the Lake State Railroad right-of-way westerly to State Park Drive.

Estimated Funds:

Federal Highway Administration Funds	\$241,636
Bay County Road Commission Funds	\$ <u>60,409</u>
Total Funds	\$ <u>302,045</u>

STE 09001 - 73840

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: Will provide pedestrian and bicycle facilities.

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

Commitment Level: 80% federal up to \$241,636 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.

112. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5388) between MDOT and the Huron County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work along Limerick Road from Elkton Road to Champagne Road.

Estimated Funds:

State Restricted Economic Development Funds	\$180,000
Huron County Road Commission Funds	\$ <u>83,500</u>
Total Funds	\$ <u>263,500</u>

EDA 32522 - 80462

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Huron County Road Commission Funds.

* Denotes a non-standard contract/amendment

Commitment Level: 88% state up to \$180,000 and the balance by Huron County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48725.

113. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5390) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Rehabilitation work along Roddis Road from Thousand Island Lake Road southeasterly approximately 1.21 miles, including base crushing and shaping, hot mix asphalt surfacing, aggregate shoulder, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$74,400
Gogebic County Road Commission Funds	<u>\$18,600</u>
Total Funds	<u>\$93,000</u>

STL 27075 - 80130
Local Force Account

Purpose/Business Case: To rehabilitate and repave roadway.

Benefit: Will extend life and increase ride quality of pavement.

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

Commitment Level: 80% federal, 20% Gogebic County Road Commission.

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

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

New Project Identification: Improvement of existing roadway.

Zip Code: 49969.

114. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5391) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Rehabilitation work along Old Highway US-2 from Highway US-45 easterly approximately 1.18 miles, including base crushing and shaping, hot mix asphalt surfacing, aggregate shoulder, temporary pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$74,500
Gogebic County Road Commission Funds	<u>\$18,600</u>
Total Funds	<u>\$93,100</u>

STL 27089 - 80129
Local Force Account

* Denotes a non-standard contract/amendment

Purpose/Business Case: To rehabilitate and repave roadway.
Benefit: Will extend life and increase ride quality of pavement.
Funding Source: Federal Surface Transportation Program Funds and Gogebic County Road Commission Funds.
Commitment Level: 80% federal, 20% Gogebic County Road Commission.
Risk Assessment: Contract required in order for County to receive these federal funds.
Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six percent less than if it were contracted.
New Project Identification: Improvement of existing roadway.
Zip Code: 49969.

115. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5411) between MDOT and the Monroe County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work along Ann Arbor Road from Hatter Road to Cone Road.

Estimated Funds:

State Restricted Economic Development Funds	\$1,014,944
Monroe County Road Commission Funds	<u>\$ 545,056</u>
Total Funds	<u>\$1,560,000</u>

EDA 58522 - 80652
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.
Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.
Funding Source: State Transportation Economic Development Funds and Monroe County Road Commission Funds.
Commitment Level: 89% state up to \$1,014,944 and the balance by Monroe County Road Commission; based on estimate.
Risk Assessment: Possible loss of development opportunities.
Cost Reduction: Low bid.
New Project Identification: Improvement of existing roadway.
Zip Code: 48131.

116. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5436) between MDOT and the Road Commission for Oakland County will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Improvement work along Highway M-24 at the intersection with Brown Road and Dutton Road to eliminate direct left-turns, including median crossover construction north and south of the intersection and right-turn lane construction for northbound Highway M-24 and eastbound Brown Road.

Estimated Funds:

State Restricted Economic Development Funds	\$1,185,000
Road Commission for Oakland County Funds	<u>\$ 315,000</u>
Total Funds	<u>\$1,500,000</u>

EDA 63112 - 81025

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth and reduce traffic congestion.

Funding Source: State Transportation Economic Development Funds and Road Commission for Oakland County Funds.

Commitment Level: 79% state up to \$1,185,000 and the balance by Road Commission for Oakland County; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Construction of new median crossovers and right-turn lanes.

Zip Code: 48359.

117. *MULTI-MODAL – Increase Services and Amount
 Amendatory Contract (89-2260/A4) between MDOT and Greyhound Lines, Inc., will increase the contract amount by \$205,000 to provide for facility improvements, which will include new flooring, new automatic doors, restroom upgrades, a new public address system, and improvements to the heating, air conditioning, and ventilation systems at the Detroit Transportation Center. MDOT owns the facility and is responsible for facility improvements. The original contract provides for the lease to Greyhounds Lines of a public transportation building for intercity bus passengers in the city of Detroit. The contract term remains unchanged, October 23, 1991, through October 22, 2011. The revised contract amount will be \$350,892. Source of Funds: FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$350,892.

Purpose/Business Case: To provide \$205,000 for facility improvements, including flooring, new automatic doors, restroom upgrades, a new public address system, and improvements to the heating, air conditioning, and ventilation systems at the Detroit Transportation Center.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2003 and 2004 State Restricted Comprehensive Transportation Funds - \$350,892.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not providing the funding is the deterioration of the facility.

* Denotes a non-standard contract/amendment

Cost Reduction: Facility work will be bid out to different vendors. The lowest responsive bidder will be selected.
New Project Identification: This is not a new project.
Zip Code: 48226

118. MULTI-MODAL – Intercity Bus Program

Requisition (591R4001056) between MDOT and Motor Coach Industries, Inc. (MCI), will provide for the purchase of four MCI lift-equipped intercity motorcoaches to be leased by Indian Trails, Inc., to replace four motorcoaches that have exceeded their useful lives under program guidelines. These motorcoaches will be leased to Indian Trails for \$1,000 per year per vehicle for a maximum of six years or 450,000 miles, whichever comes first, under MDOT Contract (2004-0220), which was previously approved by the State Administrative Board on the April 20, 2004, agenda. Indian Trails is requesting these motorcoaches to maintain its existing daily scheduled regular service between Bay City and Chicago, serving intermediate towns and cities. These motorcoaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act (ADA). The purchase amount of these motorcoaches is \$1,598,500; however, MCI is allowing the trade-in of four 1998/99 motorcoaches (that have exceeded their useful lives), thereby reducing the purchase amount by \$607,000. The net purchase amount will be \$991,500. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$991,500.

MDOT's authority to purchase intercity buses is provided under the State Transportation Preservation Act of 1976, Act 295 of 1976, excerpted below:

“474.64 Acquisition of intercity bus and ferry equipment and facilities. Sec.14. The department may purchase intercity bus equipment and related station and servicing facilities, as well as ferry equipment, dock, port, and water equipment servicing facilities. The department may acquire equipment and facilities to be utilized by intercity bus and ferry operations, under terms and conditions determined by the department.”

Purpose/Business Case: To provide for the purchase of four MCI lift-equipped intercity motorcoaches to be leased by Indian Trails, Inc., to replace four motorcoaches that have exceeded their useful lives under program guidelines.

Benefit: The new motorcoaches will improve the quality, safety, and reliability of intercity bus services to a large number of lower-income travelers and will contribute to the continued stabilization of the Michigan intercity bus industry, which has been in a state of flux since deregulation and on the decline for years. Intercity bus regular route service is not a profit-making part of bus companies' services, for the most part. At best, on high density routes, costs equal revenues. Buses provided by MDOT remove such overhead burdens as debt service, interest, and maintenance costs, keeping regular route operations at break even or minimizing any losses. The buses keep the state from providing operating assistance and, in many instances, generate improved frequency and service quality, attracting new passengers and increasing ridership and revenue.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$991,500.

Commitment Level: This provides for the purchase of four replacement vehicles this fiscal year.

Risk Assessment: The risks of not approving this purchase are the possible abandonment of regular route services, schedule frequency reduction, or placing the state in the position of having to provide operating assistance support to keep the services in operation.

Cost Reduction: This purchase involves the trade-in of three 1998 motorcoaches and one 1999 MCI motorcoach, which reduces the purchase amount by \$607,000.

New Project Identification: Provides for the purchase of four new replacement motorcoaches.

Zip Code: 48909.

119. MULTI-MODAL – Intercity Bus Program

Requisition (591R4001063) between MDOT and ABC Bus, Inc., will provide for the purchase of four Van Hool lift-equipped intercity motorcoaches to be leased by Greyhound Lines, Inc., to replace four motorcoaches that have exceeded their useful lives under program guidelines. These motorcoaches will be leased to Greyhound for \$1,000 per year per vehicle for a maximum of six years or 450,000 miles, whichever comes first, under MDOT Contract (2004-0258), which was previously approved by the State Administrative Board on the June 1, 2004, agenda. Greyhound is requesting the motorcoaches to maintain its existing scheduled regular route round-trip service between Detroit, Muskegon, Bay City, and Chicago, Illinois, and between Grand Rapids and Chicago, serving intermediate towns and cities. These motorcoaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The purchase amount will be \$1,472,888. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$1,472,888.

MDOT's authority to purchase intercity buses is provided under the State Transportation Preservation Act of 1976, Act 295 of 1976, excerpted below:

“474.64 Acquisition of intercity bus and ferry equipment and facilities. Sec.14. The department may purchase intercity bus equipment and related station and servicing facilities, as well as ferry equipment, dock, port, and water equipment servicing facilities. The department may acquire equipment and facilities to be utilized by intercity bus and ferry operations, under terms and conditions determined by the department.”

Purpose/Business Case: To provide for the purchase of four lift-equipped intercity motorcoaches to be leased by Greyhound Lines, Inc., to replace four motorcoaches that have exceeded their useful lives under program guidelines.

Benefit: The new motorcoaches will improve the quality, safety, and reliability of intercity bus services to a large number of lower-income travelers and will contribute to the continued stabilization of the Michigan intercity bus industry, which has been in a state of flux since deregulation and on the decline for years. Intercity bus regular route service is not a profit-making part of bus companies' services, for the most part. At best, on high density routes, costs equal revenues. Buses provided by MDOT remove such overhead burdens as debt service, interest, and maintenance costs, keeping regular route operations at break even or minimizing any losses. The buses keep the state from providing operating assistance and, in many instances, generate improved frequency and service quality, attracting new passengers and increasing ridership and revenue.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds – \$1,472,888.

Commitment Level: This provides for the purchase of four replacement vehicles this fiscal year.

Risk Assessment: The risks of not approving this purchase are the possible abandonment of regular route services, schedule frequency reduction, or placing the state in the position of having to provide operating assistance support to keep the services in operation.

Cost Reduction: The vendor provided a discount of \$38,542 per vehicle, thereby reducing the purchase amount by \$154,168.

New Project Identification: Provides for the purchase of four new replacement motorcoaches.

Zip Code: 48909.

120. MULTI-MODAL – Railroad Force Account Work

Authorization (23061-80367) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at CSX=s grade crossing of West Street in the city of Grand Ledge, Eaton County, Michigan. This work, to be done as part of MDOT’s annual grade crossing prioritization program, as well as in conjunction with a crossing closure project, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a local agency application submitted by the City of Grand Ledge and approved on July 23, 2003. The total cost of the project is estimated at \$250,541. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$125,270.50, Federal Highway Administration Funds - \$125,270.50.

Purpose/Business Case: Will provide for the installation of new side-of-street flashing-light signals and half-roadway gates at the grade crossing of CSX with West Street in Grand Ledge, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. Installation of the new active warning devices was deemed necessary by a team that included representatives of the local road authority, CSX, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is provided from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130, respectively. FY 2004 State Restricted Trunkline Funds - \$125,270.50, Federal Highway Administration Funds - \$125,270.50.

Commitment Level: The contract cost is based on CSX’s estimate and will be paid on a force account basis.

Risk Assessment: This project will add active warning devices to a previously passively-signed crossing, significantly increasing the level of warning for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Grand Ledge.

New Project Identification: This is a new project to add active warning devices.

Zip Code: 48837.

121. *MULTI-MODAL - Time Extension

Amendatory Contract (95-0793/A9) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by two years to provide the railroad additional time to continue activities required to support the Incremental Train Control System (ITCS) implementation, specifically, the verification and validation (V&V) of the project. During the testing phase of the project there were more anomalies than anticipated and also radio interference problems, which have delayed the start of the V&V. The V&V portion of the project is an integral stage of the project that will provide the Federal Railroad Administration (FRA) with certification needed to allow Amtrak to increase speeds to above 90 miles per hour. When the V&V is completed, Amtrak will be allowed to extend the ITCS territory without duplication of previous testing. The original contract between MDOT and Amtrak provides for a demonstration of a high-speed positive train control project on a segment of the federally-designated Detroit-Chicago High-Speed Corridor (Kalamazoo to Grand Beach, Michigan). This project is undertaken in an effort to increase safety and decrease travel times on the High-Speed Rail Corridor. The revised contract term will be June 9, 1995, through September 30, 2006. The contract amount remains unchanged at \$38,582,145. Source of Funds: Federal Railroad Administration Funds - \$19,074,576; State Restricted Comprehensive Transportation Funds - \$10,700,000; Amtrak Funds - \$3,891,000; GE Transportation Systems Global Signaling Funds - \$4,916,569.

* Denotes a non-standard contract/amendment

Purpose/Business Case: This amendment will extend the contract term by two years for completion of the V&V portion of this contract as required per FRA mandates.

Benefit: The completion of the ITCS implementation, partnered by MDOT, Amtrak and the FRA, will provide Michigan with the second fastest rail corridor in the nation. Upon certification by the FRA, MDOT and Amtrak will be able to implement the ITCS operations on other segments of the corridor and on other passenger routes. This is a first of its kind system with the potential to revolutionize high-speed rail travel.

Funding Source: Federal Railroad Administration Funds - \$19,074,576; State Restricted Comprehensive Transportation Funds - \$10,700,000; Amtrak Funds - \$3,891,000; GE Transportation Systems Global Signaling Funds - \$4,916,569.

Commitment Level: The contract amount remains unchanged under this amendment. The project at this stage is consistent with the original estimates and may be completed under budget.

Risk Assessment: If this time extension amendment is not awarded, the ITCS project could be completed, but not implemented. The V&V segment must be completed to obtain FRA approval.

Cost Reduction: The ITCS will dramatically reduce the per-mile costs for installation of a positive control train system required for train travel in excess of 79 miles per hour in other areas of the country.

New Project Identification: This is not a new project.

Zip Code: 48909.

122. *MULTI-MODAL – Increase Services and Amount, Extend Term

Amendatory Contract (95-1697/A6) between MDOT and the National Railroad Passenger Corporation (Amtrak) will increase the contract amount by \$200,000 to allow Amtrak to equip and install additional stations with automated ticketing machines and travel information displays and will extend the contract term by eighteen months. The original contract provides for the purchase and installation of the most current technology in automated ticketing and travel information display at various rail passenger stations along our rail passenger routes. Stations may include New Buffalo, St. Joseph, Bangor, Holland, Grand Rapids, East Lansing, Durand, Flint, Lapeer, Port Huron, Niles, Dowagiac, Kalamazoo, Battle Creek, Albion, Jackson, Ann Arbor, Dearborn, Detroit, Royal Oak, Birmingham, and Pontiac, Michigan. The revised contract term will be from October 9, 1995, through December 31, 2003, and from March 24, 2004, through June 23, 2006. (Amendment 5 was a renewal/extension.) The revised total contract amount will be \$500,000. Source of Funds: FY 1996 and FY 2004 State Restricted Comprehensive Transportation Funds - \$500,000.

Purpose/Business Case: To provide for the purchase and installation of automated ticketing machines and travel information display signs at rail passenger stations throughout the state. This amendment will extend the contract by 18 months and increase the contract amount by \$200,000 to allow additional stations to be equipped.

Benefit: Rail passenger travelers will be able access ticket information at several staffed and unstaffed stations along our routes, and current train arrival/travel information will be displayed at stations.

Funding Source: FY 1996 and FY 2004 State Restricted Comprehensive Transportation Funds - \$500,000.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: If this work is not completed, train delays go unexplained to the traveling public. The automated ticketing machines have allowed for 24-hour ticketing at passenger rail stations.

Cost Reduction: This additional funding will allow for a volume purchase of signs and ticketing machines, thereby reducing the per unit costs.

Project Identification: This is not a new project.

Zip Code: 48909.

123. *MULTI-MODAL - Extend Term

Amendatory Contract (96-0819/A7) between MDOT and the Federal Railroad Administration (FRA) will extend the contract term by two years to provide additional time for completion of activities required to support the Incremental Train Control System (ITCS) implementation, specifically, the verification and validation (V&V) of the project. During the testing phase of the project there were more anomalies than anticipated and also radio interference problems, which have delayed the start of the V&V. The V&V portion of the project is an integral stage of the project, which will provide the FRA with certification needed to allow the National Railroad Passenger Corporation (Amtrak) to increase speeds to above 90 miles per hour. When the V&V is completed, Amtrak will be allowed to extend the ITCS territory without duplication of previous testing. The original grant provides federal funding for the demonstration of a high-speed positive train control project on a segment of the federally designated Detroit-Chicago High-Speed Corridor (Kalamazoo to Grand Beach, Michigan). This project is undertaken in an effort to increase safety and decrease travel times on the High-Speed Rail Corridor. The revised contract term will be March 3, 1995, through September 30, 2006. The contract amount remains unchanged at \$38,582,145. Source of Funds: Federal Railroad Administration Funds - \$19,074,576; State Restricted Comprehensive Transportation Funds - \$10,700,000; Amtrak Funds - \$3,891,000; GE Transportation Systems Global Signaling Funds - \$4,916,569.

Purpose/Business Case: This amendment will extend the grant by two years for completion of the V&V portion of this project.

Benefit: The completion of the ITCS implementation, partnered by MDOT, Amtrak and the FRA, will provide Michigan with the second fastest rail corridor in the nation. Upon certification by the FRA, MDOT and Amtrak will be able to implement the ITCS operations on other segments of the corridor and on other passenger routes. This is a first of its kind system with the potential to revolutionize high-speed rail travel.

Funding Source: Federal Railroad Administration Funds - \$19,074,576; State Restricted Comprehensive Transportation Funds - \$10,700,000; Amtrak Funds - \$3,891,000; GE Transportation Systems Global Signaling Funds - \$4,916,569.

Commitment Level: The grant amount remains unchanged under this amendment. The project at this stage is consistent with the original estimates and may be completed under budget.

Risk Assessment: If this time extension amendment is not awarded, the ITCS project could be completed, but not implemented. The V&V segment must be completed to obtain FRA approval.

Cost Reduction: The ITCS will dramatically reduce the per-mile costs for installation of a positive control train system required for train travel in excess of 79 miles per hour in other areas of the country.

New Project Identification: This is not a new project.

Zip Code: 48909.

124. *MULTI-MODAL - Renewal and Extension

Renewal and Amendatory Contract (99-0609/A1) between MDOT and the National Railroad Passenger Corporation (Amtrak) will renew the contract and extend the contract term through December 31, 2005, to allow Amtrak additional time to continue activities required to complete the reconstruction of selected grade crossings within the boundaries of the high-speed positive train control project on a segment of the federally-designated Detroit-Chicago High-Speed Corridor (Kalamazoo-to-Grand Beach, Michigan). This additional time will permit Amtrak to make repairs to additional grade crossing surfaces that have deteriorated to a state of disrepair during the original term of the contract. This project is undertaken in an effort to increase safety and decrease travel times on the High-Speed Rail Corridor. The revised contract term will be from August 17, 1999, through December 31, 2003, and from the date of award of this renewal/amendment through December 31, 2005. The contract amount remains unchanged at \$1,570,960. Source of Funds: FY 1999 State Restricted Comprehensive Transportation Funds - \$1,570,960.

Purpose/Business Case: To provide additional time for the completion of grade crossing reconstruction and resurfacing.

Benefit: Will maintain the Amtrak portion of the high-speed corridor at an FRA Class 6 level, which can accommodate train speeds in excess of 90 miles per hour (mph). This portion of Michigan trackage will eventually be operated at over 110 mph, which makes it necessary to maintain the tracks at a high level (Class 6).

Funding Source: FY 1999 State Restricted Comprehensive Transportation Funds - \$1,570,960.

Commitment Level: The contract amount remains unchanged under this amendment. The project at this stage is consistent with the original estimates and may be completed under budget.

Risk Assessment: If this amendment/extension is not awarded, the Incremental Train Control Section project could be approved for above 90 mph, but crossing conditions could keep train speeds restricted to 79 mph. Passenger train scheduled travel time would then be compromised by the restricted crossing (tie) conditions.

Cost Reduction: By continually monitoring grade crossing surface and tie conditions and replacing and resurfacing individual sites found to be deteriorating, we can avoid the high costs of having to reconstruct and resurface a large number of crossings at one time. This practice will allow for continued Class 6 train operations and eliminate the possibility of having expansive areas with lower speed restrictions.

New Project Identification: This is not a new project.

Zip Code: 48909.

125. MULTI-MODAL - Time Extension

Amendatory Contract (99-0723/A3) between MDOT and the City of Kalamazoo will extend the contract term by approximately two years to allow the City time to complete the Downtown Transfer Center (DTC) architectural and engineering project. The project was delayed due to needed revisions to the design schematics to incorporate input from Intermodal Transportation Center (ITC) tenants. The extension will enable the City to use the appropriated funds for this project and coordinate with the ITC tenants, especially Greyhound and Indian Trails, on their respective work areas. This extension will also provide adequate time to address any additional delays that may occur. The work on the development of bid documents for the construction phase of the project will also continue. The original contract provides state matching funds to the City's FY 1999 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be September 13, 1999, through September 30, 2006. The contract amount remains unchanged at \$1,151,850. Source of Funds: Federal Transit Administration Funds - \$921,480; FY 1999 State Restricted Comprehensive Transportation Funds - \$218,870; City of Kalamazoo Funds - \$11,500.

Purpose/Business Case: To provide for an approximately two-year time extension to allow the City time to complete the DTC architectural and engineering project.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$921,480; FY1999 State Restricted Comprehensive Transportation Funds - \$218,870; City of Kalamazoo Funds - \$11,500.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that failure to complete the project could result in compromised public safety.

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

New Project Identification: This is not a new project.

Zip Code: 49007.

126. MULTI-MODAL - Decrease Amount

Amendatory Contract (2000-0776/A3) between MDOT and the City of Detroit will reduce the state matching funds for the "renovate trolley cars/rails" line item by \$177,532. The federal funding has been deobligated from the City of Detroit and reobligated to the Detroit Transportation Corporation. This change has been approved by the Federal Transit Administration. The original contract provides state matching funds for the City of Detroit's FY 2000 Federal Section 5307 Urbanized Area Formula Capital Program. The contract term remains unchanged, March 31, 2000, through March 30, 2006. The revised total contract amount will be \$26,384,419. Source of Funds: Federal Transit Administration Funds - \$21,107,535; FY 2001 State Restricted Comprehensive Transportation Funds - \$5,276,884.

Purpose/Business Case: To reduce state matching funds for the "renovate trolley cars/rails" line item.

Benefit: Will increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$21,107,535; FY 2001 State Restricted Comprehensive Transportation Funds - \$5,276,884.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

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

New Project Identification: This is not a new project.

Zip Code: 48207.

127. *MULTI-MODAL - Increase Services and Amount, Extend Term

Amendatory Contract (2000-0787/A6) between MDOT and the National Railroad Passenger Corporation (Amtrak) will provide additional funding of \$795,000 for additional infrastructure improvements and for the purchase of crosstie installation and track resurfacing equipment and will extend the contract term by one year to provide the railroad additional time to complete the improvements, as well as time to complete the engineering study portion of the project. The engineering study has overlapping elements with other adjacent railroad projects that have not yet been completed. Additional coordination and information is required to assure that no duplication of activities or costs are expended. The additional funding will provide for additional infrastructure improvements, including crosstie installation, ballast renewal, and track surfacing, and also for the purchase of crosstie installation and track resurfacing equipment. The original contract provides for grade crossing warning device replacement and upgrade, continuous welded rail installation on controlled sidings, crosstie installation and track resurfacing, and the purchase and installation of a high-speed, high-tech turnout to increase safety and decrease travel times on the federally-designated Detroit-Chicago High Speed Rail Corridor. The revised total contract term will be September 13, 2000, through September 30, 2005. The revised contract amount will be \$5,577,958. Source of Funds: FY 2000, FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$5,577,958.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To extend the time period for completion of the contract and provide additional funding for continued infrastructure improvements.

Benefit: The additional funding will allow the railroad to maintain FRA Class 6 conditions, which are required for train speeds in excess of 90 miles per hour. The additional time will allow the railroad sufficient time to complete the additional infrastructure improvements, as well as time to complete the engineering study portion of the project. The study has been delayed as there are railroad and track relocation/consolidation projects running currently by other railroads in the same area that may have a significant impact on the West Detroit connecting track. Extending this contract will allow the other projects to be completed or completed to a degree that will allow Amtrak's engineering study to be completed without duplication or unseen changes to the current track alignments.

Funding Source: FY 2000, FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$5,577,958.

Commitment Level: This is an actual cost contract based on estimated costs.

Risk Assessment: If this amendment is not awarded, the engineering study could result in recommendations being made prematurely, due to track changes planned subsequent to September 30, 2004, but not known to Amtrak or MDOT. Also, track conditions could deteriorate and, as a result, the track may not meet FRA Class 6 standards. This would restrict passenger train travel to less than 90 miles per hour.

Cost Reduction: The costs have been examined and negotiated by MDOT's Rail Passenger Section and are justified in comparison to alternative high-speed programs.

New Project Identification: This is not a new project.

Zip Code: 48909.

128. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0523/A1) between MDOT and the City of Kalamazoo will extend the contract term by approximately two years to allow the City time to complete Downtown Transfer Center (DTC). The project was delayed due to needed revisions to the design schematic and to incorporate input from the Intermodal Transportation Center (ITC) tenants. The extension will enable the City to use the appropriated funds for this project and coordinate with the ITC tenants, especially Greyhound and Indian Trails, on their respective work areas. This extension will also provide adequate time to address any additional delays that may occur. The work on the development of bid documents for the construction phase of the project will also continue. The original contract provides state matching funds to the City's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be September 14, 2001, through September 30, 2006. The contract amount remains unchanged at \$1,808,005. Source of Funds: Federal Transit Administration Funds - \$1,446,404; FY 2001 State Restricted Comprehensive Transportation Funds - \$361,601.

Purpose/Business Case: To provide for an approximately two-year time extension to allow the City time to complete the DTC architectural and engineering project.

Benefit: Will increase public safety through an improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,446,404; FY 2001 State Restricted Comprehensive Transportation Funds - \$361,601.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that failure to complete the project could result in compromised public safety.

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

New Project Identification: This is not a new project.

Zip Code: 49007.

129. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0525/A1) between MDOT and the Saginaw Transit Authority Regional Services (STARS) will extend the contract term by one year to allow sufficient time for the completion of the transit facility renovations. The project has been delayed due to changes in management and staff, but with the staff changes in place, the project can now be completed. The original contract provides state matching funds to STARS's FY 2001 Federal Section 5309 Capital Discretionary Program. The revised contract term will be September 14, 2001, through September 13, 2005. The contract amount remains unchanged at \$281,895. Source of Funds: Federal Transit Administration Funds - \$225,516; FY 1992 and FY 2002 State Restricted Comprehensive Transportation Funds - \$56,379.

Purpose/Business Case: To provide for a one-year time extension for the purchase of materials and services to complete renovations to the transit facility.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$225,516; FY 1992 and FY 2002 State Restricted Comprehensive Transportation Funds - \$56,379.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that federal funds will be lost.

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

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

Zip Code: 48607.

130. MULTI-MODAL - Decrease Amount

Amendatory Contract (2001-0727/A2) between MDOT and the City of Detroit will reduce state funding by \$100,000 for the "renovate trolley cars/rails" line item. The federal funding for this line item has been deobligated from the City of Detroit and reobligated to the Detroit Transportation Corporation. This change has been approved by the Federal Transit Administration. The original contract provides state matching funds to the City of Detroit's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grant. The contract term remains unchanged, February 2, 2001, through August 1, 2005. The revised total contract amount will be \$28,241,770. Source of Funds: Federal Transit Administration Funds - \$22,593,416; FY 1992, FY 2001, and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,648,354.

Purpose/Business Case: To reduce state matching funds for the "renovate trolley cars/rails" line item.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds- \$22,593,416; FY 1992, FY 2001, and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,648,354.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

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

New Project Identification: This is not a new project.

Zip Code: 48207.

131. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0912/A2) between MDOT and the Huron County Board of Commissioners will extend the contract term by one year to allow sufficient time for the agency to complete the purchase and installation of a video security system for buses and facility. Additional time is needed because of a change in priorities that caused a contract line item to be revised to include the video security system. The original contract provides state matching funds to Huron's FY 2001 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised contract term will be September 28, 2001, through September 27, 2005. The total contract amount remains unchanged at \$65,000. Source of Funds: Federal Transit Administration Funds - \$52,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$13,000.

Purpose/Business Case: To provide for a one-year time extension so the agency can complete the purchase and installation of a video security system.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$52,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$13,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that failure to complete the project could result in compromised public safety.

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

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

Zip Code: 48413.

132. MULTI-MODAL - Section 5309 Capital

Project Authorization (Z8) under Master Agreement (2002-0002) between MDOT and the City of Adrian will provide state matching funds for Adrian's FY 2002 Federal Section 5309 Capital Discretionary Statewide Program for the purchase of a transit vehicle. The authorization will be in effect from the date of award through three years. The total amount of the authorization will be \$67,318. 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 - \$53,854; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,464.

Purpose/Business Case: To provide state matching funds for Adrian's FY 2002 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$53,854; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,464.

Commitment Level: Authorizations are based on estimates.

Risk Assessment: The risk of not approving these authorizations is that federal funds will be lost.

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

New Project Identification: This is a new project.

Zip Code: 49221.

133.- MULTI-MODAL - Section 5311 Operating

199. The following Project Authorization Revisions issued under Master Agreements between MDOT and the following agencies will provide additional FY 2004 Federal Section 5311 Nonurbanized Area Formula Operating Program funds for nonurban public transportation services. The total amount to be added to the authorizations will be \$218,236 of federal funds; state funds are not required. This revised funding level reflects the amount of funds authorized and available under the Federal Continuing Resolution. Payment to the local agencies will not exceed 10.95 percent of their final eligible expenses. The terms of the authorizations remain unchanged, from October 1, 2003, through September 30, 2004. The term of the master agreement for the St. Joseph County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This master agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$6,841,132.

	<u>Master Agreement/ Authorization/Revision</u>	<u>Agency</u>	<u>Revision Amount</u>	<u>Authorization Total</u>
133.	2002-0002/Z5/R3	Adrian, City of	\$ 1,219	\$ 38,200
134.	2002-0003/Z9/R2	Allegan County Bd. of Comm.	\$ 1,396	\$ 43,779
135.	2002-0004/Z8/R3	Alma, City of	\$ 1,836	\$ 57,549
136.	2002-0005/Z6/R3	Alpena, City of	\$ 1,613	\$ 50,567
137.	2002-0006/Z14/R3	ALTRAN Transit Auth.	\$ 2,436	\$ 76,365
138.	2002-0007/Z11/R3	Ann Arbor Transp. Auth. (Chelsea/Dexter)	\$ 1,432	\$ 44,895
139.	2002-0008/Z7/R3	Antrim County Bd. of Comm.	\$ 2,059	\$ 64,550
140.	2002-0011/Z5/R3	Barry County Bd. of Comm.	\$ 2,039	\$ 63,929
141.	2002-0012/Z14/R3	Bay Area Transp. Auth.	\$ 16,147	\$506,153
142.	2002-0014/Z18/R3	Bay Metropolitan Transp. Authority	\$ 8,496	\$266,343
143.	2002-0014/Z19/R3	Bay Metropolitan Transp. Authority - Arenac	\$ 1,722	\$ 53,964
144.	2002-0016/Z4/R3	Belding, City of	\$ 851	\$ 26,680
145.	2002-0018/Z9/R3	Berrien County Bd. of Comm.	\$ 3,918	\$122,842
146.	2002-0019/Z5/R3	Big Rapids, City of	\$ 1,109	\$ 34,766
147.	2002-0020/Z7/R3	Blue Water Area Transp. Comm.	\$ 7,476	\$234,384
148.	2002-0021/Z13/R3	Branch Area Transit Auth.	\$ 3,064	\$ 96,064
149.	2002-0023/Z7/R3	Cadillac/Wexford Transit Authority	\$ 3,875	\$121,490
150.	2002-0024/Z16/R3	Capital Area Transp. Auth.	\$ 3,406	\$106,753
151.	2002-0025/Z6/R3	Caro Transit Authority	\$ 1,997	\$ 62,614
152.	2002-0026/Z5/R3	Cass County Transp. Auth.	\$ 1,988	\$ 62,327
153.	2002-0027/Z7/R3	Charlevoix County Bd. of Comm.	\$ 3,576	\$112,098
154.	2002-0028/Z9/R3	Cheboygan County Bd. of Comm.	\$ 2,174	\$ 68,173
155.	2002-0029/Z8/R3	Clare County Bd. of Comm.	\$ 3,643	\$114,234
156.	2002-0095/Z5/R3	Clinton Area Transit System	\$ 1,472	\$ 46,154
157.	2002-0030/Z9/R3	Crawford County Transit Auth.	\$ 4,222	\$132,356
158.	2002-0031/Z9/R3	Delta Area Transit Auth.	\$ 2,515	\$ 78,840

* Denotes a non-standard contract/amendment

159.	2002-0035/Z12/R3	Eastern U.P. Transp. Auth.	\$ 1,736	\$ 54,427
160.	2002-0036/Z9/R3	Eaton County Transp. Auth.	\$ 7,677	\$240,643
161.	2002-0038/Z9/R3	Gladwin County Bd. of Comm.	\$ 5,334	\$167,191
162.	2002-0039/Z5/R3	Gogebic County Transit	\$ 1,284	\$ 40,241
163.	2002-0041/Z13/R3	Greater Lapeer Transp. Auth.	\$ 5,562	\$174,357
164.	2002-0042/Z6/R3	Greenville, City of	\$ 1,131	\$ 35,470
165.	2002-0044/Z6/R3	Hillsdale, City of	\$ 1,419	\$ 44,479
166.	2002-0046/Z8/R3	Houghton, City of	\$ 1,354	\$ 42,431
167.	2002-0047/Z6/R3	Huron County Bd. of Comm.	\$ 4,947	\$155,065
168.	2002-0048/Z6/R3	Interurban Transit Auth.	\$ 1,754	\$ 54,990
169.	2002-0050/Z9/R3	Ionia, City of	\$ 1,141	\$ 35,752
170.	2002-0052/Z8/R3	Iosco County Bd. of Comm.	\$ 1,017	\$ 31,832
171.	2002-0053/Z9/R3	Isabella County Transp. Comm.	\$ 11,174	\$350,291
172.	2002-0054/Z10/R3	Jackson, (City of), Transp. Authority	\$ 4,064	\$127,392
173.	2002-0055/Z8/R3	Kalamazoo, City of	\$ 5,376	\$168,536
174.	2002-0056/Z9/R3	Kalamazoo County Bd. of Comm.	\$ 1,274	\$ 39,903
175.	2002-0057/Z8/R3	Kalkaska Public Transit Auth.	\$ 2,626	\$ 82,344
176.	2002-0059/Z10/R3	Lenawee County Bd. of Comm.	\$ 1,473	\$ 46,182
177.	2002-0061/Z10/R3	Ludington Mass. Transp. Auth.	\$ 3,421	\$107,201
178.	2002-0063/Z4/R3	Manistee County Bd. of Comm.	\$ 5,065	\$158,775
179.	2002-0064/Z13/R3	Marquette County Transit Authority	\$ 8,854	\$277,528
180.	2002-0065/Z4/R3	Marshall, City of	\$ 1,123	\$ 35,180
181.	2002-0066/Z18/R3	Mass Transp. Auth. - Flint	\$ 2,554	\$ 80,045
182.	2002-0067/Z11/R3	Mecosta County Bd. of Comm.	\$ 1,393	\$ 43,664
183.	2002-0068/Z4/R3	Midland, City of	\$ 4,687	\$146,908
184.	2002-0069/Z9/R3	Midland County Bd. of Comm.	\$ 5,226	\$163,840
185.	2002-0070/Z7/R3	Milan, City of	\$ 994	\$ 31,180
186.	2002-0076/Z6/R3	Ogemaw County Bd. of Comm.	\$ 1,322	\$ 41,461
187.	2002-0077/Z5/R3	Ontonagon County Bd. of Comm.	\$ 1,645	\$ 51,572
188.	2002-0097/Z6/R3	Osceola County Bd. of Comm.	\$ 1,326	\$ 41,579
189.	2002-0079/Z9/R3	Otsego County Bd. of Comm.	\$ 5,301	\$166,177
190.	2002-0081/Z5/R3	Roscommon County Bd. of Comm.	\$ 5,373	\$168,438
191.	2002-0082/Z11/R3	Saginaw Transit Auth. Regional Services	\$ 2,822	\$ 88,458
192.	2002-0083/Z6/R3	Sanilac County Bd. of Comm.	\$ 2,752	\$ 86,264
193.	2002-0084/Z7/R3	Sault Ste. Marie, City of	\$ 1,120	\$ 35,040
194.	2002-0085/Z7/R3	Schoolcraft County Bd. of Comm.	\$ 1,503	\$ 47,085
195.	2002-0086/Z12/R3	Shiawassee Area Transp. Agency	\$ 2,539	\$ 79,589
196.	2002-0088/Z16/R3	Suburban Mobility Auth. for Regional Transp.	\$ 3,679	\$115,323
197.	2002-0693/Z6/R3	St. Joseph County Transp. Authority	\$ 3,401	\$106,632
198.	2002-0092/Z8/R3	Van Buren County Bd. of Comm.	\$ 2,452	\$ 76,855
199.	2002-0093/Z10/R3	Yates Township	\$ 3,660	\$114,743

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide additional Federal Section 5311 Operating Assistance funds for nonurban public transportation services for FY 2004. Funding reflects the amount authorized and available under the Federal Continuing Resolution.

Benefit: These federal funds will help support the level of public transportation provided in these nonurban areas.

Funding Source: Federal Transit Administration Funds - \$6,841,132.

Commitment Level: Authorization revision amounts are based on cost estimates.

Risk Assessment: The risks of not awarding these authorization revisions are that federal funds will be lost and the needed transit services may not be provided.

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

New Project Identification: These are revisions to existing projects.

Zip Code: 48909.

200.- MULTI-MODAL - Section 5311 Capital

224. The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2004 Federal Transit Administration Section 5311 Nonurbanized Area Formula Capital Program. The effective dates of the project authorizations will be the effective date of the federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations is \$1,544,943. The term of the Master Agreement for the St. Joseph County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This master agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,235,954; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$308,989.

	<u>Agreement No.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
200.	2002-0003-Z11	Allegan County Bd. of Comm.	Minivan	\$ 27,300
201.	2002-0011/Z7	Barry County Bd. of Comm.	Trolley	\$ 47,423
202.	2002-0012/Z16	Bay Area Transp. Authority	Facility Improvement	\$ 37,500
			Bus	\$ 11,250
203.	2002-0028/Z11	Cheboygan County Bd. of Comm.	Bus w/Lift	\$ 81,670
204.	2002-0029/Z10	Clare County Bd. of Comm.	Boiler/Building Imp.	\$ 31,200
205.	2002-0031/Z11	Delta Area Tansit Authority	Fuel Storage/Disp. Tank	\$ 10,000
			Facility Construction	\$ 75,000
206.	2002-0035/Z14	EUPTA (Chippewa Co.)	Service Truck	\$ 37,500
207.	2002-0038/Z11	Gladwin County Bd. of Comm.	Computer	\$ 25,000
			Tractor	\$ 21,000
208.	2002-0039/Z7	Gogebic County Transit	Cutaway Bus	\$ 60,000
209.	2002-0041/Z14	Greater Lapeer Transp. Authority	Generator	\$ 25,000
210.	2002-0044/Z7	Hillsdale, City of	Bus w/Lift	\$ 73,410
211.	2002-0047/Z7	Huron County Bd. of Comm.	Building Updates	\$ 40,000
212.	2002-0048/Z8	Interurban Transit Authority	Bus	\$ 77,305
213.	2002-0063/Z6	Manistee County Bd. of Comm.	Facility Renovation	\$ 35,000
			Computer	\$ 12,500
214.	2002-0064/Z14	Marquette County Transit Authority	Bus	\$ 85,000

* Denotes a non-standard contract/amendment

215.	2002-0065/Z5	Marshall, City of	Maintenance Hoist	\$ 85,000
216.	2002-0067/Z13	Mecosta County Bd. of Comm.	Facility Improv.	\$ 31,250
217.	2002-0070/Z8	Milan, City of	Facility Improv.	\$ 70,000
218.	2002-0081/Z7	Roscommon County Bd. of Comm.	Bus w/Lift	\$ 47,895
			Van	\$ 24,990
219.	2002-0097/Z7	Osceola County Bd. of Comm.	Comp. and Software	\$ 5,000
			Facility Improv.	\$ 23,750
			Shop Tools	\$ 2,500
220.	2002-0081/Z6	Roscommon County Bd. of Comm.	Parking Lot	\$ 18,750
			Bus	\$108,000
221.	2002-0085/Z9	Schoolcraft County Bd. of Comm.	Radios	\$ 43,750
222.	2002-0092/Z10	Van Buren County Bd. of Comm.	(2) Cutaway Buses	\$111,000
223.	2002-0093/Z11	Yates Township	Facility Renovation	\$ 60,000
224.	2002-0693/Z9	St. Joseph Co. Transp. Auth.	Bus	\$100,000

Purpose/Business Case: To provide for funding for capital items under the FY 2004 FTA Section 5311 capital program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,235,954; FY 2004 State Restricted Comprehensive Transportation Funds - \$308,989.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of federal funds.

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

New Project Identification: These are new projects.

Zip Code: 48909.

225.- MULTI-MODAL – Project Zero

229. The following Project Authorization Revisions under Master Agreements between MDOT and the following agencies will adjust the FY 2004 funding for enhanced public transportation services as requested for Project Zero clients. The adjustments will move funding from agencies where the funding will not be fully utilized to agencies with greater needs than anticipated. The original authorizations provide state funding to transit agencies under the Project Zero Program. MDOT provides 50 percent of the operating costs and the Family Independence Agency (FIA) and the Michigan Department of Labor and Economic Growth (MDLEG) provide 50 percent of the operating costs. The authorization terms remain unchanged, October 1, 2003, through September 30, 2004. The total amount of the authorizations being adjusted under this program remains unchanged; however, the total amount of the authorizations listed below will be increased by \$105,052, for a revised total authorization amount of \$1,508,785. The terms of the master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$752,893; FIA Funds - \$385,446; MDLEG Funds - \$367,446.

	<u>Contract</u>	<u>Agency</u>	<u>MDOT</u>	<u>MDLEG</u>	<u>FIA</u>	<u>TOTAL</u>
225.	2002-0006/Z13/R1	Altran Transit Authority (Alger County)	\$ 55,426	\$ 18,713	\$ 36,713	\$110,852
226.	2002-0024/Z14/R1	Capital Area Transp. Auth.	\$ 18,064	\$ 9,032	\$ 9,032	\$ 36,128
227.	2002-0049/Z13/R1	Interurban Transit Partn. (Kent County)	\$148,053	\$ 74,026	\$ 74,027	\$296,106

* Denotes a non-standard contract/amendment

228.	2002-0066/Z17/R1	Mass Transp. Authority (Genesee County)	\$459,115	\$229,558	\$229,557	\$918,230
229.	2002-0082/Z10/R1	Saginaw Transit Auth. Reg. Services	\$ 72,235	\$ 36,117	\$ 36,117	\$144,469

Purpose/Business Case: To adjust FY 2004 funding for enhanced public transportation services as requested for Project Zero clients.

Benefit: Increased public transportation services.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$752,893. FIA Funds - \$385,446; MDLEG Funds - \$367,446.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving these revisions is the loss of transportation to work services.

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

New Project Identification: These are not new Project Zero Services.

Zip Code: 48909.

230. MULTI-MODAL - Section 5309 Program

Project Authorization (Z17) under Master Agreement (2002-0012) between MDOT and the Bay Area Transportation Authority, in Traverse City, will provide for the purchase of property and facility construction under the FY 2004 Federal Section 5309 Capital Discretionary Program. The project will be funded at 80 percent federal funds and 20 percent state match. The effective date of the authorization will be the effective date of the federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the effective date 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 authorization amount will be \$1,951,319. 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 - \$1,561,055; FY 2002 State Restricted Comprehensive Transportation Funds - \$390,264.

Purpose/Business Case: To provide federal and state funding for property purchase and facility construction under the FY 2004 Federal Section 5309 Capital Discretionary Program.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,561,055; FY 2002 State Restricted Comprehensive Transportation Funds - \$390,264.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is that Federal funds will be lost.

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

New Project Identification: This is a new construction project.

Zip Code: 49684.

231. MULTI-MODAL - Intercity Terminal

Project Authorization (Z10) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will provide FY 2004 State Intercity Terminal funding for the demolition of four existing wooden bus passenger shelters, the purchase of four new bus passenger shelters, and the installation of the new bus shelters, including concrete and electrical preparation work. The authorization will be in effect from the date of award through two years. The authorization amount will be \$73,000. 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: FY 2004 State Restricted Comprehensive Transportation Funds - \$73,000.

Purpose/Business Case: To provide FY 2004 State Intercity Terminal funding for the demolition of four existing wooden bus shelters, the purchase of four new bus passenger shelters, and the installation of the new bus shelters, including concrete and electrical preparation work.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$73,000.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is that bus passenger safety, convenience, and comfort will be jeopardized.

Cost Reduction: The project will be competitively bid and the lowest responsive bidder selected.

New Project Identification: This is a new bus shelter installation project.

Zip Code: 49016.

232. MULTI-MODAL - Section 5307 Program

Project Authorization (Z24) under Master Agreement (2002-0014) between MDOT and Bay Metropolitan Transportation Authority will provide state matching funds for the agency's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of two replacement vans, shop equipment, and computer hardware and software and for renovation of the administrative facility. The authorization will be in effect from July 14, 2004, through July 13, 2007. The authorization is retroactive due to the effective date 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 authorization amount will be \$145,240. 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 - \$116,192; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$29,048.

Purpose/Business Case: To provide state matching funds for the agency's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of two replacement vans, shop equipment, and computer hardware and software and for renovation of the administrative facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$116,192; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$29,048.

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: 49708.

233. MULTI-MODAL - Intercity Terminal

Project Authorization (Z25) under Master Agreement (2002-0014) between MDOT and the Bay Metropolitan Transportation Authority will provide FY 2004 State Intercity Terminal funding for upgrades to the heating, ventilation, and air conditioning system at the Bay City Intermodal Transportation facility. The authorization will be in effect from the date of award through two years. The authorization amount will be \$30,000. 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: FY 2004 State Restricted Comprehensive Transportation Funds - \$30,000.

Purpose/Business Case: To provide FY 2004 State Intercity Terminal funding for upgrades to the heating, ventilation, and air conditioning system at the Bay City Intermodal Transportation facility.

Benefit: Increased public safety through improved transportation services.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$30,000.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this authorization is increased maintenance costs and the eventual mechanical failure of the heating, ventilation, and air conditioning system.

Cost Reduction: Acceptance of the most responsive bidder's proposal is not negotiated.

New Project Identification: This is a new project.

Zip Code: 48708.

234.- MULTI-MODAL - Section 5309 Capital

240. The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide state matching funds under the FY 2004 Federal Section 5309 Capital Discretionary Program - Statewide grant for public transportation services. The effective dates of the authorizations will be the effective date of the federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the effective dates 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 authorizations will be \$504,497. The terms of the master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$403,598; FY 2002 State Restricted Comprehensive Transportation Funds - \$100,899.

	<u>Master Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
234.	2002-0016/Z6	Belding, City of	(1) Bus w/Lift	\$ 51,325
235.	2002-0025/Z8	Caro Transit Authority	(1) Bus w/Lift	\$ 52,750
236.	2002-0026/Z6	Cass County Transp. Authority	(1) Bus w/Lift	\$ 53,175
237.	2002-0027/Z8	Charlevoix County Bd. of Comm.	(2) Buses w/Lifts	\$112,250
238.	2002-0095/Z8	Clinton Area Transit System	(1) Bus w/Lift	\$ 57,205
239.	2002-0068/Z5	Midland, City of	(2) Buses w/Lifts	\$137,590
240.	2002-0079/Z14	Otsego County Board of Comm.	Up to (1) Bus w/Lift	\$ 40,202

Purpose/Business Case: To provide for funding for capital items under the FY 2004 Federal Section 5309 Capital Discretionary Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$403,598; FY 2002 State Restricted Comprehensive Transportation Funds - \$100,899.

* Denotes a non-standard contract/amendment

Commitment Level: Authorizations are based on estimates.

Risk Assessment: The risk of not approving these authorizations is that federal funds will be lost.

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

New Project Identification: These are new projects.

Zip Code: 49909.

241.- MULTI-MODAL - Project Zero

245. Project Authorization Revisions under Master Agreements between MDOT and the following agencies will adjust the FY 2004 funding for enhanced public transportation services as requested for Project Zero clients. These adjustments will move funding from agencies where it will not be fully utilized to agencies that have greater needs than anticipated. The original authorizations provide state funding to transit agencies under the Project Zero Program. MDOT provides 50 percent of the operating costs and the Family Independence Agency (FIA) and the Michigan Department of Labor and Economic Growth (MDLEG) provide 50 percent of the operating costs. The authorization terms remain unchanged, October 1, 2003, through September 30, 2004. The total amount of the authorizations being adjusted under this program remains unchanged; however, the total amount of the authorizations listed below will be decreased by \$74,512, for a revised total authorization amount of \$241,632. The terms of the master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$120,816; FIA Funds - \$62,908; MDLEG Funds - \$57,908.

	<u>Contract</u>	<u>Agency</u>	<u>MDOT</u>	<u>MDLEG</u>	<u>FIA</u>	<u>TOTAL</u>
241.	2002-0021/Z12/R1	Branch Area Transit Auth.	\$17,566	\$ 8,783	\$ 8,783	\$35,132
242.	2002-0095/Z4/R1	Clinton Area Transit System	\$15,250	\$ 7,625	\$ 7,625	\$30,500
243.	2002-0038/Z8/R1	Gladwin Co. Bd. of Comm.	\$35,000	\$17,500	\$17,500	\$70,000
244.	2002-0058/Z6/R1	Key Opportunities, Inc.	\$28,000	\$11,500	\$16,500	\$56,000
245.	2002-0067/Z10/R1	Mecosta Co. Bd. of Comm.	\$25,000	\$12,500	\$12,500	\$50,000

Purpose/Business Case: To adjust FY 2004 funding for enhanced public transportation services as requested for Project Zero clients.

Benefit: Increased public transportation services.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$120,816; FIA Funds - \$62,908; MDLEG Funds - \$57,908.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving these revisions is the loss of transportation to work services.

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

New Project Identification: These are not new Project Zero Services.

Zip Code: 48909.

246.- MULTI-MODAL - Section 5309 Capital

247. The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide state matching funds under the FY 2001 Federal Section 5309 Capital Discretionary Program - Statewide grant for public transportation services. The authorizations will be in effect from the dates of award through three years. The total amount of the authorizations will be \$198,230. The terms of the master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$158,584; FY 2002 State Restricted Comprehensive Transportation Funds - \$39,646.

Master Agreement/				
	<u>Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
246.	2002-0021/Z16	Branch Area Transit Authority	(1) Bus w/Lift	\$ 53,325
247.	2002-0036/Z11	Eaton County Transp. Authority	(2) Buses w/Lifts	\$144,905

Purpose/Business Case: To provide State matching funds for the FY 2001 Federal Section 5309 Capital Discretionary Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$158,584; FY 2002 State Restricted Comprehensive Transportation Funds - \$39,646.

Commitment Level: Authorizations are based on estimates.

Risk Assessment: The risk of not approving these authorizations is that federal funds will be lost.

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

New Project Identification: These are new projects.

Zip Code: 48909.

248. MULTI-MODAL - Section 5307 Program

Project Authorization (Z16) under Master Agreement (2002-0033) between MDOT and the City of Detroit will provide state matching funds to the City's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant for leased replacement buses, facility improvements, communications equipment, transit safety/security, preventive maintenance, service/support vehicles, engineering services, and transportation enhancement/bus signage. The authorization will be in effect from May 13, 2004, through May 12, 2007. The authorization is retroactive due to the effective date 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 authorization amount will be \$17,022,181. 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 - \$13,617,745; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$3,404,436.

Purpose/Business Case: To provide state matching funds for the City's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant, which includes leased replacement buses, facility improvements, communications equipment, transit safety/security, preventive maintenance, service/support vehicles, engineering services, and transportation enhancement/bus signage.

Benefit: Will increase public safety through improved transportation infrastructure and improved transportation services.

Funding Source: Federal Transit Administration Funds - \$13,617,745; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$3,404,436.

Commitment Level: Authorization is based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving this authorization is that federal funds will be lost.

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

New Project Identification: This is a new project.

Zip Code: 48207.

249.- MULTI-MODAL - Section 5311 Capital Program

250. The following Project Authorizations issued against Master Agreements between MDOT and the following agencies will provide funding for capital items under the FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program (Small Cities 5,000-50,000 and the Surface Transportation Program). The effective dates of the authorizations will be the effective date of the federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the terms matching the federal grant effective date. This is one of the retroactive contract categories exempted by State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$777,500. The terms of the master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. These master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$622,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$155,500.

	<u>Authorization No.</u>	<u>Agency</u>	<u>Item Description</u>	<u>Amount</u>	<u>Total</u>
249.	2002-0036/Z10	Eaton County Transportation Authority	Veh. Locator System Computer & Support Equipment Phone System	\$218,750 10,000 <u>80,000</u>	 <u>\$308,750</u>
250.	2002-0086/Z14	Shiawassee Area Transportation Agency	Bus Portable Hoists Drive-thru Wash System Shop Equipment Facility (Durand) (Paving & Landscaping) Facility (Owosso) (Paving & Landscaping) Service Vehicle	\$ 31,250 100,000 43,550 31,250 143,750 <u>43,750</u>	 75,200 <u>\$468,750</u>
					Total <u>\$777,500</u>

Purpose/Business Case: To provide state matching funds for capital items under the FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grant.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$622,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$155,500.

Commitment Level: Authorizations are based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is the loss of federal funds.

* Denotes a non-standard contract/amendment

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

New Project Identification: These are new projects.

Zip Code: 48813 and 48867.

251. MULTI-MODAL - Section 5307 Program

Project Authorization (Z3) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide state matching funds for the agency's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. This authorization will provide funds for the planning and rehabilitation/renovation of an administrative/maintenance facility and for the purchase of shop equipment, computer equipment, signal and communication equipment, and bus stops/signing. The authorization will be in effect from June 14, 2004, through June 13, 2007. The authorization is retroactive due to the effective date 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 authorization amount will be \$242,000. 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 - \$193,600; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$47,400; City of Holland Funds - \$1,000.

Purpose/Business Case: To provide for state matching funds for the City of Holland's FY 2004 Section 5307 Urbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$193,600; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$47,400; City of Holland Funds - \$1,000.

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 facility improvements will not be made.

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

New Project Identification: This is a new project.

Zip Code: 49423.

252. MULTI-MODAL - Section 5307 Program

Project Authorization (Z18) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), Grand Rapids, will provide state matching funds for ITP's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program. This authorization will provide funds for computer software, computer hardware, project administration, land/bus terminal lease, land purchase, bus tire lease, capital costs of contracting, service vehicles, associated capital maintenance items, shop equipment, purchase radios, Intelligent Transportation System (ITS), office equipment/furniture, facility equipment, architectural and engineering, rehabilitation of maintenance facility, bus stop signs, information displays, support equipment, construction terminals, contingencies, and planning. The authorization will be in effect from June 16, 2004, through June 15, 2007. The authorization is retroactive due to the effective date 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 authorization amount will be \$6,926,943. 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 - \$5,541,554; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,323,303; ITP Funds - \$62,086.

Purpose/Business Case: To provide state matching funds for ITP's FY 2004 Section 5307 Urbanized Area Formula Capital Program.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$5,541,554; FY 2002, 2004, 2005 State Restricted Comprehensive Transportation Funds - \$1,323,303; ITP Funds - \$62,086.

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 facility work will not be completed.

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

New Project Identification: This is a new project.

Zip Code: 49503.

253. MULTI-MODAL - Section 3037 Jobs Access and Reverse Commute

Project Authorization (Z20) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), Grand Rapids, will provide state matching funds for ITP's FY 2004 Federal Section 3037 Jobs Access and Reverse Commute Program for home to work transportation. The effective date of this authorization will be the effective date of the federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the effective date 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 authorization amount will be \$2,379,024. 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 - \$1,189,512; FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,189,512.

Purpose/Business Case: To provide FY 2004 Federal Section 3037 Job Access and Reverse Commute Program funds for home to work transportation.

Benefit: Will increase public transportation services.

Funding Source: Federal Transit Administration Funds - \$1,189,512; FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,189,512.

Commitment Level: Authorization based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that federal funds will be lost and the needed transportation from home to work will not be provided.

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

New Project Identification: To provide new enhanced public transportation services in the Grand Rapids area.

Zip Code: 49503.

254. MULTI-MODAL – Section 5309 Capital

Project Authorization (Z13) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority will provide state matching funds for the agency's FY 2004 Federal Section 5309 Capital Discretionary Program – Statewide grant for the purchase of transit buses and vans. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date 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 policy. The authorization amount will be \$752,635. 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 - \$602,108; FY 2002 State Restricted Comprehensive Transportation Funds - \$150,527.

Purpose/Business Case: To provide for funding for buses and vans under the FY 2004 Federal Section 5309 Capital Discretionary Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$602,108; FY 2002 State Restricted Comprehensive Transportation Funds - \$150,527.

Commitment Level: Authorizations are based on estimates.

Risk Assessment: The risk of not approving this authorization is that federal funds will be lost.

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

New Project Identification: Provides for the purchase of buses and vans.

Zip Code: 49203.

255. MULTI-MODAL - Section 5307 Program

Project Authorization (Z14) under Master Agreement (2002-0054) between MDOT and City of Jackson Transportation Authority will provide state matching funds for the agency's FY 2004 Federal Section 5307 Surface Transportation Program for the purchase of three minivans. The authorization will be in effect from April 30, 2004, through April 29, 2007. The authorization is retroactive due to the effective date 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 authorization amount will be \$90,000. 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 - \$72,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$18,000.

Purpose/Business Case: To provide state matching funds for the agency's FY 2004 Federal Section 5307 Surface Transportation Program for the purchase of three minivans.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$72,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$18,000.

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: This is a new project.

Zip Code: 49203.

256. MULTI-MODAL - Section 5311(f) and Intercity Terminal

Project Authorization (Z11) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide FY 2004 Federal Section 5311(f) Intercity Bus Program and State Intercity Terminal funding for Phase I of the construction of a downtown transfer center and the renovation of the existing intermodal terminal. The authorization will be in effect from the date of award through two years. The authorization amount will be \$2,168,430. The term of the master agreement is from October 1, 2001, until the last obligation between the parties under this Agreement has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$886,182; FY 2004 State Restricted Comprehensive Transportation Funds - \$1,282,248.

Purpose/Business Case: To provide FY 2004 Federal Section 5311(f) funding and State Intercity Terminal funding for Phase I of the construction of a downtown transfer center and the renovation of the existing intermodal terminal.

Benefit: Will increase public safety through an improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$886,182; FY 2004 State Restricted Comprehensive Transportation Funds - \$1,282,248.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds and needed transfer center and intermodal terminal work will not be completed.

Cost Reduction: The project will be competitively bid, and the lowest responsive bidder will be selected.

New Project Identification: This is a new construction project.

Zip Code: 49007.

257. MULTI-MODAL - Intercity Terminal

Project Authorization (Z15) under Master Agreement (2002-0064) between MDOT and the Marquette County Transit Authority will provide FY 2004 State Intercity Terminal funding for the construction of the intercity bus portion of the new Marquette County Transit Authority administration, operation, and maintenance facility. The authorization will be in effect from the date of award through two years. The authorization amount will be \$236,000. 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: FY 2004 State Restricted Comprehensive Transportation Funds - \$236,000.

Purpose/Business Case: To provide FY 2004 State Intercity Terminal funding for the construction of the intercity bus portion of the new Marquette County Transit Authority administration, operation, and maintenance facility.

Benefit: Will increase public safety through an improved transportation infrastructure.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$236,000.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is that the facility may not be completed and intercity bus operations will not be accommodated.

Cost Reduction: The project will be competitively bid and the lowest responsive bidder selected.
New Project Identification: This is a new construction project.
Zip Code: 49855.

258. MULTI-MODAL - Section 5303 Program

Project Authorization (Z21) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA) in Genesee County will provide state matching funds to MTA's FY 2004 Federal Section 5303 Planning grant provided to the Genesee County Metropolitan Planning Commission for a System, Security, and Emergency Preparedness Plan. MTA is partnering with the planning commission to carry out the project. The authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$54,240. 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 - \$43,392; FY 2004 State Restricted Comprehensive Transportation Funds - \$10,848.

Purpose/Business Case: To provide state matching funds for FY 2004 Federal Section 5303 Planning funds provided to the Genesee County Metropolitan Planning Commission for a System, Security, and Emergency Preparedness Plan.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$43,392; FY 2004 State Restricted Comprehensive Transportation Funds - \$10,848

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: This is a new project.

Zip Code: 48503.

259. MULTI-MODAL - Section 3037 Job Access/Reverse Commute Program

Project Authorization (Z22) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA) in Genesee County will provide state matching funds for MTA's Federal Section 3037 Job Access/Reverse Commute Program. This program provides work-related transportation to Genesee County residents accessing jobs in the counties of Oakland, Livingston, Lapeer, Saginaw, Washtenaw, and Genesee. The authorization will be in effect from August 12, 2004, through August 11, 2005. The authorization is retroactive due to the effective date 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 authorization amount will be \$1,486,891. 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- \$743,445; FY 2004 State Restricted Comprehensive Transportation Funds - \$371,723; Family Independence Agency - \$371,723.

Purpose/Business Case: To provide state matching funds for the Mass Transportation Authority's FY 2004 Section 3037 Job Access/Reverse Commute. This program will provide transportation to work for Genesee County residents.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$743,445; 2004 State Restricted Comprehensive Transportation Funds - \$371,723; Family Independence Agency Funds - \$371,723.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that federal funds will be lost and the needed transportation will not be provided.

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

New Project Identification: This is a new project.

Zip Code: 48503.

260. MULTI-MODAL - Section 5307 Capital

Project Authorization Revision (Z4/R3) under Master Agreement (2002-0082) between MDOT and Saginaw Transit Authority Regional Services (STARS) will adjust line items to reflect actual costs and match the federal grant. The state share will also be increased by \$383 with a corresponding reduction in the local share to reflect an adjustment of costs between a line item for which MDOT provides a 15 percent match to a line-item for which MDOT provides a 20 percent match. The original authorization provides state matching funds for STARS' FY 2002 Section 5307 Urbanized Area Formula Capital Program. The authorization term remains unchanged, June 14, 2002, through June 13, 2005. The authorization amount remains unchanged at \$2,060,800. The term of the master agreement is from October 1, 2001, until the last obligation with the agency has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,648,640; FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$399,793; STARS Funds- \$12,367.

Purpose/Business Case: To provide for the reallocation of funds between line-items to match the federal grant and to reflect actual costs and increase the state's share and reduce the local share by \$383.

Benefit: Increased public service through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,648,640; FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$399,793; Local Funds- \$12,367.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

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

New Project Identification: This is a revision to an existing project.

Zip Code: 48607.

261. MULTI-MODAL – Project Zero

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0086) between MDOT and Shiawassee Area Transportation Agency will increase the FY 2004 funding for enhanced public transportation services by \$50,060 due to greater than anticipated needs as requested for Project Zero clients and will extend the term by one year to enable the agency to complete the purchase of a bus. The original authorization provides state funding under the Project Zero Program. MDOT provides 50 percent of the operating costs and 100 percent of the capital costs, and the Family Independence Agency (FIA) and the Michigan Department of Labor and Economic Growth (MDLEG) provide 50 percent of the operating costs. The revised authorization term will be October 1, 2003, through September 30, 2005. The revised total authorization amount will be \$165,228. 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: FY 2004 State Restricted Comprehensive Transportation Funds - \$110,114; FIA Funds - \$27,557; MDLEG Funds - \$27,557.

Purpose/Business Case: To adjust FY 2004 funding for enhanced public transportation services as requested for Project Zero clients and to extend the term by one year.

Benefit: Increased public transportation services.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$110,114. Family Independence Agency and Michigan Department of Labor and Economic Growth Funds - \$55,114.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of transportation to work services.

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

New Project Identification: This is not a new Project Zero service.

Zip Code: 48867.

262. MULTI-MODAL - Section 5307 Program

Project Authorization (Z17) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), providing service in Wayne, Oakland, and Macomb counties, will provide state matching funds to SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance, bus route signage, replacement buses, and facility renovation. The authorization will be in effect from July 1, 2004, through June 30, 2007. The authorization is retroactive due to the effective date 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 authorization amount will be \$15,904,739. 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 - \$12,723,791; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$3,180,948.

Purpose/Business Case: To provide state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance, bus route signage, replacement buses, and facility renovation.

Benefit: Will increase public safety through an improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$12,723,791; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$3,180,948.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is that federal funds will be lost.

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

New Project Identification: This is a new project.

Zip Code: 48226.

263. MULTI-MODAL - Section 5307 Program

Project Authorization (Z18) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), providing service in Wayne, Oakland and Macomb counties, will provide state matching funds to SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant for a communications system, a replacement bus, support vehicles, and shop equipment. The authorization will be in effect from July 7, 2004, through July 6, 2007. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$335,575. 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 - \$268,460; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,115.

Purpose/Business Case: To provide state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for a communications system, a replacement bus, support vehicles, and shop equipment.

Benefit: Will increase public safety through an improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$268,460; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,115.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is that federal funds will be lost.

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

New Project Identification: This is a new project.

Zip Code: 48226.

264. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z19) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), providing service in Wayne, Oakland, and Macomb counties, will provide state matching funds to the FY 2004 Federal Section 5307 Surface Transportation Program grant for park and plug facilities and communications equipment. The authorization will be in effect from June 29, 2004, through June 28, 2007. The project authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by State Administrative Board (SAB) on October 6, 1992, from SAB retroactive contract policy. The authorization amount will be \$30,000. 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 - \$24,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$6,000.

Purpose/Business Case: To provide state match funding for the FY 2004 Federal Section 5307 Surface Transportation Program grant for park and plug facilities, and communications equipment.

Benefit: Increased public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$24,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$6,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this authorization is that federal funds will be lost.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: This is a new project.
Zip Code: 48226.

265. MULTI-MODAL - Section 5309 Capital

Project Authorization (Z20) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), providing service in Wayne, Oakland, and Macomb counties, will provide state matching funds to the FY 2004 Federal Section 5309 Capital Discretionary Program grant for facility renovations, security systems, paratransit technology upgrades, digital voice announcer/automated vehicle locator upgrade, and facility construction (Monroe). The authorization will be in effect from the effective date of the federal grant through three years. The project authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by State Administrative Board (SAB) on October 6, 1992, from SAB retroactive contract policy. The authorization amount will be \$5,070,303. 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- \$4,056,242; FY 2002, 2004, and 2005 State Restricted Comprehensive Transportation Funds - \$1,014,061.

Purpose/Business Case: To provide state match funding for the FY 2004 Section 5309 Capital Program grant, which includes facility renovations, security systems, paratransit technology upgrades, digital voice announcer/automated vehicle locator upgrade, and facility construction (Monroe).

Benefit: Increased public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$4,056,242; FY 2002, 2004 and 2005 State Restricted Comprehensive Transportation Funds - \$1,014,061.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this authorization is that federal funds will be lost.

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

New Project Identification: This is a new project.

Zip Code: 48226.

266. MULTI-MODAL - Section 5310 Program

Amendatory Contract (2002-0584/A1) between MDOT and Key Opportunities, Inc., a private, non-profit agency in Hillsdale County, will add a line item for maintenance equipment, as the agency needs a power washer to efficiently maintain its vehicles and there is sufficient funding remaining in the contract for the purchase. The original contract provided state matching funds to the agency's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program. The contract term remains unchanged, August 12, 2002, through August 11, 2005. The contract amount remains unchanged at \$44,760. Source of Funds: Federal Transit Administration Funds - \$35,808; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,952.

Purpose/Business Case: To provide for the purchase of maintenance equipment (power washer).

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$35,808; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,952

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risk of not amending this contract is potential loss of federal funds.

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

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

Zip Code: 49242.

267. *MULTI-MODAL - Increase Services and Amount, Extend Term

Amendatory Contract (2002-0641/A2) between MDOT and the Michigan Railroads Association (MRA) will increase the contract amount by \$110,000 to provide funding for the continuation of the Operation Lifesaver program for an additional two years and will extend the contract term by two years. Michigan Operation Lifesaver is part of a national, nonprofit continuing education program dedicated to ending collisions, fatalities, and injuries at highway/rail grade crossings through the use of education, enforcement, and engineering. To meet its lifesaving goals, Operation Lifesaver is designed to increase public awareness of potential highway/railroad grade crossing hazards and to improve driver and pedestrian behavior at these intersections. The original contract provides a grant to fund two years of educational training seminars for Operation Lifesaver to enhance public safety at railroad/highway grade crossings. The revised contract term will be October 1, 2002, through September 30, 2006. The revised total contract amount will be \$200,000. Source of Funds: FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$200,000.

Purpose/Business Case: To provide additional funding to extend the Operation Lifesaver Program for an additional two years.

Benefit: Increased public safety through educational, enforcement, and engineering activities regarding railroad grade crossing safety issues.

Funding Source: FY 2002, FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$200,000.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: The risk of not awarding this contract is the potential for increased injuries and fatalities at railroad grade crossings, due to elimination of this educational program.

Cost Reduction: MRA does not charge any administrative or overhead costs to MDOT for administering the program.

New Project Identification: This is not a new project.

Zip Code: 48909.

268. *MULTI-MODAL – Increase Services and Amount

Amendatory Contract (2004-0054/A1) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA) will provide for additional services and will increase the State Marine Capital funding by \$143,433 accordingly. The following new line items will be added to the project: replacement of ramps and engine and the provision of a stability retrofit for the Sugar Islander II, mechanical updates on the Drummond IV, purchase of hoist and equipment for the Neebish Islander II, refurbishing/repair of docks at DeTour/Drummond and Sault Ste. Marie/Sugar Island, provision of increased funding for the rebuilding of transmissions on the Sugar Islander II and the Neebish Islander II. EUPTA had unmet capital needs, and additional funding became available for these projects. The original contract provides FY 2004 State Marine Capital funds for improvements to the St. Mary's River Ferry System. The contract term remains unchanged, March 10, 2004, through March 9, 2007. The revised total contract amount will be \$465,970. Source of Funds: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$419,373; EUPTA Funds - \$46,597.

Purpose/Business Case: To provide increased funding for additional capital improvements to the St. Mary's River Ferry System.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$419,373; EUPTA Funds - \$46,597.

Commitment Level: Contract amendment based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving this amendment is the potential loss of ferry service and damage to vessels.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

New Project Identification: This is an amendment to an existing project and is not a new construction project.

Zip Code: 49783.

269. *MULTI-MODAL - Increase Services and Amount

Amendatory Contract (2004-0056/A1) between MDOT and the Beaver Island Transportation Authority (BITA) will increase State Marine Capital funding by \$143,432 for additional terminal support equipment and vessel system upgrades. The agency had unmet capital needs, and additional funding became available for these projects. The original contract provides FY 2004 State Marine Capital funds for support equipment and capital improvements to the Beaver Island Ferry System. The contract term remains unchanged, March 18, 2004, through March 17, 2007. The revised total contract amount will be \$422,919. Source of Funds: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$380,627; BITA Funds - \$42,292.

Purpose/Business Case: To provide increased funding for additional support equipment and capital improvements to the Beaver Island Ferry System.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$380,627; BITA Funds - \$42,292.

Commitment Level: Contract amendment based on cost estimates.

Risk Assessment: The risks of not approving this amendment are the potential loss of ferry service and ridership and non-compliance with federal standards.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

New Project Identification: This is an amendment to an existing project and is not a new construction project.

Zip Code: 49782.

270. MULTI-MODAL - Section 5307 Program

Project Authorization (Z1) under Master Agreement (2004-0420) between MDOT and the Detroit Transportation Corporation (DTC) will provide state matching funds to the agency's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant for station rehabilitation and for the purchase of mobile fare collection equipment. The authorization will be in effect from September 18, 2003, through September 17, 2006. The authorization is retroactive due to the effective date 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 authorization amount will be \$4,315,936. The term of the master agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The master agreement includes authorization for program years FY 2003 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$3,452,749; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$863,187.

Purpose/Business Case: To provide state match funds for the FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant, which includes station rehabilitation and the purchase of mobile fare collection equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,452,749; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$863,187.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

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

New Project Identification: This is a new project.

Zip Code:

271.- MULTI-MODAL - Section 5310 Capital Program

274. Contracts between MDOT and the following agencies will provide funding for capital items under the FY 2004 Federal Transit Administration Section 5310 Elderly and Persons with Disabilities Program. The contracts will be in effect from the effective date of the federal grant until the last obligation between the parties has been fulfilled. The contracts may be retroactive due to the effective dates 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 contracts will be \$2,097,820. Source of Funds: Federal Transit Administration Funds - \$1,678,256; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$419,564.

	<u>Contract</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
271.	2004-0449	City of Detroit Department of Transportation	(13) Buses	\$ 735,680
272.	2004-0452	Hope Network, Inc.	(4) Buses	\$ 290,315
273.	2004-0462	Suburban Mobility Authority for Regional Transportation (SMART)	(11) Buses (2) Vans	\$ 809,940
274.	2004-0463	Thunder Bay Transportation Corporation	(3) Buses (1) Van	\$ 261,885

Purpose/Business Case: To provide for the purchase of transportation vehicles and vans for two private, nonprofit organizations and two public transit agencies.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,678,256; State Restricted Comprehensive Transportation Funds - \$419,564.

Commitment Level: Contracts based on cost estimates.

Risk Assessment: The risk of not approving these contracts is the loss of federal funds.

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

New Project Identification: These are new projects.

Zip Code: 48909.

275.- MULTI-MODAL - Section 5310 Capital

290. The following contracts between MDOT and the following agencies will provide state matching funds for capital items under the FY 2004 Federal Transit Administration Section 5310 Elderly and Persons with Disabilities Program. The contracts will be in effect from the effective date of the federal grant until the last obligation between the parties has been fulfilled. The contracts may be retroactive due to the effective dates 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 contracts will be \$1,721,030. Source of Funds: Federal Transit Administration Funds- \$1,376,824; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$344,206.

* Denotes a non-standard contract/amendment

	<u>Contract</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
275.	2004-0439	Allegan County Community Mental Health	(2) Vans Comm. Equipment	\$ 67,910
276.	2004-0440	Allegan County Board of Commissioners	(2) Vans	\$ 64,350
277.	2004-0442	Area Community Service Employment & Training	(1) Van	\$ 31,650
278.	2004-0445	Capital Area Transportation Authority	(1) Bus	\$153,000
279.	2004-0446	Cheboygan County Council on Aging	(2) Buses Facility Construction	\$121,830
280.	2004-0447	Clare County Transit Corporation	(4) Buses	\$243,210
281.	2004-0448	Community Inclusive Recreation	(1) Van	\$ 54,100
282.	2004-0451	Friendship Center of Emmet County	(2) Buses Computer Equipment Facility Improvements	\$226,945
283.	2004-0453	Iosco Transit Corporation	(1) Bus	\$ 79,895
284.	2004-0455	Marian E. Burch Adult Day Care & Rehabilitation Center	(1) Bus	\$ 83,445
285.	2004-0456	Northfield Human Service Agency	(1) Bus	\$ 55,000
286.	2004-0457	Oceana County Council on Aging	(1) Bus (1) Van	\$ 78,540
287.	2004-0459	Pioneer Resources	(2) Buses (3) Vans	\$239,700
288.	2004-0461	Senior Neighbors	(1) Bus	\$ 53,225
289.	2004-0464	TRICO, Inc.	(2) Buses (2) Vans	\$135,375
290.	2004-0465	U.P. Community Services, Inc.	(2) Vans	\$ 32,855

Purpose/Business Case: To provide for the purchase of transportation vehicles, vehicle related equipment, and facility construction for thirteen private, nonprofit organizations and three public transit agencies.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,376,824; State Restricted Comprehensive Transportation Funds - \$344,206.

Commitment Level: Contracts based on cost estimates.

Risk Assessment: The risk of not awarding these contracts is the loss of federal funds.

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

New Project Identification: These are new projects.

Zip Code: 48909.

291. *MULTI-MODAL - Rail Passenger Service

Contract (2004-0473) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide funding for a local marketing program for rail passenger service in West Michigan (Grand Rapids - Chicago). The purpose of this marketing program is to increase ridership and revenues for the rail service. GVMC is acting as an agent for Westrain Collaborative, an organization created at the direction of the State Transportation Commission and comprised of representatives from West Michigan communities collectively engaged in the promotion of rail passenger service in West Michigan. This contract complies with Sec 711 of Act No.162, Public Acts of 2003. The contract will be in effect from the date of award through September 30, 2005. The contract amount will be \$112,000. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$100,800; GVMC Funds - \$11,200.

* Denotes a non-standard contract/amendment

Purpose/Business Case: Will provide funds to the Grand Valley Metro Council (GVMC) for a local marketing program for rail passenger service in West Michigan (Grand Rapids - Chicago).

Benefit: Will increase public awareness of rail service in West Michigan. This promotion is utilized to increase the ridership and revenues of the service. These increases could result in reduced operating subsidy to Amtrak.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$100,800; GVMC Funds - \$11,200.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: Not performing this activity may result in lower ridership on this rail service, which would negatively affect revenue. Lower revenue will increase the operating subsidy request from Amtrak.

Cost Reduction: The Westrain Collaborative has received the same annual funding amount since FY 1998.

New Project Identification: This is a new year of funding for this project and will allow for continuation of marketing activities for the next twelve months.

Zip Code: 48909.

292. *MULTI-MODAL - Section 5310

Contract (2004-0476) between MDOT and Clare County Transit Corporation will provide state matching funds for the purchase of up to two buses under the agency's FY 2003 Federal Transit Administration Section 5310 Elderly and Persons with Disabilities Program. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$132,980. Source of Funds: FY 2003 Federal Transit Administration Funds - \$106,384; FY 2002 State Restricted Comprehensive Transportation Funds - \$26,596.

Purpose/Business Case: To provide for funding for the purchase of vehicles.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2003 Federal Transit Administration Funds- \$106,384; FY 2002 State Restricted Comprehensive Transportation Funds - \$26,596.

Commitment Level: Contract based on cost estimates.

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

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

New Project Identification: This is a new project.

Zip Code: 48625.

293. *MULTI-MODAL - Section 5310 Program

Contract (2004-0477) between MDOT and the Huron County Transit Corporation will provide state matching funds for the purchase of up to five buses under the FY 2000, FY 2001, and FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Programs. The funding will be 80 percent federal and 20 percent state match. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$309,295. Source of Funds: Federal Transit Administration Funds - \$247,436; FY 2002 State Restricted Comprehensive Transportation Funds - \$61,859.

Purpose/Business Case: To provide state matching funds for the purchase of vehicles under the Federal Section 5310 Elderly and Persons with Disabilities Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$247,436; FY 2002 State Restricted Comprehensive Transportation Funds - \$61,859.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of federal funds.

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

New Project Identification: This is a new project.

Zip Code: 48413.

* Denotes a non-standard contract/amendment

294. *MULTI-MODAL - Rail Passenger

Contract (2004-0481) between MDOT and the City of Bangor, Van Buren County, will provide state funds for the renovation of the waiting area and bathrooms of the existing train station. The contract will also provide for additional work on the train platform, including the addition of Americans with Disabilities Act - compliant rails and ramping. This station has been boarded up for many years, and rail passengers have been using a bus shelter as a waiting area. The City of Bangor will reopen the station for rail passengers and has just recently acquired a developer to renovate the remaining portion of the building for private use. This work will be completed concurrently with the renovation of the passenger train waiting area. The contract will be in effect from the date of award through September 30, 2005. The contract amount will be \$125,000. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds-\$125,000.

Purpose/Business Case: To provide for the renovation of the waiting area, bathrooms, and platform of the current rail passenger station.

Benefit: Will allow the station to be reopened for use by rail passengers. The platform will be equipped with railings and ramping that meet ADA specifications.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds-\$125,000.

Commitment Level: Contract is based on cost estimates.

Risk Assessment: If this work is not completed, the waiting area of the station will not be accessible to rail passengers and the platform will not be renovated to meet ADA recommendations.

Cost Reduction: The City of Bangor has successfully obtained public and private participation for the renovation of this station and has obtained the lowest bidder for the project. The City of Bangor and the Downtown Development Authority have provided funding. A MEDC/CDBG Grant was also obtained. A private investor will renovate the private portion of this building for offices as well.

New Project Identification: This is a new project.

Zip Code: 49013.

295. *MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term

Amendatory Contract (2003-0308/A1) between MDOT and the Northwestern Regional Airport Commission (NRAC) will increase the local share of the contract amount by \$113,541 in order to allow for higher than anticipated costs of the parking gate and controls and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the construction of an automobile parking area at the Cherry Capital Airport in Traverse City, Michigan. The revised contract term will be June 10, 2003, through June 9, 2023. The revised total contract amount will be \$2,335,763. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$2,000,000	\$ 0	\$2,000,000
NRAC Funds	<u>\$ 222,222</u>	<u>\$113,541</u>	<u>\$ 335,763</u>
Total	<u>\$2,222,222</u>	<u>\$113,541</u>	<u>\$2,335,763</u>

Purpose/Business Case: The gate controls for the parking lot were procured separately as a second phase of the project. The costs were higher than anticipated; however, the sponsor wants to proceed with the installation at its expense to allow for the completion of the project and the opening of the new terminal on the expected date.

Benefit: The gate and controls will provide a means for parking fee collection and traffic flow control. The parking lot will serve the new terminal, which is planned to open in September 2004.

* Denotes a non-standard contract/amendment

Funding Source: State Restricted Aeronautics Funds - \$2,000,000; NRAC Funds - \$335,763; Contract Total - \$2,335,763.

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

Risk Assessment: If the contract is not awarded, the local sponsor would be faced with a delay in the opening of the new terminal building, which is in the final stages of completion.

Cost Reduction: The additional cost is the responsibility of the local government.

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

Zip Code: 49686.

296. *MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term

Amendatory Contract (2003-0351/A1) between MDOT and the City of Fremont will increase the contract amount by \$25,000 in order to provide for higher than anticipated land acquisition costs and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for land acquisition costs of parcels E18, E19, E20, and 21 at the Fremont Municipal Airport in Fremont, Michigan. The revised contract term will be August 28, 2003, through August 27, 2023. The revised total contract amount will be \$128,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
FAA Funds	\$ 92,700	\$22,500	\$115,200
City of Fremont Funds	<u>\$ 10,300</u>	<u>\$ 2,500</u>	<u>\$ 12,800</u>
Total	<u>\$103,000</u>	<u>\$25,000</u>	<u>\$128,000</u>

Purpose/Business Case: To increase the federal and local funds in order to cover the cost of purchasing four parcels, for which the consultant's estimate was low. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The land will be used for the extension of runway 18, which will enhance the safety of the airport.

Funding Source: FAA Funds - \$115,200; City of Fremont Funds - \$12,800; Contract Total - \$128,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the runway extension project cannot be completed.

Cost Reduction: All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.

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

Zip Code: 49412.

297. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2003-0601/A1) between MDOT and the Houghton County Board of Commissioners will extend the contract term by six months in order to allow sufficient time for all proposed activities to be completed. The original contract provides for the implementation of an Airport Awareness grant under the Air Service Program for the improvement of community awareness of available services and airport facilities at the Houghton County Memorial Airpark in Hancock, Michigan. The revised contract term will be September 12, 2003, through March 11, 2005. The contract amount remains unchanged at \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Houghton County Board of Commissioners Funds - \$2,222.

Purpose/Business Case: The airport hired new staff during the term of the contract, and they have had to learn other tasks in addition to administering the Airport Awareness grant.

Benefit: The extension will allow time for all activities proposed in the Airport Awareness Activity Plan to be completed.

* Denotes a non-standard contract/amendment

Funding Source: State Restricted Aeronautics Funds - \$20,000; Houghton County Funds - \$2,222; Contract Total - \$22,222.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not awarded, certain awareness activities could not be accomplished within the term of the present contract.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these types of projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

New Project Identification: This is a time extension of an existing contract.

Zip Code: 49913.

298. *MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term

Amendatory Contract (2003-0629/A1) between MDOT and the Frankfort City-County Airport Authority (FCCAA) will increase the contract amount by \$157,900 in order to provide for higher than anticipated land acquisition costs and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for land acquisition costs of parcels 25, 26, 27, 28, and 29 at the Dow Memorial Airport in Frankfort, Michigan. The revised contract term will be October 7, 2003, through October 6, 2023. The revised total contract amount will be \$482,900. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
FAA Funds	\$292,500	\$142,110	\$434,610
State Restricted Aeronautics Funds	\$ 0	\$ 7,895	\$ 7,895
FCCAA Funds	<u>\$ 32,500</u>	<u>\$ 7,895</u>	<u>\$ 40,395</u>
Total	<u>\$325,000</u>	<u>\$157,900</u>	<u>\$482,900</u>

Purpose/Business Case: The amendment is needed in order to cover the costs of purchasing five parcels. The original costs were based on estimates, using the assessed value of the properties. The appraised values of the properties were higher than originally estimated. Additionally, two properties were to be purchased in fee and three properties were to be easement acquisitions. Some of the property owners have now decided to sell their property rather than give an airport easement, which has also increased the cost. The seventeen-year time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The benefit derived from this project is the ability to clear the property of obstructions that could interfere with the operations at the airport.

Funding Source: FAA Funds - \$434,610; State Restricted Aeronautics Funds - \$7,895; Frankfort City-County Airport Authority Funds - \$40,395; Contract Total - \$482,900.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the contract is that the airport would be in non-compliance with FAA regulations and, therefore, could jeopardize the receipt of future federal airport improvement program grant funds.

Cost Reduction: All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.

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

Zip Code: 49635.

299. *MULTI-MODAL (Aeronautics) - Change in Termination Clause
Amendatory Contract (2004-0068/A1) between MDOT and the Tuscola Area Airport Authority will provide for a change in the removal expense responsibility in the event of early termination of the contract. The original contract provides for the operation and maintenance of a weather observation and data dissemination system at the Tuscola Area Airport, Caro, Michigan. The contract term remains unchanged, February 23, 2004, through February 22, 2024. The costs to operate and maintain the system remains unchanged at \$8,880 annually. Source of Funds: 50% State Restricted Aeronautics Funds and 50% Tuscola Area Airport Authority Funds.

Purpose/Business Case: To establish MDOT and Tuscola Area Airport Authority responsibilities for removal expenses in the event of early termination of the contract.

Benefit: This change will benefit both parties in that it will prevent MDOT from removing the AWOS, which will be owned by the Tuscola Area Airport Authority upon federal commissioning, and will allow for the reimbursement of MDOT by the Tuscola Area Airport Authority for removal expenses of the weather briefing system and data collection components in the event of early termination of the contract.

Funding Source: 50% State Restricted Aeronautics Funds and 50% Tuscola Area Airport Authority Funds.

Commitment Level: There is no increase in funding for either party.

Risk Assessment: If the amendment is not awarded, MDOT could risk reimbursement of removal expenses of the weather briefing and data collection components in the event of early termination of the contract.

Cost Reduction: There are no cost reductions or increases associated with this amendatory contract.

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

Zip Code: 48723.

300. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program
Contract (2004-0488) between MDOT and the Manistee County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Manistee County-Blacker Airport in Manistee, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Manistee County Funds - \$2,778.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and understanding of schedules, destinations, and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: State Restricted Aeronautics Funds - \$25,000; Manistee County Funds - \$2,778. Contract Total - \$27,778.

Commitment Level: Actual costs are reimbursed up to the maximum amount of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community. Manistee is receiving a \$25,000 grant this year because they are a Essential Air Service (EAS) airport with potential to lose their scheduled air service. We are trying to encourage usage of the airport.

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

Zip Code: 49660.

301. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program
Contract (2004-0489) between MDOT and the Marquette County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Sawyer International Airport in Marquette, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Marquette County Funds - \$2,778.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and understanding of schedules, destinations, and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: State Restricted Aeronautics Funds - \$25,000; Marquette County - \$2,778. Contract Total - \$27,778.

Commitment Level: Actual costs are reimbursed up to the maximum amount of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these projects. Since that time grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

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

Zip Code: 49841.

302. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program
Contract (2004-0490) between MDOT and the Delta County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$27,778. Source of Funds: State Restricted Aeronautics Funds - \$25,000; Delta County Funds - \$2,778.

Purpose/Business Case: Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and understanding of schedules, destinations, and fares.

Benefit: The program focus involves increased concentration on educational activities for community awareness and media relations. Greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

Funding Source: State Restricted Aeronautics Funds - \$25,000; Delta County Funds - \$2,778. Contract Total - \$27,778.

Commitment Level: Actual costs are reimbursed up to the maximum amount of the contract.

Risk Assessment: If the contract is not awarded, certain awareness activities would not be accomplished by the local airport, as they could not afford to complete the project without state assistance.

Cost Reduction: In the early 1990s, \$50,000 per airport was allocated for these projects. Since that time, grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

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

Zip Code: 49938.

303. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2004-0531) between MDOT and the Lenawee County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcels 54 through 67 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: FY 2004 FAA Funds (via block grant) - \$570,000; State Restricted Aeronautics Funds - \$15,000; Lenawee County Funds - \$15,000; Contract Total - \$600,000.

Purpose/Business Case: The land is required for a future runway extension project and approach protection.

Benefit: To provide safety and to control the property inside the runway protection zone.

Funding Source: FY 2004 FAA Funds (via block grant) - \$570,000; State Restricted Aeronautics Funds - \$15,000; Lenawee County Funds - \$15,000; Contract Total - \$600,000.

Commitment Level: The contract is for a fixed cost.

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

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

New Project Identification: This is a new project required for an existing facility.

Zip Code: 49221.

304. *MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2004-0564) between MDOT, the City of West Branch, and the Ogemaw County Board of Commissioners will provide federal and state grant funds for the paving of taxi streets and a hangar access drive at the West Branch Community Airport in West Branch, 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: FY 2004 FAA Funds (via block grant) - \$282,930; State Restricted Aeronautics Funds - \$11,332; City of West Branch and Ogemaw County Funds - \$11,333; Contract Total - \$305,595.

Purpose/Business Case: The project includes the paving of the taxi streets and the access drive to the hangars.

Benefit: This new pavement will enhance the safety of the airport, will provide access to areas that were previously inaccessible, and will encourage growth by providing a place for airport users to build hangars.

Funding Source: FY 2004 FAA Funds (via block grant) - \$282,930; State Restricted Aeronautics Funds - \$11,332; City of West Branch and Ogemaw County Funds - \$11,333; Contract Total - \$305,595.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid locally and awarded to the lowest bidder.

New Project Identification: This is a new project.

Zip Code: 48661.

305. MULTI-MODAL (Aeronautics) - Rehabilitation of Taxiway

Contract (2004-0565) between MDOT and the City of Holland will provide federal and state grant funds for the rehabilitation of a taxiway at the Tulip City Airport in Holland, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$441,235; State Restricted Aeronautics Funds - \$11,611; City of Holland Funds - \$11,612; Contract Total - \$464,458.

Purpose/Business Case: The project includes the rehabilitation of a taxiway at the Tulip City Airport.

Benefit: The rehabilitation will extend the useful life of the taxiway. In addition, it will benefit the airport users by enhancing the safety of the airport.

Funding Source: FY 2004 FAA Funds (via block grant) - \$441,235; State Restricted Aeronautics Funds - \$11,611; City of Holland Funds - \$11,612; Contract Total - \$464,458.

Commitment Level: The contract is for a fixed cost.

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

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

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

Zip Code: 49423.

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

Contract (2004-0566) between MDOT and the City of Marshall will provide federal and state grant funds for the construction of the medium intensity taxiway lights, beacon, 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: FY 2004 FAA Funds (via block grant) - \$165,096; State Restricted Aeronautics Funds - \$8,152; City of Marshall Funds - \$8,152; Contract Total - \$181,400.

Purpose/Business Case: The project includes the construction of the medium intensity taxiway lights, beacon, and electrical vault at Brooks Field.

Benefit: The project will benefit the airport users by enhancing the safety of the airport.

Funding Source: FY 2004 FAA Funds (via block grant) - \$165,096; State Restricted Aeronautics Funds - \$8,152; City of Marshall Funds - \$8,152; Contract Total - \$181,400.

Commitment Level: The contract is for a fixed cost.

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

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

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

Zip Code: 49068.

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

Contract (2004-0567) between MDOT and the Schoolcraft County Board of Commissioners will provide federal and state grant funds for the design and construction of the medium intensity runway lights (MIRL), precision approach path indicators (PAPI) for runway 10/28, and runway end identifier lights (REIL) for runway 28 and for the design of the north portion of runway 1/19 at the Schoolcraft County Airport in Manistique, 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: FY 2004 FAA Funds (via block grant) - \$212,010; State Restricted Aeronautics Funds - \$7,392; Schoolcraft County Funds - \$7,393; Contract Total - \$226,795.

Purpose/Business Case: The project includes the design and construction of the medium intensity runway lights (MIRL), precision approach path indicators (PAPI) for runway 10/28, and runway end identifier lights (REIL) for runway 28 and the design of the north portion of runway 1/19 at the Schoolcraft County Airport.

Benefit: To provide a design that meets all federal and state safety and airport design standards. The rehabilitation of the MIRL will enhance the safety of the airport and benefit the airport users. The PAPIs will replace the existing visual approach slope indicators (VASI) and provide visual descent guidance during the approach to runway 10/28.

Funding Source: FY 2004 FAA Funds (via block grant) - \$212,010; State Restricted Aeronautics Funds - \$7,392; Schoolcraft County Funds - \$7,393; Contract Total - \$226,795.

* Denotes a non-standard contract/amendment

Commitment Level: The contract is for a fixed cost.

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

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

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

Zip Code: 49854.

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

Contract (2004-0568) between MDOT and the Presque Isle County Board of Commissioners will provide federal and state grant funds for the design and construction of a north perimeter fence, runway protection zone (RPZ) grading, installation of a supplemental windcone, and relocation of existing windcone at the Presque Isle County/Rogers City Airport in Rogers City, 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: FY 2004 FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$3,947; Presque Isle County Funds - \$3,948; Contract Total - \$157,895.

Purpose/Business Case: The project includes the design and construction of a north perimeter fence, runway protection zone (RPZ) grading, installation of a supplemental windcone, and relocation of existing windcone at the Presque Isle County/Rogers City Airport.

Benefit: The fencing along the north perimeter and grading the RPZ for Runway 9 will enhance the security and safety, respectively, at the airport. The supplemental windcone will allow for greater visibility for aircraft approaching the airport. The existing windcone will be relocated to a more visible location due to the AWOS being located adjacent to it.

Funding Source: FY 2004 FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$3,947; Presque Isle County Funds - \$3,948; Contract Total - \$157,895.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The project was bid locally and awarded to the lowest bidder.

New Project Identification: The project includes approximately 30% new construction and 70% rehabilitation of an existing facility.

Zip Code: 49779.

309. MULTI-MODAL (Aeronautics) - Crack Sealing

Contract (2004-0569) between MDOT and the Oscoda-Wurtsmith Airport Authority will provide federal and state grant funds for airport crack sealing at the Oscoda-Wurtsmith Airport in Oscoda, 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: FY 2004 FAA Funds (via block grant) - \$61,750; State Restricted Aeronautics Funds - \$1,625; Oscoda-Wurtsmith Airport Authority Funds - \$1,625; Contract Total - \$65,000.

Purpose/Business Case: The project includes the sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. Providing for this maintenance reduces future repair and rehabilitation costs.

Funding Source: FY 2004 FAA Funds (via block grant) - \$61,750; State Restricted Aeronautics Funds - \$1,625; Oscoda-Wurtsmith Airport Authority Funds - \$1,625; Contract Total - \$65,000.

Commitment Level: The contract is for a fixed cost.

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

* Denotes a non-standard contract/amendment

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.
New Project Identification: This is routine maintenance.
Zip Code: 48750.

310. MULTI-MODAL (Aeronautics) - Fencing, Environmental Work

Contract (2004-0570) between MDOT and the Gogebic County Board of Commissioners will provide federal and state grant funds for the design and construction of animal control/security fencing and for environmental work at the Gogebic-Iron County Airport in Ironwood, 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: FY 2004 FAA Funds (via block grant) - \$500,000; State Restricted Aeronautics Funds - \$21,929; Gogebic County Funds - \$21,930; Contract Total - \$543,859.

Purpose/Business Case: The project includes the design and construction of animal control/security fencing and environmental work. The environmental documentation will include wetland delineation, clearance, and review of an abandoned underground storage tank site.

Benefit: The 10-foot high fence will enclose the airport property and increase security and safety. The fencing will restrict deer and other wildlife from entering the airport operational area.

Funding Source: FY 2004 FAA Funds (via block grant) - \$500,000; State Restricted Aeronautics Funds - \$21,929; Gogebic County Funds - \$21,930; Contract Total - \$543,859.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid by MDOT and awarded to the lowest bidder. The consultant contracts for the environmental work were reviewed by MDOT personnel for appropriateness and cost reductions.

New Project Identification: This is a new facility.

Zip Code: 48838.

311.- TRANSPORTATION PLANNING - Master Planning Agreements

320. The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. These authorizations will be in effect from October 1, 2004, through September 30, 2005. The terms of the master agreements are from October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds (Section 5303) and 20% local agency funds.

	<u>Contract/Auth #</u>	<u>MPO</u>	<u>Amount</u>	<u>Zip Code</u>
311.	2003-0001/Z9	Battle Creek Area Transportation Study	\$ 36,543	49015
312.	2003-0002/Z11	Bay County Board of Commissioners	\$ 30,451	48708
313.	2003-0003/Z7	Genesee Co. Metropolitan Planning Comm.	\$313,633	48502
314.	2003-0004/Z20	Grand Valley Metropolitan Council	\$153,591	49503
315.	2003-0005/Z11	Kalamazoo Area Transportation Study	\$ 79,008	49001
316.	2003-0006/Z20	Macatawa Area Coordinating Council	\$ 32,386	49424
317.	2003-0007/Z3	Region 2 Planning Commission	\$ 32,104	49201
318.	2003-0008/Z12	Saginaw County Metropolitan Planning Commission	\$ 46,628	48602
319.	2003-0011/Z7	Tri-County Regional Planning Commission	\$100,742	48911
320.	2003-0012/Z11	W. Mich. Shoreline Reg. Develop Comm.	\$ 38,494	49443

Purpose/Business Case: In compliance with Title 23 Section 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) 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: Will provide for funding and for facilitation in the undertaking of 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 MPOs. 80% Federal Highway Administration Funds (Section 5303) and 20% local agency funds.

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, and the work 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: See list above.

321.- TRANSPORTATION PLANNING - Master Planning Agreements

332. The following Project Authorizations issued under Master Planning Agreements between MDOT and the following agencies will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from October 1, 2004, through September 30, 2005. The terms of the master agreements are from October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Transit Administration Funds (Section PL112) and 18.15% local agency funds

	<u>Contract/Auth #</u>	<u>MPO</u>	<u>Amount</u>	<u>Zip Code</u>
321.	2003-0001/Z10	Battle Creek Area Transportation Study	\$169,161	49015
322.	2003-0002/Z10	Bay County Board of Commissioners	\$180,819	48708
323.	2003-0003/Z8	Genesee Co. Metropolitan Planning Comm.	\$645,249	48502
324.	2003-0004/Z21	Grand Valley Metropolitan Council	\$668,760	49503
325.	2003-0005/Z12	Kalamazoo Area Transportation Study	\$307,610	49001
326.	2003-0006/Z21	Macatawa Area Coordinating Council	\$155,034	49424
327.	2003-0007/Z4	Region 2 Planning Commission	\$172,232	49201
328.	2003-0008/Z11	Saginaw County Metropolitan Planning Commission	\$186,510	48602
329.	2003-0010/Z11	Southwestern Michigan Commission	\$138,840	49022
330.	2003-0010/Z13	Southwestern Michigan Commission	\$73,025	49022
331.	2003-0011/Z6	Tri-County Regional Planning Commission	\$413,213	48910
332.	2003-0012/Z10	W. Mich. Shoreline Reg. Develop. Comm.	\$231,923	49443

Purpose/Business Case: In compliance with Title 23 Section 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) 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: Will provide for funding and for facilitation in the undertaking of 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 MPOs. 81.85% Federal Transit Administration Funds (PL112) and 18.15% local agency funds

* Denotes a non-standard contract/amendment

Commitment Level: The costs of these projects are based on the federally-approved Unified Work Program (UWP) for each 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 amount in the current UWP for each MPO, and the work 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 MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

New Project Identification: These are on-going projects for transportation planning administrative grants.

Zip Code: See list above.

333.- TRANSPORTATION PLANNING - Pavement Surface Evaluation and Rating

345. The following Project Authorizations issued under Master Planning Agreements between MDOT and the following agencies will provide Michigan Transportation Funds for the provision of Pavement Surface Evaluation and Rating (PASER) ratings for all federal-aid eligible roads, as required by Public Act 499 of 2002. This activity will provide the State Transportation Commission and the legislature with several reports that will describe the conditions of public roads and bridges in the state, the amount of money being expended on those roads each year, and the projects intended to be built over the next three years. The authorizations will be in effect from October 1, 2004, through September 30, 2005. The terms of the master agreements are from October 1, 2002, through September 30, 2005. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Contract No./Auth.</u>	<u>Agency</u>	<u>Amount</u>	<u>Zip Code</u>
333.	2003-0009/Z36	Southeast Michigan Council of Governments	\$135,680	48226
334.	2003-0013/Z6	Central Upper Peninsula Planning and Development Regional Commission	\$40,471	49829
335.	2003-0014/Z7	East Central Michigan Planning and Development Regional Commission	\$115,995	48602
336.	2003-0016/Z5	G-L-S Region V Planning and Development Commission	\$39,423	48502
337.	2003-0017/Z11	Northeast Michigan Council of Governments	\$37,916	49735
338.	2003-0018/Z9	Northwest Michigan Council of Governments	\$61,316	49685
339.	2003-0019/Z5	Region 2 Planning Commission	\$37,940	49201
340.	2003-0020/Z5	Southcentral Michigan Planning Council	\$53,162	49081
341.	2003-0021/Z9	Southwestern Michigan Commission	\$37,030	49022
342.	2003-0022/Z5	Tri-County Regional Planning Commission	\$33,786	48910
343.	2003-0023/Z8	West Michigan Regional Planning Commission	\$82,467	49503
344.	2003-0024/Z10	West Michigan Shoreline Regional Development Commission	\$39,762	49443
345.	2003-0025/Z7	Western Upper Peninsula Planning and Development Regional Commission	\$34,867	49931

* Denotes a non-standard contract/amendment

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

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

Funding Source: 100% State Restricted Michigan Transportation Funds. It is an annual appropriation from the legislature to the State Transportation Commission.

Commitment Level: The contract is for an amount based upon previous year's activities undertaken by the agencies. Agencies will be paid for the actual costs incurred.

Risk Assessment: If the authorizations are not awarded, the requirements of Act 499 will not be met.

Cost Reduction: There are ongoing activities. The cost is the same as in previous years. There is no increase anticipated.

New Project Identification: These are ongoing projects mandated by the legislature.

Zip Code: See list above.

346.- TRANSPORTATION PLANNING - Master Planning Agreements

350. The following Project Authorizations issued under Master Planning Agreements between MDOT and the following agencies will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from October 1, 2004, through September 30, 2005. The terms of the master agreements are from October 1, 2002, through September 30, 2005. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Contract/Auth #</u>	<u>RPO</u>	<u>Amount</u>	<u>Zip Code</u>
346.	2003-0017/Z12	Northeast Mich. Council of Governments	\$40,000	49735
347.	2003-0019/Z6	Region 2 Planning Commission (Regional)	\$38,000	49201
348.	2003-0022/Z6	Tri-County Regional Planning Commission	\$40,100	48910
349.	2003-0023/Z9	West Mich. Regional Planning Comm.	\$37,000	49503
350.	2003-0025/Z8	Western U.P. Planning and Development Regional Commission	\$38,000	49931

Purpose/Business Case: The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on 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% State Restricted Michigan Transportation Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs 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 RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

New Project Identification: These are continuing projects.

Zip Code: See list above.

* Denotes a non-standard contract/amendment

351. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z10) issued under Master Planning Agreement (2003-0018) between MDOT and the Northwest Michigan Council of Governments (NWMCG) will provide for facilitation and assistance in transportation planning efforts and activities at the local and regional levels. This project will provide for professional management of the M-22 Corridor Management Plan. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds (Scenic Byways Discretionary) and 20% NWMCG Funds.

Purpose/Business Case: The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on 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: 80% Federal Highway Administration Funds (Scenic Byways Discretionary) and 20% NWMCG Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs 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 RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

New Project Identification: This is a continuing project.

Zip Code: 49685.

352. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2003-0182/A2) between MDOT and Planning & Zoning Center, Inc., will extend the contract term by three months to allow the consultant additional time to discuss alternative approaches and to determine the acceptable approach from MDOT's perspective. The Draft Model Noise Ordinance and Guidebook is complete, but there is a list of eight issues identified and reviewed by the MDOT Office of Attorney General that requires a different approach to the guidebook. The original contract provides for the development of a model noise ordinance guidebook to alleviate traffic noise impacts in local communities. The guidebook is a planning tool to be used to assist in the development of properties that abut a freeway or major artery. The revised contract term will be May 22, 2003, through December 31, 2004. The total contract amount remains unchanged at \$67,933.02. Source of Funds: 80% Federal Highway Administration Funds (\$54,346.42) and 20% State Restricted Trunkline Funds (\$13,586.60).

Purpose/Business Case: The purpose of this project is to fulfill the Michigan State Transportation Commission adoption of a highway noise policy regarding Type I and Type II noise abatement. Under the Type II provisions, MDOT is to work with local government agencies regarding land use planning and abatement provisions. The development of a model noise ordinance and guidebook is intended to provide options that local governments can use in developing land use plans along freeways and arterial highways.

Benefit: It costs MDOT \$1 million for each mile of noise walls it must construct. The ordinance and guidebook will help local agencies to develop plans and work with developers to help reduce or eliminate these costs in the future.

Funding Source: 80% Federal Highway Administration Funds (\$54,346.42) and 20% State Restricted Trunkline Funds (\$13,586.60). The funds for this study have been secured from the Federal Highway Administration allocation to MDOT from the State Planning & Research Program.

Commitment Level: The cost of the contract is fixed.

Risk Assessment: The risk is that local agencies could apply to MDOT for Type II noise attenuation and if within provisions of FHWA regulations, could require MDOT to construct a noise attenuation barrier. On the other hand, once the model ordinance and guidebook are available, no local agency whose jurisdiction abuts a state highway and which has land use planning authority, can request MDOT to consider Type II noise attenuation unless they have done the appropriate planning and zoning according to the guidebook.

Cost Reduction: This contract amendment remains within the original contract cost.

New Project Identification: This is not a new project.

Zip Code: 48906.

353. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2003-0522/A1) between MDOT and Wade-Trim/Associates, Inc., will extend the contract term by eight months to provide sufficient time for the consultant to complete the project. The additional time is needed due to MDOT and the townships not providing the necessary information in a usable form and in a timely manner to the consultant. The original contract provides for the development of and seeking of adoption for a comprehensive corridor access management plan for the M-96 corridor in Calhoun County. The revised contract term will be October 1, 2003, through May 31, 2005. The total contract amount remains unchanged at \$59,763.88. Source of Funds: Federal Highway Administration Funds (State Planning and Research) - \$47,811.10; State Restricted Trunkline Funds - \$11,952.78.

Purpose/Business Case: To allow sufficient time for the consultant to successfully complete the project. The addition time is needed due to a delay in submission of important information in a timely manner from MDOT and the townships to the consultant. This information is needed so the consultant can complete the project. This project will produce a corridor access management plan and draft ordinances for the M-96 corridor between the cities of Battle Creek and Marshall in Calhoun County.

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

Funding Source: The project is funded by an access management earmark within the State Planning and Research (SPR) program. Federal Highway Administration Funds - \$47,811.10; State Restricted Trunkline Funds - \$11,952.78.

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

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

Cost Reduction: The project manager negotiated a lower price without sacrificing quality.

New Project Identification: This is not a new project.

Zip Code: 49505.

354. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2003-0615/A1) between MDOT and the City of Marshall will extend the contract term by eighteen months to allow the consultant addition time to complete the project. The expert opinions of local architects, engineers, and construction contractors is that to complete the project correctly, the masonry and general construction work will take longer than originally estimated. The original contract provides for fulfillment of a scenic byways grant for the City's Historic Heritage Route. This federal grant is intended to help recognize, preserve and enhance selected scenic roads and highways throughout the United States. Project elements funded by this grant include new signage and the renovation of three museums along the historic route. The revised contract term will be October 13, 2003, through June 30, 2006. The total contract amount remains unchanged at \$334,000. Source of Funds: Federal Highway Administration Funds - \$334,000.

Purpose/Business Case: This amendment will allow the consultant addition time to complete the project. The expert opinions of local architects, engineers, and construction contractors is that to complete the project correctly, the masonry and general construction work will take longer than originally estimated. This is a competitive National Scenic Byways Discretionary award based on merit.

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

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

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

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

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

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

Zip Code: 48918.

355. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2004-0040/A1) between MDOT and The Corradino Group, P.S.C., will extend the contract term by three months to allow sufficient time for approval of the plan by the local governmental units. The original contract provides for the development of and seeking of adoption for a comprehensive corridor access management plan for M-153 (Ford Road) in Canton Township. The revised contract term will be December 15, 2003, through December 31, 2004. The total contract amount remains unchanged at \$79,093. Source of Funds: Federal Highway Administration Funds - \$63,274.40; State Restricted Trunkline Funds - \$15,818.60.

Purpose/Business Case: This amendment is needed to allow sufficient time for approval of the plan by the local governmental units. The original contract provides for a corridor access management plan and draft ordinances for the M-153 (Ford Road) corridor in Canton Township.

Benefit: The benefit of a corridor access management plan is to relieve congestion with an efficient, safe, and aesthetically pleasing trunkline.

Funding Source: Federal Highway Administration Funds - \$63,274.40; State Restricted Trunkline Funds - \$15,755.60. The funding is coming from State Planning and Research funds that have been specifically designated for access management studies.

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

Risk Assessment: The risks of not performing the study are not relieving congestion on an already congested highway and increased safety concerns due to the unplanned proliferation of commercial drives and development.

Cost Reduction: Vendor selection was based on qualifications under the Brooks Act. The price was considered fair and reasonable and therefore not negotiated.

New Project Identification: This is a new study.

Zip Code: 48187.

356. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2004-0049/A1) between MDOT and the TC-TALUS Policy Board will extend the contract term by six months to provide sufficient time for the consultant to complete the project. The time extension is needed due to a delay in awarding the contract and MDOT's approval of the subconsultant's financial information. The original contract provides 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 revised contract term will be April 9, 2004, through March 31, 2005. The total contract amount remains unchanged at \$108,875. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To allow sufficient time for the consultant to successfully complete the project. The additional time is needed due to a delay in awarding the contract and MDOT's approval of the subconsultant's financial information. 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 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 undertaking this project is the possible loss of federal dollars for transportation planning studies and land-use.

Cost Reduction: There is no cost reduction.

New Project Identification: This is not a new project.

Zip Code: 49684.

357. *TRANSPORTATION PLANNING - Enhancement Wild-Link Public Awareness Campaign
Contract (2004-0417) between MDOT and Conservation Resource Alliance (CRA), a non-profit organization, will provide for a comprehensive evaluation of land management methods for the reduction of vehicle-caused wildlife mortality and for the coordination of a public awareness campaign along the identified ecological corridors. The campaign will provide private landowners with information on how to minimize vehicle-caused wildlife mortality by practicing land management techniques such as maintaining isolation distances between wooded areas and the road. This project was awarded to CRA through the enhancement application process. The contract will be in effect from the date of award through December 31, 2005. The total contract amount will be \$62,500. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Habitat fragmentation resulting from land clearing and development has become a major threat to maintaining native plant and animal diversity throughout most of North America. Fragmentation directly impacts many wildlife species by reducing or eliminating suitable habitats, especially for organisms that require large, unbroken tracts of habitat for survival. The purpose of this enhancement project will be to conduct a study to determine if the creation or maintenance of vegetated connections among fragmented habitat blocks enhances the movements of wildlife and to assess methods to lead animals to suitable habitats without directing them into dangerous areas.

Benefit: The goal of the project is to document ways of improving wildlife habitats while reducing incidents of wildlife/vehicle accidents. MDOT and local units of government will gain documentation on the types of activities that can be conducted to specifically reduce these accidents.

Funding Source: Transportation Equity Act for the 21st Century (TEA-21). 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The purpose of the project is to reduce the occurrence of wildlife/vehicle collisions. A more thorough understanding of ecological corridors and wildlife crossing patterns should lead to actions that will reduce collisions. The risks of not performing the study include the potential for increased occurrences of wildlife/vehicular accidents as habitats become more fragmented, potential increased impacts to threatened and endangered species, and increased negative impacts to human health and safety.

Cost Reduction: This project has been through the enhancement application process. A lower rate has not been negotiated.

New Project Identification: This is a new study.

Zip Code: 49640.

358. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2004-0480) between MDOT and the City of Alma will transfer jurisdiction of a section (.65 miles total distance) of the US-127 business route to the City of Alma. MDOT has determined that this portion of road no longer serves as a state trunkline highway. In lieu of performing restoration work, MDOT will pay the City \$168,800. Jurisdiction will transfer from MDOT to the City upon award. Source of Funds: State Restricted Trunkline Funds - \$168,800.

Purpose/Business Case: The MOU will transfer jurisdiction of the roadway segment from MDOT to the City of Alma. Jurisdictional transfer of old unsigned state trunkline is authorized under P.A. 296 of 1969.

Benefit: P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the old state trunkline no longer serves a state trunkline purpose. Jurisdictional transfers of old state trunklines to a city place the roadways at the correct level of responsibility in terms of how the roadways function for the local community and free up future MDOT maintenance and improvement resources for signed state trunklines that serve a statewide purposes.

Funding Source: State Restricted Trunkline Funds - \$168,800.

Commitment Level: Payment will be on a fixed lump sum basis.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of state roads. Over time, the costs of retaining old unsigned roads will far outweigh any contract cost of performing the jurisdictional transfer in the future (the current transfer is as-is - without cost - but if the transfer does not occur soon, the city may request a renegotiation of terms, and costs may accrue.)

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

New Project Identification: The contract is for the as-is transfer of an existing roadway - no new construction or project is included in the contract.

Zip Code: 48801.

359. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2004-0486) between MDOT and the City of Holland will transfer jurisdiction of a section (approximately .81 miles total distance) of the US-31 business route in Allegan County to the City of Holland. MDOT has determined that this portion of road no longer serves as a state trunkline highway. In lieu of performing restoration work, MDOT will pay the City \$157,000. Jurisdiction will transfer from MDOT to the City upon award. Source of Funds: State Restricted Trunkline Funds - \$157,000.

Purpose/Business Case: The MOU will transfer jurisdiction of the roadway segment from MDOT to the City of Holland. Jurisdictional transfer of old unsigned state trunklines is authorized under P.A. 296 of 1969.

Benefit: P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the old state trunkline no longer serves a state trunkline purpose. Jurisdictional transfers of old state trunklines to a city place the roadways at the correct level of responsibility in terms of how the roadways function for the local community and free up future MDOT maintenance and improvement resources for signed state trunklines that serve a statewide purposes.

Funding Source: State Restricted Trunkline Funds - \$157,000.

Commitment Level: Payment will be on a fixed lump sum basis.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of state roads. Over time, the costs of retaining old unsigned roads will far outweigh any contract cost of performing the jurisdictional transfer in the future (the current transfer is as-is - without cost - but if the transfer does not occur soon, the city may request a renegotiation of terms, and costs may accrue.)

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

New Project Identification: The contract is for the as-is transfer of an existing roadway - no new construction or project is included in the contract.

Zip Code: 49423.

360. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2004-0487) between MDOT and the City of Holland will transfer jurisdiction of a section (approximately 3.37 miles total distance) of the US-31 business route in Ottawa County to the City of Holland. MDOT has determined that this portion of road no longer serves as a state trunkline highway. In lieu of performing restoration work, MDOT will pay the City \$3,500,000. Jurisdiction will transfer from MDOT to the City upon award. Source of Funds: State Restricted Trunkline Funds - \$3,500,000.

Purpose/Business Case: The MOU will transfer jurisdiction of the roadway segment from MDOT to the City of Holland. Jurisdictional transfer of old unsigned state trunkline is authorized under P.A. 296 of 1969.

Benefit: P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the old state trunkline no longer serves a state trunkline purpose. Jurisdictional transfers of old state trunklines to a city place the roadways at the correct level of responsibility in terms of how the roadways function for the local community and free up future MDOT maintenance and improvement resources for signed state trunklines that serve a statewide purposes.

Funding Source: State Restricted Trunkline Funds - \$3,500,000.

Commitment Level: Payment will be on a fixed lump sum basis.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of state roads. Over time, the costs of retaining old unsigned roads will far outweigh any contract cost of performing the jurisdictional transfer in the future (the current transfer is as-is - without cost - but if the transfer does not occur soon, the city may request a renegotiation of terms, and costs may accrue.)

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

New Project Identification: The contract is for the as-is transfer of an existing roadway - no new construction or project is included in the contract.

Zip Code: 49423.

361. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2004-0491) between MDOT and the Ottawa County Road Commission will transfer jurisdiction of a portion (.66 miles total distance) of the US-31 business route. Jurisdiction will transfer from MDOT to the County upon the date of award. This is a zero dollar MOU.

Purpose/Business Case: The purpose is to transfer jurisdiction of the roadway segment from MDOT to the Ottawa County Road Commission. Jurisdictional Transfer of "old" "unsigned" state trunkline under the authority of P.A. 296 of 1969.

Benefit: P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the "old" state trunkline no longer serves a state trunkline purpose. Jurisdictional transfer of "old" state trunklines to a city: (1) places the roadways at the correct level of responsibility in terms of how the roadways function for the local community; and (2) frees up future MDOT maintenance and improvement resources for signed state trunklines that serve a statewide purpose.

Funding Source: There are no funds associated with this MOU.

Commitment Level: This is a zero dollar MOU.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of state roads. Over time, the costs of retaining "old" "unsigned" will far outweigh any contract cost of performing the jurisdictional transfer in the future (the current transfer is "as-is" - without cost - but if the transfer does not occur soon, the city may request a renegotiation of terms, and costs may accrue.)

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

New Project Identification: The contract is for the "as-is" transfer of an existing roadway - no new construction or project is included in the contract.

Zip Code: 49417.

362. *TRANSPORTATION PLANNING - St. Clair County Non-Motorized Plan

Contract (2004-0499) between MDOT and The Greenway Collaborative, Inc., will provide for the creation of a non-motorized plan for St. Clair County that will integrate non-motorized considerations into MDOT Metro Region planning and programming activities. The plan will outline a non-motorized investment strategy and will provide guidelines for making non-motorized transportation decisions along MDOT trunklines. The contract will be in effect from October 1, 2004, through September 30, 2005. The total contract amount will be \$79,949.24. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This project will create a plan that will integrate non-motorized considerations into MDOT Metro Region planning and programming activities. The plan will outline a non-motorized investment strategy and will provide guidelines for making non-motorized transportation decisions along MDOT trunklines.

Benefit: A prime benefit of this project will be the completion a non-motorized plan that will guide investment in non-motorized facility construction for years to come. This will benefit the local communities in identifying gaps within the existing system and will allow for the coordinated development of future facilities. MDOT will also benefit when St. Clair County communities apply for Enhancement Funds to build the facilities identified in the plan, for which the funds committed will have the greatest impact on the surrounding communities.

Funding Source: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

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

Risk Assessment: If this contract is not granted, these funds will have to be used for another SPR project this fiscal year, or the funds will be lost.

Cost Reduction: The costs are in line with this type of work and a lower rate has not been negotiated.

New Project Identification: This is a new project.

Zip Code: 48060.

363. *TRANSPORTATION PLANNING - Assess State Park Roads Infrastructure

Contract (2004-0523) between MDOT and Michigan Department of Natural Resources (MDNR) will provide for MDOT to assist MDNR in management of the MDNR system of roadways and parking facilities within the existing state park road system. This program will allow MDNR to inventory the existing state park road system, bridges, scenic sites, state harbors and state boat access sites; to assess the conditions of the roads and parking areas; to develop strategies; to select and prioritize projects; and to establish a separate funding template to directly improve these MDNR infrastructure assets. The contract will be in effect from the date of award through December 31, 2005. MDNR will pay MDOT \$250,000 for the services.

Purpose/Business Case: To develop a program to manage the roads and parking facilities in state parks, scenic sites, and boat launches.

Benefit: This program will provide MDNR the ability to inventory the existing state parks road system, bridges, scenic sites, state harbors and state boat access sites; to assess the conditions of the roads and parking areas; to develop strategies; to select and prioritize projects; and to establish a separate funding template that would be used to directly improve these MDNR infrastructure assets. This approach will build institutional knowledge in asset management.

Funding Source: A direct appropriation for this purpose from the Park Improvement Funds and Park Endowment Funds. MDNR will pay MDOT \$250,000 for the services.

Commitment Level: The contract is based upon an estimate of \$9.35 per mile and applied to approximately 26,700 miles. The cost per mile was based upon the actual costs experienced by the Transportation Asset Management Council's rating of 43,000 miles of federal-aid eligible roads in 2003.

Risk Assessment: Government Accounting Standards Board Statement 34 requires an assessment of all government assets. Without this information, the state's bond rating could be affected. It is very difficult to adequately plan for budget needs without a management program for maintaining the park assets.

Cost Reduction: A lower rate has not been negotiated. The results of the project will actually be used to develop an on-going maintenance program.

New Project Identification: This is a new project.

Zip Codes: 48909.

364. *TRANSPORTATION PLANNING - Master Planning Agreement

Contract (2004-0560) between MDOT and the TC-TALUS Policy Board will provide for the conduct of comprehensive and continuing transportation and land-use planning activities in the Traverse City area. The contract will be in effect from October 1, 2004 through September 30, 2005. The total contract amount will be \$30,000. Source of Funds: Federal Highway Administration Funds - \$24,000; State Restricted Trunkline Funds - \$6,000.

Purpose/Business Case: In compliance with Title 23 Section 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) 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 for the carrying out of transportation planning activities.

Benefit: Will provide for funding and for facilitation in the undertaking of 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 the Traverse City Area - Transportation Land Use Study (TC TALUS). Federal Highway Administration Funds (State Planning and Research) - \$24,000; State Restricted Trunkline Funds - \$6,000.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP). The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP, and the work is expected to be completed in the fiscal year for which it is approved. The contract is based on an actual cost basis.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of the study area and the inability to spend millions of dollars for transportation planning activities throughout the state.

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

New Project Identification: This is an ongoing project.

Zip Code: 49684.

368. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408022
 PROJECT BI04 21024-54140
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 13, 2005

ENG. EST. LOW BID
 \$ 2,128,138.15 \$ 2,197,040.36

% OVER/UNDER EST.
 3.24 %

9.873 mi of hot mix asphalt cold milling and resurfacing, guardrail improvements and culvert extensions on US-2 from west of the US-2/County Road J-31 intersection easterly to the west approach of the Sturgeon River Bridge including the bridge over the Ogontz River in Ensign, Masonville and Nahma Townships, Delta County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 2,249,711.30	Same	2
Payne & Dolan, Inc.	\$ 2,197,040.36	Same	1 **
H & D, Inc.			

2 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

54140A

State Restricted Trunkline Funds 100 %

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

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49878.

369. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408023
 PROJECT ABHI 63111-51482, ETC
 LOCAL AGRMT. 04-5238
 START DATE - APRIL 01, 2005
 COMPLETION DATE - OCTOBER 30, 2006

ENG. EST. LOW BID
 \$ 9,407,804.53 \$ 10,332,688.20
 % OVER/UNDER EST.
 9.83 %

1.939 mi of concrete reconstruction on I-75BL at Square Lake Road/Opdyke Road, reconstruction of R01 of 63111, deck replacement of R02, S01-1 and S01-2 of 63111, and deep overlay on S18-5 of 63174 and other miscellaneous items of work in the city of Pontiac in Bloomfield Township, Oakland County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 11,094,562.55	Same	7
E. C. Korneffel Co.	\$ 10,609,520.20	Same	4
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 11,429,421.18	Same	9
Tony Angelo Cement Construction Co.			
Ajax Paving Industries, Inc.			
John Carlo, Inc.	\$ 10,470,506.10	Same	2
Florence Cement Company			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc.	\$ 11,177,615.87	Same	8
Posen Construction, Inc.	\$ 11,042,732.06	Same	6
Walter Toebe Construction Co.	\$ 10,582,401.96	Same	3
Anlaan Corporation	\$ 10,687,858.71	Same	5
Six-S, Inc.	\$ 10,332,688.20	Same	1 **

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

51482A		
Federal Highway Administration Funds	80.00 %	
City of Pontiac	0.74 %	
State Restricted Trunkline Funds	19.26 %	
51483A		
Federal Highway Administration Funds	80.00 %	
City of Pontiac	1.36 %	
State Restricted Trunkline Funds	18.64 %	
55857A		
State Restricted Trunkline Funds	100 %	

56623A
 Federal Highway Administration Funds 80.00 %
 City of Pontiac 1.13 %
 State Restricted Trunkline Funds 18.87 %
 78266A
 State Restricted Trunkline Funds 100 %

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

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48326.

370. LETTING OF AUGUST 06, 2004 ENG. EST. LOW BID
 PROPOSAL 0408033 \$ 4,190,628.30 \$ 4,309,515.88
 PROJECT ANH 29011-56772
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 18, 2005 2.84 %

Deck replacement, deep overlay, substructure repair, zone and full paint and pin and hanger on 14 structures on US-127, 0.5 miles south of Washington Road northerly to Begole Road in the townships of North Star, Emerson, Bethany and Pine River in Gratiot County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 4,309,515.88	Same	1 **
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
Midwest Bridge Company	\$ 4,886,983.01	Same	3
Abhe & Svoboda, Inc.			
Gerace Construction Company, Inc.			
Posen Construction, Inc.			
Walter Toebe Construction Co.			
Anlaan Corporation	\$ 5,553,520.87	Same	4
J. Slagter & Son/Walter Toebe Cons	\$ 4,711,205.04	Same	2

4 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

56772A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48880.

371. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408043 \$ ENG. EST. 479,574.94 LOW BID \$ 554,658.90
 PROJECT MG 31051-76118
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 16, 2005
 COMPLETION DATE - 38 working days 15.66 %

0.42 mi of intersection improvements including the addition of center left turn lanes, median and lane modifications and signal modifications on US-41 at the intersections of Cliff Drive and Macinnes Drive, in the city of Houghton, in Portage Township, Houghton County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 667,584.02	Same	3
A. Lindberg & Sons, Inc.			
Kelcris Corporation			
Yalmer Mattila Contracting, Inc.	\$ 554,658.90	Same	1 **
Snowden, Inc.			
Causie Contracting, Inc.			
Payne & Dolan, Inc.			
Thomas J. Moyle, Jr., Inc.			
Bill Siler Contracting, Inc.	\$ 618,496.83	Same	2

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

76118A

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

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

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49931.

374. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408064
 PROJECT M 73121-M40403
 LOCAL AGRMT. 04-5389
 START DATE - SEPTEMBER 07, 2004
 COMPLETION DATE - NOVEMBER 12, 2004

ENG. EST.
 \$ 443,124.73

LOW BID
 \$ 538,180.23

% OVER/UNDER EST.
 21.45 %

3.04 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repair, curb replacement, and berm grading, on M-46 from Genesee Avenue to 20th Street, on M-47 from Washington Avenue to Church Street, on M-54 from Dixie Highway to west of M-54/M-83 intersection, on Tittabawassee Road at I-675 and M-81 from Findley Street to I-75 south bound ramps in the cities of Saginaw and Freeland, in Tittabawassee, Saginaw, Kochville, Birch Run and Buena Vista Townships, Saginaw County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 547,177.12	Same	2
Lois Kay Contracting Co.	\$ 538,180.23	Same	1 **
Pyramid Paving & Contracting	\$ 578,465.48	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

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

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

Funding Source:

M40403

Flying J, Inc.	2.55 %
State Restricted Trunkline Funds	97.45 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48722.

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

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

Funding Source:

M20401

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48737.

378. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408072 \$ ENG. EST. LOW BID
 \$ 301,274.11 \$ 404,935.00
 PROJECT M 38101-M60433
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - OCTOBER 10, 2004
 COMPLETION DATE - NOVEMBER 05, 2004 34.41 %

0.135 mi of hot mix asphalt reconstruction and drainage repairs on I-94 eastbound and westbound at Sandstone Road in Sandstone Township, Jackson County.

BIDDER		AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$	404,935.00	Same	1 **
C & D Hughes, Inc.	\$	443,918.50	Same	2

2 Bidders

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

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

Funding Source:

M60433

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49201.

382. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408007
 PROJECT STU 82457-79866
 LOCAL AGRMT. 04-5313
 START DATE - 10 days after award
 COMPLETION DATE - 60 working days

ENG. EST.
 \$ 1,223,549.05

LOW BID
\$ 1,245,410.59

% OVER/UNDER EST.
 1.79 %

1.9 mi of cold milling hot mix asphalt surface,
 hot mix asphalt resurfacing, bridge rehabilitation,
 concrete pavement repair, concrete curb cap repair and
 adjusting drainage structures on Eureka Road from Racho
 Road to Toledo Road in the cities of Taylor and Southgate,
 Wayne County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 1,245,410.59	Same	1 **
Barrett Paving Materials, Inc.	\$ 1,500,337.33	Same	3
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 1,307,971.26	Same	2

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

79866A
 Wayne County 18.76 %
 Federal Highway Administration Funds 81.24 %

Zip Code: 48195

384. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408009 \$ ENG. EST. 631,536.15 \$ LOW BID 552,219.65
 PROJECT STUL 11413-59994, ETC
 LOCAL AGRMT. 04-5355 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 15, 2005 -12.56 %

0.51 mi of pavement removal, curb and gutter work, storm sewer, hot mix asphalt resurfacing and retaining wall replacement on Colfax Avenue from Empire Avenue to Britain Avenue in the city of Benton Harbor, Berrien County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 878,195.25	Same	3
Milbocker and Sons, Inc.			
Peters Construction Co.			
Kalin Construction Co., Inc.	\$ 578,579.17	Same	2
Hardman Construction, Inc.			
Northern Construction Services, Co.	\$ 552,219.65	Same	1 **
Davis Construction, Inc.			
Prince Bridge & Marine, LTD			
J.E. Kloote Contracting, Inc.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

59994A		
City of Benton Harbor	18.15 %	
Federal Highway Administration Funds	81.85 %	
80133A		
City of Benton Harbor	20.00 %	
Federal Highway Administration Funds	80.00 %	

Zip Code: 49022

385. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408010 \$ ENG. EST. 548,689.00 LOW BID \$ 480,335.62
 PROJECT BRO 73019-56634
 LOCAL AGRMT. 03-5612 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2005 -12.46 %

Bridge removal and replacement and related approach work on
 Canada Road over Silver Creek, in Taymouth Township,
 Saginaw County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 517,565.98	Same	2
Milbocker and Sons, Inc.	\$ 764,292.83	Same	7
Fisher Contracting Company			
C. R. Hunt Construction Co.	\$ 480,335.62	Same	1 **
McDowell Construction, L.L.C.			
Hardman Construction, Inc.	\$ 578,892.35	Same	4
Gerace Construction Company, Inc.			
Posen Construction, Inc.			
Walter Toebe Construction Co.			
E.T. MacKenzie Company			
Miller Development, Inc.			
Davis Construction, Inc.	\$ 594,903.76	Same	5
Anlaan Corporation	\$ 568,335.86	Same	3
Prince Bridge & Marine, LTD	\$ 711,697.14	Same	6
Heystek Contracting Inc.			
3-S Construction, Inc.			
J.E. Kloote Contracting, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

56634A

Saginaw County	5.14 %
Federal Highway Administration Funds	79.88 %
State Restricted Trunkline Funds	14.98 %

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

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Zip Code: 48415.

386. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408011 \$ ENG. EST. 522,778.52 \$ LOW BID 584,860.36
 PROJECT STU 63459-56305
 LOCAL AGRMT. 04-5345 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 15, 2005 11.88 %

Hot mix asphalt cold milling, concrete cold milling, hot mix asphalt resurfacing and curb and gutter work on Saginaw Street from Water Street to Woodward Avenue and on Oakland Avenue from Woodward Avenue to Saginaw Street in the city of Pontiac, Oakland County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation			
Ajax Paving Industries, Inc.	\$ 686,426.09	Same	2
Snowden, Inc.			
John Carlo, Inc.			
Ace Asphalt & Paving Co.			
Florence Cement Company			
Peake Contracting, Inc.			
Pamar Enterprises, Inc.			
Six-S, Inc.	\$ 761,482.24	Same	3
Cadillac Asphalt, LLC.	\$ 584,860.36	Same	1 **

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56305A

Federal Highway Administration Funds	41.18 %
City of Pontiac	58.82 %

Zip Code: 48342.

388. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408018
 PROJECT STH 30609-53738
 LOCAL AGRMT. 04-5323, 04-5325
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2004

ENG. EST.
 \$ 138,570.00

LOW BID
 \$ 140,255.22

% OVER/UNDER EST.
 1.22 %

Bridge guardrail upgrade and approach guardrail improvements on Territorial Road (6 locations), Montgomery Road (2 locations), Youngs Road and Litchfield Road in Hillsdale County.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 168,389.25	Same	3
Snowden, Inc.	\$ 164,147.00	Same	2
Lake Erie Construction Company	\$ 202,225.00	Same	8
Nashville Construction Company			
Ackley Construction, Inc.	\$ 140,255.22	Same	1 **
Nationwide Fence & Supply Company	\$ 196,991.55	Same	7
Dale Dukes & Sons, Inc.			
Tri-Valley Landscaping, Inc.	\$ 186,763.50	Same	5
J & J Contracting, Inc.	\$ 191,711.78	Same	6
Rite Way Fence, Inc.	\$ 169,199.30	Same	4

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

53738A
 Hillsdale County 20.00 %
 Federal Highway Administration Funds 80.00 %

Zip Code: 49232.

389. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408019
 PROJECT STH 38609-78233
 LOCAL AGRMT. 04-5290
 START DATE - SEPTEMBER 15, 2004
 COMPLETION DATE - 25 working days

ENG. EST. \$ 35,074.00
 LOW BID \$ 26,110.30
 % OVER/UNDER EST. -25.56 %

Traffic signal installation on Spring Arbor Road at McCain Road intersection, Jackson County.

BIDDER		AS-READ	AS-CHECKED	
Severance Electric Co., Inc.	\$	31,354.33	Same	3
Trans Tech Electric, Inc.	\$	34,748.40	Same	4
Motor City Electric Utilities Co.				
Metropolitan Power & Lighting, Inc.				
J. Ranck Electric, Inc.	\$	29,036.80	Same	2
John R. Howell, Inc.	\$	26,110.30	Same	1 **
Rauhorn Electric, Inc.	\$	43,246.00	Same	6
Top Rail Electric Company	\$	35,168.20	Same	5

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

78233A
 Jackson County 20.00 %
 Federal Highway Administration Funds 80.00 %

Zip Code: 49203.

390. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408020 \$ ENG. EST. 213,773.50 LOW BID \$ 192,759.03
 PROJECT STH 18609-78212
 LOCAL AGRMT. 04-5359 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 15, 2005 -9.83 %

Intersection reconstruction, including pavement removal, earthwork, subbase, aggregate base, hot mix asphalt paving, aggregate shoulders, culverts, pavement marking and slope restoration on Clare Avenue from south of Dover Road to north of Dover Road in Grant Township, Clare County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 300,392.28	Same	10
Rieth-Riley Construction Co., Inc.	\$ 195,026.64	Same	2
Nagel Construction, Inc.	\$ 217,210.55	Same	5
Fisher Contracting Company	\$ 241,774.94	Same	7
Central Asphalt, Inc.			
M & M Excavating Co., Inc.	\$ 206,231.20	Same	3
Hebert Construction Company			
C. R. Hunt Construction Co.	\$ 216,150.85	Same	4
Champagne and Marx Excavating, Inc.			
Rohde Brothers Excavating, Inc.			
Miller Development, Inc.	\$ 234,251.03	Same	6
Bernie Johnson Trucking, Inc.	\$ 192,759.03	Same	1 **
Porath Contractors, Inc.	\$ 244,808.40	Same	8
L.J. Construction, Inc.			
Central Michigan Contracting, Inc.	\$ 269,909.00	Same	9

10 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

78212A
 Clare County 20.00 %
 Federal Highway Administration Funds 80.00 %

Zip Code: 48617.

391. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408021
 PROJECT MCS 17011-77892
 LOCAL AGRMT. 04-5333
 START DATE - 5 days after award
 COMPLETION DATE - SEPTEMBER 30, 2005

ENG. EST. LOW BID
 \$ 2,607,345.31 \$ 2,692,286.92

% OVER/UNDER EST.
 3.26 %

Bridge replacement and related approach work on Fort Street over the Power Canal, in the city of Sault Ste Marie, Chippewa County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
C.A. Hull Co., Inc.			
A. Lindberg & Sons, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
Midwest Bridge Company			
Abhe & Svoboda, Inc.			
Hebert Construction Company			
Hardman Construction, Inc.			
Posen Construction, Inc.	\$ 2,696,224.35	Same	2
Walter Toebe Construction Co.	\$ 3,126,537.30	Same	3
Zenith Tech, Inc.	\$ 2,692,286.92	Same	1 **
Anlaan Corporation			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

77892A

City of Sault Ste Marie	10.77 %
State Restricted Trunkline Funds	89.23 %

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

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Zip Code: 49783.

395. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408028 \$ ENG. EST. 464,331.88 LOW BID \$ 415,461.00
 PROJECT STL 73099-76558
 LOCAL AGRMT. 04-5368 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 12, 2004 -10.53 %

0.34 mi of new road construction, including earthwork, subbase, aggregate base, hot mix asphalt paving, concrete curb and gutter, storm sewer, slope restoration and pavement marking on Block Road from Tuscola Road to Junction Road, in the city of Frankenmuth, Saginaw County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
A. J. Rehms & Son, Inc.			
Fisher Contracting Company	\$ 503,599.32	Same	9
Lois Kay Contracting Co.			
Bourdow Trucking Company	\$ 457,877.79	Same	7
C. R. Hunt Construction Co.	\$ 457,775.87	Same	6
Champagne and Marx Excavating, Inc.	\$ 438,425.08	Same	4
Rohde Brothers Excavating, Inc.	\$ 415,461.00	Same	1 **
Wooten Contracting Co.	\$ 447,189.20	Same	5
Zito Construction Co.			
Coop-Arz Excavating, LLC.	\$ 462,148.38	Same	8
Young's Environmental Cleanup, Inc.	\$ 431,266.20	Same	2
L.J. Construction, Inc.	\$ 438,379.80	Same	3
3-S Construction, Inc.			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

76558A
 Federal Highway Administration Funds 80.00 %
 City of Frankenmuth 20.00 %

Zip Code: 48734.

398. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408050 \$ ENG. EST. 250,128.75 LOW BID \$ 223,578.28
 PROJECT BRO 16006-59695
 LOCAL AGRMT. 04-5275 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2004 -10.61 %

Bridge replacement and related approach work on
 Kisser Road at Milligan Creek, in Walker and
 Waverly Townships, Cheboygan County.

BIDDER	AS-READ	AS-CHECKED	
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.			
Hardman Construction, Inc.	\$ 300,765.72	Same	3
Zenith Tech, Inc.	\$ 314,444.57	Same	4
Davis Construction, Inc.	\$ 332,599.88	Same	5
Cordes Excavating, Inc.	\$ 223,578.28	Same	1 **
Anlaan Corporation			
Prince Bridge & Marine, LTD			
J.E. Kloote Contracting, Inc.	\$ 293,200.23	Same	2

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

59695A

Cheboygan County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Zip Code: 49721.

400. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408052
 PROJECT HPP 55019-52178
 LOCAL AGRMT. 04-5281
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2005

	ENG. EST. \$ 442,675.25	LOW BID \$ 569,994.58
		% OVER/UNDER EST. 28.76 %

0.42 mi of reconstruction including earth excavation, aggregate base, hot mix asphalt surfacing, drainage improvements, sanitary sewer improvements, watermain improvements, traffic control and restoration on 48th Avenue from US-41 easterly to M-35, in the city of Menominee, Menominee County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 616,988.89	Same	3
A. Lindberg & Sons, Inc.			
Payne & Dolan, Inc.			
Barley Trucking & Excavating, Inc.	\$ 569,994.58	Same	1 **
Oberstar, Inc.			
Kakuk Construction, Inc.	\$ 597,272.02	\$ 596,156.02	2

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

52178A	
Federal Highway Administration Funds	52.41 %
City of Menominee	47.59 %

Zip Code: 49858.

402. LETTING OF AUGUST 06, 2004
 PROPOSAL 0408054 \$ ENG. EST. 810,161.93 \$ LOW BID 872,836.05
 PROJECT STL 58460-56269
 LOCAL AGRMT. 04-5365 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2004 7.74 %

1.3 mi of road rehabilitation, including clearing, earthwork, trenching, base crushing and shaping, aggregate base, hot mix asphalt paving, drainage, pavement marking, slope restoration and maintaining traffic on Blue Bush Road from Raisinville Road to Kathleen Drive, in Raisinville and Frenchtown Townships, Monroe County.

9.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.			
Barrett Paving Materials, Inc.			
C & D Hughes, Inc.	\$ 872,836.05	Same	1 **
Brady Sand & Gravel, Inc.	\$ 985,048.06	Same	3
Cadillac Asphalt, LLC.	\$ 962,464.06	Same	2

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56269A
 Monroe County 52.00 %
 Federal Highway Administration Funds 48.00 %

Zip Code: 48161.

REAL ESTATE PROJECTS

404. LETTING OF AUGUST 06, 2004 ENG. EST. LOW BID
 PROPOSAL 0408066 \$ 127,900.00 \$ 92,600.00
 PROJECT BT01 11112-49719B01, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 01, 2005 -27.60 %

Demolition of department-owned real estate in the city of Niles and the townships of Niles and Benton, Berrien County.

BIDDER	AS-READ	AS-CHECKED	
Pitsch Wrecking Company	\$ 92,600.00	Same	1 **
Homrich, Inc.			
H & M Demolition Companies			

1 Bidder

Purpose/Business Case: This project is to remove building improvements from property acquired for the reconstruction of M-51, the construction of US-31 and to remove an old field office for the accommodation of a park and ride lot.

Benefit: Demolishing the building improvements would eliminate the expense for numerous and costly repairs needed for the majority of the improvements. Three of the improvements need to be demolished for safety factors due to the condition of the property and to avoid potential health risk. Five of the improvements need to be removed because they are located within the proposed right of way.

Funding Source: The funding source for this proposal comes from the two road projects and excess property.

49719B01		
State Restricted Trunkline Funds	100	%
50755B01		
State Restricted Trunkline Funds	100	%
77153B01		
State Restricted Trunkline Funds	100	%

Commitment Level: The cost is not fixed. It is based on the engineer's best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

Risk Assessment: Demolition of these improvements could help the State avoid any potential liability or legal issues involving the public.

Cost Reduction: The demolition of the improvements needs to occur to remove them for road projects and to eliminate maintenance costs.

New Project Identification: This is a Real Estate Support Area Demolition contract.

Zip Code: 49022.

EXTRAS

405. **Extra 2004 - 57**

Control Section/Job Number: 61075-53684A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Diversco Construction Company
675 Clyde Court, SW
Byron Center, MI 49315

Designed By: MDOT

Engineer's Estimate: \$892,669.56

Description of Project:

Demolish existing rest area building, construct new three-restroom building, ramp reconfiguration, lighting, sidewalks, curbs, picnic tables, and grills on southbound US-31, Dalton Township, Muskegon County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$866,803.00	
Total of Overruns/Changes (Approved to Date):	(1,538.30)	- 0.18 %
Total of Extras/Adjustments (Approved to Date):	48,005.00	+ 5.54%
Total of Negative Adjustments (Approved to Date):	(1,265.00)	- 0.15%
THIS REQUEST	<u>14,669.23</u>	<u>+ 1.69%</u>
Revised Total	<u>\$926,673.93</u>	+ 6.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.21% over the original budget for an **Authorized to Date Amount** of \$912,004.70.

Approval of this extra will place the authorized status of the contract 6.90% or \$59,870.93 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 5 r.4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

Cold Weather Protection	8,043.230 Dlr @ \$1.00/Dlr	\$8,043.23
Landscaping	1.000 LS @ \$5,138.00/LS	5,138.00
Soil Guard Mulch Material Change	4,960.000 Syd @ \$0.30/Syd	<u>1,488.00</u>
Total		<u>\$14,669.23</u>

Reason(s) for Extra(s)/Adjustment(s):

The building portion of this project was originally scheduled for one year. The project got a late start due to a delay in the award of the contract. To ensure that the building portion of the project was completed on time, the contractor proposed that cold-weather protection be used to work past normal temperature-related deadlines. MDOT negotiated with the contractor and both agreed to share a portion of the cost. The contractor submitted actual cost records, similar to force account records, that were verified by MDOT inspection personnel against their inspector daily reports.

Landscaping around the building was inadvertently left off the plans and out of the contract. The extra Landscaping was added to the project to compensate the contractor for installing trees, bushes, and flowers around the building. The contractor is guaranteeing the installed plants for one year. The price was negotiated and was considered fair for the amount of work that was required. The price was reviewed and approved by the delivery engineer and TSC manager after consulting with an MDOT landscape architect with knowledge of current plant and job related costs.

In the original contract, there was an item for mulch which is used to keep the grass seed in place and reduce erosion until the grass becomes established. In certain areas of this project there was going to be foot traffic across the mulched area before the grass would have a chance to become established. Foot traffic can cause damage to seeded areas through standard mulches. The adjustment Soil Guard Mulch Material Change increased what the contractor was paid for the mulch item since he was asked to change the standard product to the specialized product Soil Guard. The Soil Guard product is placed without a separate tackifier and holds up better under foot traffic than the standard mulch. The price was submitted by the contractor, and the product is specialized enough that there isn't an available average unit price. The price was discussed with the delivery engineer, TSC manager, and Lansing's Roadside Development staff with knowledge of current material and job related costs and was considered reasonable.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 49461

406. **Extra 2004 - 59**

Control Section/Job Number: 82022-72648A MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Midwest Bridge Company
P.O. Box 40
Williamston, MI 48895

Designed By: MDOT
Engineer's Estimate: \$482,776.90

Description of Project:

Painting bridge fascia beams, minor repairs, pedestrian fencing replacements, and modifications on seven bridge structures and one pedestrian bridge on I-94 from the M-39 interchange easterly to the Brooklyn pedestrian structure at Brooklyn Street in the cities of Dearborn and Detroit, Wayne County.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	April 18, 2003	
Original Contract Amount:	\$475,375.98	
Total of Overruns/Changes (Approved to Date):	97,800.06	+ 20.57%
Total of Extras/Adjustments (Approved to Date):	43,951.95	+ 9.25%
Total of Negative Adjustments (Approved to Date):	(28,221.00)	- 5.94%
THIS REQUEST	<u>95,700.00</u>	<u>+ 20.13%</u>
Revised Total	<u>\$684,606.99</u>	+ 44.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.88% over the original budget for an **Authorized to Date Amount** of \$588,906.99.

Approval of this extra will place the authorized status of the contract 44.01% or \$209,231.01 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3, 4 r.4, 5 r.5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3		
W Gr. Blvd. Fascia Beam Paint-EXTRA	19,500.000 Dlr @ \$1.00/Dlr	<u>\$19,500.00</u>
Total		<u>\$19,500.00</u>

CM 4		
S-43 Ramp K SB M-39 to EB I-94	60,000.000 Dlr @ \$1.00/Dlr	<u>\$60,000.00</u>
Total		<u>\$60,000.00</u>
 CM 5		
S-07 Livernois Ave. Remove dark blue wave pattern from west fascia	16,200.000 Dlr @ \$1.00/Dlr	<u>\$16,200.00</u>
Total		<u>\$16,200.00</u>
 Grand Total		 <u>\$95,700.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 3

This is one of a group of I-94 beautification projects. This project was set up to paint the west fascia beams of eight bridge structures. The TSC manager, at the direction of the Region, instructed the contractor to also paint the east fascia beams of the same structures, using monies that had become available at the Region level. Shortly after the contractor began work, it was discovered that the additional funding was not available. The extra W Gr. Blvd. Fascia Beam Paint – EXTRA was created to compensate the contractor for the work already accomplished when he was directed to stop. The price was negotiated with the contractor and was determined fair when compared to the original bid prices.

CM 4 and CM 5

The project was originally designed so that a blue wave type pattern was used on the bridge fascia beams. Once this pattern was painted on two structures, it was decided that although the wave pattern is what MDOT asked for, it did not fit aesthetically with our plan. The contractor was then directed to remove the wave pattern and re-seal the beams with a light blue color for uniform appearance. On the ramp structure the limits of the sealing were increased to give the viewable portion of the structure a uniform appearance. The extras S-43 Ramp K SB M-39 to EB I-94 and S-07 Livernois Ave. Remove dark blue wave pattern from west fascia were created to compensate the contractor for this work. The price was negotiated with the contractor for the S-07 Livernois Ave. structure and was determined fair because the extra costs were consistent with the original unit bid prices for sealing this structure. The S-43 Ramp K adjusted prices were compared to the original bid item price and were determined fair when considering the additional sealing limits requested by MDOT, the differing site conditions, and traffic control that were required as a result of the I-94/US-24 reconstruction project.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its August 26, 2004, meeting, and are now recommended for approval by the State Administrative Board on September 7, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: State Restricted Trunkline, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.
Zip Code: 48210

407. **Extra 2004 - 60**

Control Section/Job Number: 63103-56618A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: E. C. Korneffel Co.
 2691 Veterans Parkway
 Trenton, MI 48183

Designed By: MDOT
 Engineer's Estimate: \$2,251,260.33

Description of Project:

Deck replacement, painting, pin and hanger, substructure and abutment repair and approach work on I-696 under St. Augustine, Couzens Street, and Dequindre Avenue in the cities of Warren and Madison Heights, Macomb and Oakland Counties.

Administrative Board Approval Date:	December 17, 2002	
Contract Date:	February 14, 2003	
Original Contract Amount:	\$2,199,842.03	
Total of Overruns/Changes (Approved to Date):	307,473.85	+ 13.98%
Total of Extras/Adjustments (Approved to Date):	1,526,953.14	+ 69.41%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>200,423.02</u>	<u>+ 9.11%</u>
Revised Total	<u>\$4,234,692.04</u>	+ 92.50%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 83.39% over the original budget for an **Authorized to Date Amount** of \$4,034,269.02.

Approval of this extra will place the authorized status of the contract 92.50% or \$2,034,850.01 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-70	4 r.1, 5 r.2, 8 r.5	\$763,989.50	12/02/03
2004-05	7 r.2, 9 r.1, 11, 12, 14	\$660,830.64	03/02/04

Contract Modification Number(s): 16, 18 r.15

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 16

Cleaning and Coating of S15 Dequindre	1.000 LS @ \$35,700.00/LS	<u>\$35,700.00</u>
Total		<u>\$35,700.00</u>

CM 18

Sand Module Impact Attenuators, Temp	13.000 Ea @ \$294.00/Ea	\$3,822.00
Sand Module Impact Attenuators, Relocate	36.000 Ea @ \$157.50/Ea	5,670.00
Bridge Ltg, Oper and Maintain SB Dequindre Over I-696	3.000 Ea @ \$1.00/Ea	3.00
Superstructure Conc, Night Casting SB Dequindre over I-696	1.000 Cyd @ \$200.00/Cyd	200.00
Crack Sealing SB side of Dequindre	2,656.000 Sft @ \$5.65/Sft	15,006.40
Type C Light replaced	63.000 Ea @ \$15.00/Ea	945.00
Adjustment in the Unit Price of Traffic Control Devices due to Extensions of Time	69,236.490 Dlr @ \$1.00/Dlr	69,236.49
Adjustment in the Unit Price of Traffic Control Devices due to Extensions of Time	37,233.180 Dlr @ \$1.00/Dlr	37,233.18
Sand Module Impact Attenuators, Temp Adjustments for Extensions of Time	131.000 Ea @ \$248.90801/Ea	<u>32,606.95</u>
Total		<u>\$164,723.02</u>

Grand Total

\$200,423.02

Reason(s) for Extra(s)/Adjustment(s):

CM 16

This job was extended three times due to situations discovered after work began and discussed in previous submittals. These time extensions took the painting portion of the contract into the next year. The contractor bid the painting portion of the contract using labor rates and material costs based on the time frames set out in the contract. The change in time schedule caused an increase in the costs incurred by the contractor. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified by MDOT inspection personnel and approved by the engineer. The extra Cleaning and Coating of S15 Dequindre was created to compensate the contractor for these costs.

CM 18

Four extras: Sand Module Impact Attenuators, Temp; Sand Module Impact Attenuators, Relocate; Bridge Ltg, Oper and Maintain SB Dequindre; and Superstructure Conc, Night Casting SB Dequindre over I-696 were established in earlier contract modifications and increased in this contract modification.

Replacement of the north and south ends of the eastern half of the deck on S15-63103 was completed using silica fume concrete. Silica fume concrete is normally used just for overlays and not for full depth repairs. It was decided by MDOT that rather than switching concrete types during the pour that silica fume would be used for the entire pour. Once the concrete cured it was discovered that the deck had cracked severely. Experts were consulted and it was recommended that crack sealing be used to prevent chloride ions from prematurely entering the deck. The extra Crack Sealing SB side of Dequindre was created to compensate the contractor for this work. The price of this extra was negotiated with the contractor and is reasonable when compared to MDOT's average unit prices (AUP).

Standard Specifications for Construction 812.04 A5 requires MDOT to reimburse the contractor for damaged lights at a fixed rate of \$15 per light.

On this project the engineer decided that several time extensions were justified. Traffic control devices are always bid as a lump sum (LS) item based on the projected number of project work days. When extra time is authorized, the pay item for traffic control devices needs to be adjusted to reflect the extra time traffic devices are on the project. The extras Adjustment in the Unit Price of Traffic Control Devices due to Extensions of Time and Sand Module Impact Attenuators, Temp Adjustments for Extensions of Time were created to compensate the contractor for these changes.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its August 26, 2004 meeting, and are now recommended for approval by the State Administrative Board on September 7, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 90%; Madison Heights, 0.23%; State Restricted Trunkline, 9.35%; City of Warren, 0.42%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48310 and 48071

408. **Extra 2004 - 61**

Control Section/Job Number: 82071-58218A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: John Carlo, Inc.
45000 River Ridge Drive, Suite 200
Clinton Twp., MI 48038

Designed By: Consultant
Engineer's Estimate: \$4,516,157.54

Description of Project:

1.35 mi of cold milling and concrete overlay on M-85 from St. Anne Street to west of Clark Street and east of Rosa Parks Boulevard to St. Anne Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	October 1, 2002	
Contract Date:	December 20, 2002	
Original Contract Amount:	\$4,129,836.50	
Total of Overruns/Changes (Approved to Date):	(6,073.30)	- 0.15%
Total of Extras/Adjustments (Approved to Date):	332,245.45	+ 8.05%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>184,202.18</u>	<u>+ 4.46%</u>
Revised Total	<u>\$4,640,210.83</u>	+ 12.36%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.90% over the original budget for an **Authorized to Date Amount** of \$4,456,008.65.

Approval of this extra will place the authorized status of the contract 12.36% or \$510,374.33 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-65	1 r.3, 2 r.2, 4 r.2	\$332,245.45	November 4, 2003

Contract Modification Number(s): 5, 6, 11 r.6, 12, 14 r.2, 16, 18 r.2, 19 r.1, 20 r.2, 24 r.4, 25 r.4

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

Track Encasement, Rem-Force Account	7,558.060/dlr @ \$1.00/dlr	<u>\$7,558.06</u>
Total		<u>\$7,558.06</u>

CM 6

Backfill, Confined Space, Force Account	9,402.910 dlr @ \$1.00/dlr	<u>\$9,402.91</u>
Total		<u>\$9,402.91</u>

CM 11

Dr Structure, 600 mm dia	4.000 ea @ \$795.00/ea	\$3,180.00
Drop Inlet, Type 1	5.000 ea @ \$400.00/ea	2,000.00
Hand Patching	15.620 t @ \$140.00/t	2,186.80
Joint, Contraction, C2p	1,146.750 m @ \$18.61/m	21,341.02
Pavt for Butt Joints, Rem	26.200 m2 @ \$14.15/m2	370.73
Sewer Bulkhead, 300 mm	1.000 ea @ \$150.00/ea	150.00
Dr Structure, Tap, 300 mm	3.000 ea @ \$250.00/ea	750.00
Dr Structure, Tap, 300 mm	1.000 ea @ \$250.00/ea	250.00
Replace Prism Retrflec Lens, Amber, Bidir	10.000 ea @ \$15.00/ea	150.00
Replace Prism Retrflec Lens, Amber, Bidir	28.000 ea @ \$15.00/ea	420.00
Total		<u>\$30,798.55</u>

CM 12

Collapsed Sewer Repair – Force Account	2,878.750 dlr @ \$1.00/dlr	<u>\$2,878.75</u>
Total		<u>\$2,878.75</u>

CM 14		
Dr Structure, Adj, Additional Depth	3.000 m @ \$1,640.00/m	\$4,920.00
Dr Structure, Adj, Additional Depth	3.000 m @ \$1,640.00/m	<u>4,920.00</u>
Total		<u>\$9,840.00</u>
CM 16		
Patch Repair Work – Force Account	87,690.990 dlr @ \$1.00/dlr	\$87,690.99
Total		<u>\$87,690.99</u>
CM 18		
Hand Patching	17.140 t @ \$140.00/t	<u>\$2,399.60</u>
Total		<u>\$2,399.60</u>
CM 19		
Cement	5.774 t @ \$157.00/t	\$906.52
Total		<u>\$906.52</u>
CM 20		
Dr Structure, 600 mm dia	1.000 ea @ \$795.00/ea	\$795.00
Drop Inlet, Type 1	4.000 ea @ \$400.00/ea	1,600.00
Sewer Bulkhead, 300 mm	4.000 ea @ \$150.00/ea	<u>600.00</u>
Total		<u>\$2,995.00</u>
CM 24		
25 th Street Force Account	28,000.000 dlr @ \$1.00/dlr	\$28,000.00
Total		<u>\$28,000.00</u>
CM 25		
Hand Patching	12.370 t @ \$140.00/t	<u>\$1,731.80</u>
Total		<u>\$1,731.80</u>
Grand Total		<u>\$184,202.18</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 5

In this project, under the roadway there were old trolley tracks that used to run from downtown Detroit to Toledo. There was a bid item to remove the tracks, however in this instance the tracks extended further into the northern-most lanes. This required an additional saw cut to complete the removal and the extra Track Encasement, Rem – Force Account was created to compensate the contractor for this work. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs and equipment hours worked, and the “Rental Rate Blue Book for Construction.”

CM 6

When construction began it was discovered that a sanitary sewer had broken some time in the past and washed out the subgrade. To fix the problems created by this break the contractor had to remove the pavement, excavate subgrade materials around the break, temporarily shore up the area to protect existing utilities, repair the 12 inch sewer, backfill the hole, and reconstruct the concrete pavement. The extra Backfill, Confined Space, Force Account was created to compensate the contractor for this work. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs and equipment hours worked, and the “Rental Rate Blue Book for Construction.”

CM 11

Six extras: Dr Structure, 600 mm dia; Drop Inlet, Type 1; Hand Patching; Joint, Contraction, C2p; Pavt for Butt Joints, Rem; and Sewer Bulkhead, 300 mm, were approved by the Ad Board in earlier submittals, but have now exceeded the 15% increase allowed in the Ad Board Resolution. The initial request was an estimate of quantities for phase one and these requests are quantities used up to this point.

Drainage taps are used to connect the drainage pipe to the drainage structure. This item was inadvertently left out of the contract and the extra Dr Structure, Tap 300 mm was added to compensate the contractor for this work. The price was negotiated with the contractor and is reasonable when compared to MDOT’s average unit prices.

Standard Specifications for Construction 812.04 A5 requires MDOT to reimburse the contractor for damaged lights at a fixed rate of \$15 per light.

CM 12

After construction began a void was discovered under the road that was caused by a collapsed MDOT storm sewer. The contractor was asked to excavate around the collapse, fix the failed pipe, encase three pipe joints in concrete so that a similar failure would not happen in the future, and then backfill and compact the area. The extra Collapsed Sewer Repair – Force Account was created to compensate the contractor for this work. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs and equipment hours worked, and the “Rental Rate Blue Book for Construction.”

CM 14

After construction began it was discovered that several drainage structures within the limits of this job had deteriorated and were in need of repair. The extra Dr Structure, Adj. Additional Depth was created to compensate the contractor for repairing the deteriorated drainage structures. The price was negotiated with the contractor and is fair when compared to MDOT’s average unit prices and that most of the repairs were in the top 0.3 to 0.5 m, resulting in low efficiency.

CM 16

After milling had been completed it was discovered that there were lots of voids and unstable subbase conditions, as well as a base roadway deteriorated to where it could no longer properly support the proposed overlay. Since the new pavement is a simple overlay, for it to reach its proposed design life it must be placed on a solid base roadway. The contractor was directed to remove and replace the severely damaged areas. The extra Patch Repair Work – Force Account was created to compensate the contractor for this work. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs and equipment hours worked, and the “Rental Rate Blue Book for Construction.”

CM 18

The extra Hand Patching was approved by the Ad Board in an earlier submittal, but has now exceeded the 15% increase allowed in the Ad Board Resolution. See contract modification 11.

CM 19

The extra Cement was approved by the Ad Board in an earlier submittal, but has now exceeded the 15% increase allowed in the Ad Board Resolution. The initial request was an estimate of quantities for phase one and these are quantities for phase two.

CM 20

Three extras: Dr Structure, 600 mm dia; Drop Inlet, Type 1; and Sewer Bulkhead, 300 mm were approved by the Ad Board in earlier submittals, but have now exceeded the 15% increase allowed in the Ad Board Resolution. The initial request was an estimate of quantities for phase one and these are quantities for phase two.

CM 24

When this job was designed no consideration was given to the large amount of truck turning movements that are being made from Fort Street onto 25th Street leading to the International Bridge. To allow for the larger turning radius in both the NE and NW quadrants required reconstruction of the pavement and approaches, reconstructing the drainage, and relocating a Public Lighting Department light foundation and a Detroit Water and Sewer Department fire hydrant. The extra 25th Street Force Account was created to compensate the contractor for this work. Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs and equipment hours worked, and the “Rental Rate Blue Book for Construction.”

CM 25

The extra Hand Patching was approved by the Ad Board in an earlier submittal, but has now exceeded the 15% increase allowed in the Ad Board Resolution. This is a final balancing contract modification.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its August 26, 2004, meeting, and are now recommended for approval by the State Administrative Board on September 7, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 81.77%; State Restricted Trunkline, 16.03%; Detroit, 2.20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48216, 48210

409. **Extra 2004 -62**

Control Section/Job Number: 33014-45594-2 MDOT Project

State Administrative Board - Contract modification 8 contains a single extra that exceeds the \$100,000 Ad Board limit for reviewing extras. Contract modification 11 contains extras that cause the project to exceed the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: E.T. MacKenzie Company
4248 W. Saginaw Highway
Grand Ledge, MI 48837

Designed By: Consultant
Engineer's Estimate: \$9,207,076.81

Description of Project:

2.42 mi of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Walnut Street and Pine Street) from Martin Luther King, Jr. Boulevard to Capitol Avenue and on Larch Street and Cedar Street from I-496 to Michigan Avenue and Capitol Avenue from Ottawa Street to Allegan Street, in the city of Lansing, Ingham County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 27, 2004	
Original Contract Amount:	\$8,870,749.60	
Total of Overruns/Changes (Approved to Date):	99,716.02	+1.12%
Total of Extras/Adjustments (Approved to Date):	309,418.20	+ 3.49%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00 %
THIS REQUEST	<u>203,076.00</u>	<u>+2.29%</u>
Revised Total	<u>\$9,482,959.82</u>	+ 6.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.61% over the original budget for an **Authorized to Date Amount** of \$9,279,883.82.

Approval of this extra will place the authorized status of the contract 6.90% or \$612,210.22 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-39	1 r.1	\$167,238.00	07/07/04

Contract Modification Number(s): 8, 11 r.2, 12 r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8

Sewer, C76-IV 24", Trench Detail B-Ottawa St.	950.000 Ft @ \$150.00/Ft	\$142,500.00
Total		<u>\$142,500.00</u>

CM 11

21AA Crushed Concrete Aggregate Base	2,680.000 Syd @ \$8.95/Syd	\$23,986.00
BX 1100 Geogrid	2,680.000 Syd @ \$4.50/Syd	12,060.00
Excavation, Earth	320.000 Cyd @ \$8.75/Cyd	2,800.00
Total		<u>\$38,846.00</u>

CM 12

Temporary Capitol Ave Crosswalk	21,730.000 Dlr @ \$1.00/Dlr	\$21,730.00
Total		<u>\$21,730.00</u>

GrandTotal

\$203,076.00

Reason(s) for Extra(s)/Adjustment(s):

CM 8

Once work began, it was discovered that a major sewer running under the roadway was in very poor condition. It was decided to replace the sewer while the roadway was under construction to keep from having to make repairs at a later date and cut through the new pavement. The cost of the extra Sewer, C76-IV, 24", Trench Detail B – Ottawa St. was negotiated with the contractor and is fair when compared to similar work done on past projects.

CM 11

Once work began it was discovered that the existing soil conditions under Capitol Avenue were much worse than expected. To compensate for and correct this problem, the contractor was directed to change the pavement section to 9 ½ inches of asphalt on 12 inches of crushed concrete, on top of a lay or geogrid. To accomplish this work, the existing layer of 22A aggregate had to be removed. The three extras on this contract modification were created to compensate the contractor for this work. The price of these extras was negotiated with the contractor and is fair when compared to similar types of work performed in this contract.

CM 12

The contractor was directed to place a temporary crosswalk across Capitol Avenue at Michigan Avenue. This extra was not anticipated in the original plans because there was an available crosswalk one block to the south. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified by MDOT inspection personnel.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 39.44%; City of Lansing, 50.46%; State Restricted Trunklines, 10.10%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48933, 48915

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 1, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: September 7, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACTS

1.-155. *HIGHWAYS - State Trunkline Maintenance

The following contracts between MDOT and the following 155 municipalities will provide for state trunkline maintenance. The contracts will be in effect from October 1, 2004, through September 30, 2009.

P.A. 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways.

Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. The following maintenance contracts were not competitively bid but were negotiated with the local units of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA51, MCL 247.66a(c); MSA 9.1097(11c).

These contracts are on a cost reimbursement basis, subject to final audits to actual costs. Billings are submitted by the municipalities on a quarterly basis to be approved by the Regions. Actual work is planned by the Regions in cooperation with the municipalities. In general, the total amounts for the maintenance budgets are based on legislative appropriations; the Regions establish and administer the individual municipal budgets. Source of Funds: 100% State Restricted Trunkline Funds.

	<u>Contract #</u>	<u>Municipality</u>
1.	2004-0588	Adrian, City of
2.	2004-0590	Albion, City of
3.	2004-0591	Allegan, City of
4.	2004-0592	Alma, City of
5.	2004-0593	Almont, Village of
6.	2004-0594	Alpena, City of
7.	2004-0595	Ann Arbor, City of
8.	2004-0596	Athens, Village of

9.	2004-0597	Au Gres, City of
10.	2004-0598	Bad Axe, City of
11.	2004-0599	Bangor, City of
12.	2004-0600	Battle Creek, City of
13.	2004-0601	Bay City, City of
14.	2004-0602	Benton Harbor, City of
15.	2004-0603	Berrien Springs, Village of
16.	2004-0604	Bessemer, City of
17.	2004-0605	Big Rapids, City of
18.	2004-0606	Blissfield, Village of
19.	2004-0607	Breckenridge, Village of
20.	2004-0609	Cadillac, City of
21.	2004-0610	Calumet, Village of
22.	2004-0611	Caro, Village of
23.	2004-0612	Carson City, City of
24.	2004-0613	Carsonville, Village of
25.	2004-0614	Caseville, Village of
26.	2004-0615	Brown City, City of
27.	2004-0616	Cass City, Village of
28.	2004-0617	Charlevoix, City of
29.	2004-0618	Charlotte, City of
30.	2004-0619	Cheboygan, City of
31.	2004-0620	Chelsea, Village of
32.	2004-0621	Chesaning, Village of
33.	2004-0622	Clare, City of
34.	2004-0623	Clio, City of
35.	2004-0624	Coldwater, City of
36.	2004-0625	Crystal Falls, City of
37.	2004-0626	Davison, City of
38.	2004-0627	Dearborn, City of
39.	2004-0628	Detroit, City of
40.	2004-0629	Dowagiac, City of
41.	2004-0630	East Lansing, City of
42.	2004-0631	East Tawas, City of
43.	2004-0632	Eastpointe, City of
44.	2004-0633	Eaton Rapids, City of
45.	2004-0634	Ewart, City of
46.	2004-0635	Farmington, City of
47.	2004-0636	Farwell, Village of
48.	2004-0637	Fennville, City of
49.	2004-0638	Fenton, City of
50.	2004-0639	Ferndale, City of
51.	2004-0640	Flint, City of
52.	2004-0641	Frankenmuth, City of
53.	2004-0642	Fremont, City of
54.	2004-0643	Gaylord, City of
55.	2004-0644	Gladstone, City of
56.	2004-0645	Grand Haven, City of

57.	2004-0646	Grand Ledge, City of
58.	2004-0647	Grand Rapids, City of
59.	2004-0648	Greenville, City of
60.	2004-0649	Hancock, City of
61.	2004-0650	Harbor Beach, City of
62.	2004-0651	Harbor Springs, City of
63.	2004-0652	Hillsdale, City of
64.	2004-0653	Holland, City of
65.	2004-0654	Houghton, City of
66.	2004-0655	Howell, City of
67.	2004-0656	Hudson, City of
68.	2004-0657	Iron River, City of
69.	2004-0658	Iron Mountain, City of
70.	2004-0659	Ironwood, City of
71.	2004-0660	Ishpeming, City of
72.	2004-0661	Ithaca, City of
73.	2004-0662	Jackson, City of
74.	2004-0663	Jonesville, Village of
75.	2004-0664	Kalamazoo, City of
76.	2004-0665	Kingsford, City of
77.	2004-0666	Lake City, City of
78.	2004-0667	Lake Linden, Village of
79.	2004-0668	Lake Odessa, Village of
80.	2004-0669	Lansing, City of
81.	2004-0670	Lapeer, City of
82.	2004-0671	Laurium, Village of
83.	2004-0672	Litchfield, City of
84.	2004-0673	Lowell, City of
85.	2004-0674	Ludington, City of
86.	2004-0675	Mackinac Island, City of
87.	2004-0676	Mackinac Island State Park
88.	2004-0677	Mancelona, Village of
89.	2004-0678	Manistee, City of
90.	2004-0679	Manistique, City of
91.	2004-0680	Marine City, City of
92.	2004-0681	Marlette, City of
93.	2004-0682	Marquette, City of
94.	2004-0683	Marshall, City of
95.	2004-0684	Menominee, City of
96.	2004-0685	Merrill, Village of
97.	2004-0686	Midland, City of
98.	2004-0687	Millington, Village of
99.	2004-0688	Monroe, City of
100.	2004-0689	Montrose, City of
101.	2004-0690	Mount Clemens, City of
102.	2004-0691	Mount Pleasant, City of
103.	2004-0692	Munising, City of
104.	2004-0693	Muskegon, City of

105.	2004-0694	Nashville, Village of
106.	2004-0695	Negaunee, City of
107.	2004-0696	Newberry, Village of
108.	2004-0697	Niles, City of
109.	2004-0698	North Branch, City of
110.	2004-0699	Norway, City of
111.	2004-0700	Otsego, City of
112.	2004-0701	Owosso, City of
113.	2004-0702	Paw Paw, Village of
114.	2004-0703	Peck, Village of
115.	2004-0704	Petoskey, City of
116.	2004-0705	Pigeon, Village of
117.	2004-0706	Pontiac, City of
118.	2004-0707	Port Huron, City of
119.	2004-0708	Portland, City of
120.	2004-0709	Quincy, Village of
121.	2004-0710	Reed City, City of
122.	2004-0711	Reese, Village of
123.	2004-0712	Richmond, City of
124.	2004-0713	Riverview, City of
125.	2004-0714	Rochester, City of
126.	2004-0715	Rogers City, City of
127.	2004-0716	Rose City, City of
128.	2004-0717	Roseville, City of
129.	2004-0718	Saginaw, City of
130.	2004-0719	Saline, City of
131.	2004-0720	Sandusky, City of
132.	2004-0721	Sault Ste. Marie, City of
133.	2004-0722	Scottville, City of
134.	2004-0723	South Range, Village of
135.	2004-0724	South Haven, City of
136.	2004-0725	Springfield, City of
137.	2004-0726	Spring Lake, Village of
138.	2004-0727	St. Clair, City of
139.	2004-0728	St. Ignace, City of
140.	2004-0729	St. Joseph, City of
141.	2004-0730	St. Louis, City of
142.	2004-0731	Sterling Heights, City of
143.	2004-0732	Sturgis, City of
144.	2004-0733	Tawas City, City of
145.	2004-0734	Tecumseh, City of
146.	2004-0735	Three Rivers, City of
147.	2004-0736	Traverse City, City of
148.	2004-0737	Unionville, Village of
149.	2004-0738	Vassar, City of
150.	2004-0739	Wakefield, City of
151.	2004-0740	Watervliet, City of
152.	2004-0741	Wayne, City of

- 153. 2004-0742 West Branch, City of
- 154. 2004-0743 Whitehall, City of
- 155. 2004-0744 Ypsilanti, City of

Purpose/Business Case: These contracts provide for routine maintenance of state trunklines. The contracts provide for winter maintenance (road patrol, snow plowing, and snow removal) to ensure safe travel routes for the public. The contracts also provide for routine summer maintenance operations, including roadside mowing, surface and shoulder maintenance, tree removal, and emergency response.

Benefit: Under the contracts, the cities and municipalities will act as agents of the state, protecting the interests of MDOT by providing timely responses to mitigate hazards to the traveling public. In addition, the cities and municipalities act in the best interests of MDOT and the public to utilize proactive maintenance techniques to protect our road and bridge network.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contract is based on negotiated unit costs for specific well-defined work items paid on a per hour unit. The number of budget hours for each work item is established in the maintenance work plan determined by the Transportation Service Center manager.

Risk Assessment: The maintenance work items identified in these contracts are essential to the operation and management of the trunkline system. Failure to perform routine maintenance may provide an unsafe travel environment for the public.

Cost Reduction: The work plan developed for this contract is monitored closely on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

New Project Identification: These contracts provide for routine maintenance.

Zip Code: 48909 Statewide.

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