

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY  
TRANSPORTATION AND NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

September 15, 2004

State Administrative Board

September 21, 2004

SUBMERGED LANDS

1. Proposed marina lease of a 0.39-acre parcel of Lake Huron public trust bottomlands on Drummond Island, Chippewa County.

Applicant: Bay Village Inc (d/b/a La Lakes Resort)

Consideration: \$420/year

2. Proposed deed to a 0.58-acre parcel of Lake St. Clair public trust bottomlands on Harsens Island, Clay Township, St. Clair County.

Applicant: Michael Grzywacz

Consideration: \$10,200

3. Proposed private use agreement of a 0.41-acre parcel of Lake Michigan public trust bottomlands on Beaver Island, Charlevoix County.

Applicant: St. James Marine Company

Consideration: \$420/year

\_\_\_\_\_  
Mary Ellen Cromwell, Acting Chief  
Land and Water Management Division  
Department of Environmental Quality

\_\_\_\_\_  
Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: September 15, 2004 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: September 21, 2004 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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SUBCONTRACTS

- |    |   |                    |                    |
|----|---|--------------------|--------------------|
| 1. | <b>Rieth-Riley Construction Co.<br/>P. O. Box 1173<br/>Big Rapids, MI 49037</b> | <b>Skip Paving</b> | <b>\$64,515.00</b> |
|----|---|--------------------|--------------------|

Approval is requested to authorize the Mecosta County Road Commission to award a subcontract for skip paving on M-20 and 90<sup>th</sup> Avenue, M-20 east of 80<sup>th</sup> Avenue, M-20 and M-70, M-20 and 13 Mile Road, Old US-131 and 12 Mile Road, and Old US-131 and 207<sup>th</sup> Avenue in Mecosta 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:** To provide for skip paving on M-20 and 90<sup>th</sup> Avenue, M-20 east of 80<sup>th</sup> Avenue, M-20 and M-70, M-20 and 13 Mile Road, Old US-131 and 12 Mile Road, and Old US-131 and 207<sup>th</sup> Avenue in Mecosta County.

**Benefit:** The contract will provide for safer highways for motorists. It will also 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:** If work is not performed, roadways could become hazardous for the traveling public.

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

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

**Zip Code:** 49307.

2. **J & J Contracting, Inc.** **Guardrail Installation** **\$29,975.00**  
**980 W. Buchanan Road**  
**Ithaca, MI 48847**

Approval is requested to authorize the Mecosta County Road Commission to award a subcontract for guardrail installation on Old US-131 (Northland Drive) south of 8 Mile Road (M-20) in Mecosta County. The project was advertised, and one bid was received. The submitted 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 guardrail installation on Old US-131 (Northland Drive) in Mecosta County.

**Benefit:** The contract will provide for safer highways for motorists. It will also 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:** If work is not performed, the roadways become hazardous for the traveling public.

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

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

**Zip Code:** 48847.

### CONTRACTS

3. HIGHWAYS (Real Estate) - Resolution "A" (Direct Sale – Right of First Refusal)  
Tract 723, Control Section 70025, Parcel 116, Part A, Parcel 117, Part A

The subject tract is located in the township of Jamestown, Ottawa County, Michigan, and contains approximately 3.52 acres. The appraisal was completed by Jeffrey G. Genzink, Genzink Appraisal Company, on March 9, 2004, for the amount of \$22,000. The appraisal was reviewed by Dave Thomas, Grand Region Property Analyst, on March 25, 2004, for the amount of \$22,000. The appraised tract was approved for sale by Peter Loftis, Region Agent, Grand Region, on March 25, 2004, for the amount of \$22,000. David Apol and Marcia Elders have a right of first refusal to purchase the subject property after it was offered to the local municipality. They have submitted an "Application to Purchase and Agreement of Sale" and a check in the amount of \$22,000, which represents payment in full. These parcels were determined to be excess by the Bureau of Highways – Development.

\$22,000

**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 government, 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:** 49427.

\*Denotes a non-standard contract/amendment

4. HIGHWAYS (Real Estate) - Resolution “B” (Relinquishment of Easement)  
Tract 786, Control Section 05011, Parcel 12, Part A

The subject tract is located in the township of Elk Rapids, Antrim County, Michigan, and contains approximately .24 acres. Tract easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by East Bayshore Properties, LLC, the current underlying fee owner. The relinquishment processing fee of \$500 has been received by MDOT. The relinquishment was approved by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on June 29, 2004. This property has been declared excess by the Bureau of Highways – Development.

\$500

**Purpose/Business Case:** 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:** Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500. 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:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49629.

5. HIGHWAYS (Real Estate) - Resolution “C” (Easement – Wetland Mitigation Site)  
Control Section 41064, Job 33331, Parcel 227

The subject parcel is located in the township of Byron, Kent County, Michigan, and contains approximately 58.266 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 site agreement on the subject property. The easements are required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. No money will be exchanged for conveying this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division.

\$0

**Purpose/Business Case:** MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ) on a parcel of land that was used for mitigation for the M-6 South Beltline. The easement is required for MDOT’s compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended which requires permanent easement protection on all wetland mitigation sites.

**Benefit:** By conveying the easement on the subject property MDOT will be complying with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within 60 days of permit issuance.

**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:** MDOT is required under permit conditions to convey an easement on this parcel to the MDEQ.

**Cost Reduction:** N/A.

\*Denotes a non-standard contract/amendment

**New Project Identification:** These easements are for two wetland mitigation sites associated with the M-6 South Beltline.

**Zip Code:** 49315.

6. HIGHWAYS (Real Estate) - Resolution "D" (Easement – Wetland Mitigation Site)  
Control Section 70025, Job 33330, Parcel 142

The subject parcel is located in the township of Jamestown, Ottawa County, Michigan, and contains approximately 21.437 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 site agreement on the subject property. The easements are required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. No money will be exchanged for conveying this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division.

\$0

**Purpose/Business Case:** MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ) on a parcel of land that was used for mitigation for the M-6 South Beltline. The easement is required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended which requires permanent easement protection on all wetland mitigation sites.

**Benefit:** By conveying the easement on the subject property MDOT will be complying with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within 60 days of permit issuance.

**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:** MDOT is required under permit conditions to convey an easement on this parcel to the MDEQ.

**Cost Reduction:** N/A.

**New Project Identification:** These easements are for two wetland mitigation sites associated with the M-6 South Beltline.

**Zip Code:** 49418.

7. HIGHWAYS – IDS University LTAP Services

**Retroactive Authorization Revision (Z18/R3)** under Contract (96-5434) between MDOT and Michigan Technological University will extend the authorization term by one week to allow the university to charge costs for Local Technical Assistance Program (LTAP) travel services incurred between July 30, 2004, and August 6, 2004, to the authorization. The original authorization, which expired on July 31, 2004, provided for the operation of LTAP. The revised authorization term will be May 7, 2003, through August 7, 2004. The authorization amount remains unchanged at \$343,674. The contract term is April 18, 1997, through June 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the LTAP authorization to allow Michigan Technological University (MTU) to be reimbursed for all program activities under the authorization.

**Benefit:** Extending this authorization will provide for coverage of a gap in service and allow MTU to charge costs for LTAP travel incurred under the old authorization on that authorization and on the same MTU account as the rest of the costs under that authorization, avoiding difficulties for the MTU accounting system.

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

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

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

**Zip Code:** 49931.

8. HIGHWAYS – Time Extension

Amendatory Contract (2001-0182/A1) between MDOT and URS Corporation Great Lakes will extend the contract term by one year to provide sufficient time for the consultant to complete necessary services for which extra time is needed due to changes in the construction schedule. The original contract provides for construction engineering consultant services for the new M-6/US-131 interchange in Kent County. The revised contract term will be February 6, 2001, through December 31, 2005. The total contract remains unchanged at \$13,729,645.06. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

**Purpose/Business Case:** This time extension will allow for the continuation of construction engineering consultant services for the new M-6/US-131 interchange in Kent County. The construction of this project has been delayed and the completion date extended. The construction engineering services must be available throughout the construction project. No additional funds are needed.

**Benefit:** The benefit of this time extension is that the construction engineering services can be performed continuously throughout the construction process until the final close-out.

**Funding Source:** 82% Federal Highway Administration Funds and 18% 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 time extension is that the consultant will not be able to perform services which are required by MDOT and federal law for construction projects, risking poor performance of the contractor and loss of federal funding.

**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:** 48509.

9. HIGHWAYS - IDS Time Extension

**Retroactive** Amendatory Contract (2001-0492/A1) between MDOT and STS Consultants, Ltd., will retroactively extend the contract term by one year to provide additional time for the consultant to complete services under authorizations (Z23) and (Z25). (See following items.) No new authorizations will be issued under this contract. The original contract expired July 5, 2004. The revised contract term will be July 5, 2001, through July 5, 2005. The contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, state or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This amendment is needed to allow necessary services to be continued for authorizations (Z23) and (Z25) under this contract. The revised contract term will be July 5, 2001, through July 5, 2005, to allow for authorizations written under the contract to be retroactively extended to July 5, 2005, pending State Administrative Board approval. No new authorizations will be issued.

**Benefit:** This amendment will allow authorizations written under it to be extended, pending State Administrative Board approval.

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

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

\*Denotes a non-standard contract/amendment

**Risk Assessment:** If this amendment is not approved, authorizations written under the contract will be able to be extended. Specifically in the case of authorizations (Z23) and (Z25), it will result in the consultant not getting paid for services rendered after the original expiration date.

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

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

**Zip Code:** 49606.

10. HIGHWAYS – IDS Geotechnical Engineering Services

**Retroactive Authorization Revision (Z25/R1)** under Contract (2001-0492) between MDOT and STS Consultants, Ltd., will retroactively extend the authorization term by one year to provide additional time for the consultant to complete the services. The additional time is needed because of delays in receiving property access from private property owners and because of the discovery of soil contamination. The original authorization, which expired on July 5, 2004, provided for geotechnical investigation and analysis of proposed work on M-64 in the village of Ontonagon, Ontonagon County (CS 66013 – JN 33263C). The revised authorization term will be June 11, 2003, through July 5, 2005. The authorization amount remains unchanged at \$65,106.07. The contract term will be July 5, 2001, through July 5, 2005. (See second previous item.) Source of Funds: 77.31% Federal Highway Administration Funds and 22.69% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision is needed to allow necessary services to be continued for authorization (Z25). The consultant was delayed in accessing private property to obtain soil borings. Once access was secured, some of the material was found to be contaminated and unsuitable for the proposed work. The original authorization provided for geotechnical investigation and analysis (environmental testing) of proposed work on M-64 in the village of Ontonagon, Ontonagon County. The project includes preparations for repairs to the bridge over the Ontonagon River and approximately one mile of new road connecting existing M-64 to US-45 and M-38.

**Benefit:** This revision will allow the consultant to continue work and to be paid for services already rendered after the authorization expired but prior to notice from MDOT to stop work because of authorization expiration. It will be much more cost effective for MDOT to have this consultant finish these services than to begin all over again with a new consultant.

**Funding Source:** 77.31% Federal Highway Administration Funds and 22.69% State Restricted Trunkline Funds.

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

**Risk Assessment:** If this revision is not approved, it will result in the consultant not getting paid for services rendered after the original expiration date. The consultant will also not be able to continue to provide the necessary continuation of these services for this 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:** 49606.

11. HIGHWAYS – IDS Geotechnical Engineering Services

**Retroactive Authorization Revision (Z23/R1)** under Contract (2001-0492) between MDOT and STS Consultants, Ltd., will retroactively extend the authorization term by one year to provide additional time for the consultant to complete the services. The additional time is needed because of delays in receiving property access from private property owners and the discovery of soil contamination. The original authorization, which expired on July 5, 2004, provided for geotechnical investigation and analysis of proposed work on M-64 in the village of Ontonagon, Ontonagon County (CS 66013 – JN 33263C). The revised authorization term will be June 11, 2003, through July 5, 2005. The authorization amount remains unchanged at \$166,097.94. The contract term will be July 5, 2001, through July 5, 2005. (See previous item.) Source of Funds: 77.31% Federal Highway Administration Funds and 22.69% State Restricted Trunkline Funds.

The original authorization was approved on the June 3, 2003, State Administrative Board agenda with an incorrect authorization expiration date of August 15, 2003. The correct original authorization expiration date is July 5, 2004, as shown above.

**Purpose/Business Case:** This revision is needed to allow necessary services to be continued for authorization (Z23). The consultant was delayed in accessing private property to obtain soil borings. Once access was secured, some of the material was found to be contaminated and unsuitable for the proposed work. The original authorization provided for geotechnical investigation and analysis (environmental testing) of proposed work on M-64 in the village of Ontonagon, Ontonagon County. The project includes preparations for repairs to the bridge over the Ontonagon River and approximately one mile of new road connecting existing M-64 to US-45 and M-38. Due to administrative error, the original write-up provided to the State Administrative Board for this work incorrectly used the expiration date of August 15, 2003. It should have been the date on the actual authorization, July 5, 2004.

**Benefit:** This revision will allow the consultant to continue work and to be paid for services already rendered after the authorization expired but prior to notice from MDOT to stop work because of authorization expiration. It will be much more cost effective for MDOT to have this consultant finish these services than to begin all over again with a new consultant.

**Funding Source:** 77.31% Federal Highway Administration Funds and 22.69% State Restricted Trunkline Funds.

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

**Risk Assessment:** If this revision is not approved, it will result in the consultant not getting paid for services rendered after the original expiration date. The consultant will also not be able to continue to provide the necessary continuation of these services for this 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:** 49606.

12. HIGHWAYS – Increase Services, Extend Term

Amendatory Contract (2001-0646/A3) between MDOT and Emergency Road Response, Inc., will provide for two additional months of services and will extend the contract term by approximately two months to provide for uninterrupted Freeway Courtesy Patrol services while negotiations for the new contract are in process. Extending the existing contract will ensure that there is no disruption to the Freeway Courtesy Patrol program and no suspension of roadside assistance services. The original contract provides for the patrol of segments of the freeway system in Wayne, Oakland, and Macomb Counties to assist stranded motorists. The revised contract term will be June 1, 2001, through November 30, 2004. The contract amount remains unchanged at \$3,657,027.87. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The Freeway Courtesy Patrol assists stranded motorists throughout the Southeast Michigan freeway system, providing benefits not only to those assisted but to other motorists due to lower traffic congestion and safer driving conditions.

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

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

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

**Risk Assessment:** Not approving the amendment would result in disruption of the Freeway Courtesy Patrol program and suspension of roadside assistance services.

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

**New Project Identification:** This amendment provides for the continuation of an existing service.

**Zip Code:** 48226.

13. HIGHWAYS - Time Extension

Amendatory Contract (2002-0207/A6) between MDOT and Wade-Trim/Associates, Inc., will extend the contract term by two years during which additional bridge structures will be designed, including deck replacement, structural steel repair, paint, substructure repair, and epoxy flood coating and will increase the contract amount by \$699,928.32. The original contract provides for the design of I-96 (Telegraph Road - Jeffries Freeway), US-24 Telegraph Road and Old M-14 Plymouth Road, in the city of Detroit, Wayne County (CS 82122 - JN 45705C). The revised contract term will be March 29, 2002, through December 30, 2006. The revised contract amount will be \$5,925,725.49. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** This is an amendment for design services for bridge work on the reconstruction and rehabilitation of existing structures B01, B02, S01, and S02 of 82053 and existing S01 of 82062, which are a part of pre-existing road projects.

**Benefit:** The benefits will be to improve bridge structures and to provide for safe travel for the motoring public.

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

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

**Risk Assessment:** Not approving this amendment could result in weakening of the bridge structures and possible danger to 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 service.

**New Project Identification:** This is not a new project. This project involves the reconstruction and rehabilitation of existing bridge structures.

**Zip Code:** 48127, 48120.

14. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z11/R1) under Contract (2002-0255) between MDOT and Spicer Group, Inc., will increase the authorization amount by \$60,406.11 to provide for additional design services. Municipal utility plans are now required to coordinate and design the relocation of electrical and storm sewer utilities, and to restore the intersection pavement. The original authorization provides for bridge design services on I-96 under Warren Avenue in the city of Detroit, Wayne County (CS 82124 - JN 51502D). The authorization term remains unchanged, May 8, 2003, through January 17, 2005. The revised authorization amount will be \$241,889.20. The contract term is January 17, 2002, through January 17, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision is for municipal utility plans that are now required to coordinate and design the relocation of electrical and storm sewer utilities, and to restore the intersection pavement. The original authorization provides for bridge design services on I-96 under Warren Avenue in the city of Detroit, Wayne County. In the normal course of the current design work, it was determined that this additional work would be necessary to complete the bridge design. The plans will be for the Department of Public Lighting for the city of Detroit.

**Benefit:** The benefit is to facilitate a complete set of design plans, which will allow for a more accurate assessment of construction costs.

**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:** This additional design work will still be required if MDOT does not address it now, and it will cost more to address it once construction has begun.

**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:** 48216.

15. HIGHWAYS - IDS Design Consultant Services

Authorization (Z8) under Contract (2003-0288) between MDOT and Spalding DeDecker Associates, Inc., will provide for roadway project scoping services in St. Clair County, Metro Region (CS 77900 - JN 77366). The work items include conducting field reviews, producing a detailed scope of proposed roadway work, 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 \$121,174.80. 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 roadway project scoping services in St. Clair County, Metro Region. The work items include conducting field reviews, producing a detailed scope of proposed roadway work, and providing appropriate rehabilitation recommendations. This type of activity should be performed when regularly scheduled maintenance shows a roadway is in poor condition. A detailed scope of work is then needed to identify how extensive the damage is, and to recommend a cost-effective solution to be implemented before the roadway deteriorates beyond repair. The report will provide detailed descriptions of the condition of each roadway countywide, 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 roadways, and will also ensure proper management of the county roadway network. Overall, this type of work will increase the service life of these roadways for the people of Michigan, preventing them from completely deteriorating, and increasing the safety level of each roadway. Generally, rehabilitation earlier is more cost-effective compared to complete reconstruction later. Scoping allows early determination of costs to better allocate funding, identify design and constructability issues, and give local units of government an opportunity to identify concerns they may have on specific potential projects.

**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 roadway network, allowing some roadways to completely deteriorate and then require complete reconstruction, at a much greater cost. Ongoing safety risks to the public continually increase without roadway project scoping, and future serviceability cannot be ensured.

**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 roadways.

**Zip Code:** 48064.

16. HIGHWAYS - IDS Design Consultant Services

Authorization (Z14) under Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for design services for roadway scoping of various locations in Macomb County (CS 50900 - JN 77365). This authorization will be in effect from the date of award through August 22, 2006. The authorization amount will be \$199,649.11. The contract term is August 22, 2003, through August 22, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Benefit:** Allows MDOT Metro Region to more thoroughly identify the issues and costs related to a candidate project. Scoping allows early determination of costs to better allocate funding, identify design and constructability issues early so schedule commitments can be better met, and provides local entities of government with the opportunity to identify any concerns they may have on a particular candidate project.

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

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

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

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

**New Project Identification:** This work is for scoping rehabilitation and/or reconstruction of existing roadways.

**Zip Code:** 48312.

17. HIGHWAYS - IDS Time Extension and Maximum Amount Increase

Amendatory Contract (2003-0520/A1) between MDOT and URS Corporation Great Lakes will extend the contract term by one year and increase the maximum contract amount by \$750,000. The extension will provide sufficient time for authorizations under the contract to be individually extended, and the increase will allow authorizations under the contract to be individually increased. The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be September 10, 2003 through September 10, 2007. The revised maximum contract amount will be \$4,750,000. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This time extension will allow for various engineering services for ongoing projects authorized under this IDS contract to be considered for time extensions or additional amounts when conditions warrant. Authorizations in need of time extension or additional amount will be individually approved by the State Administrative Board under applicable rules. No new authorizations will be issued under this contract. The cumulative authorized amount of all authorizations issued under this IDS contract (43 authorizations) and their revisions now approaches the maximum contract amount of \$4 million. A new IDS contract is in place now, but there was no other IDS contract available for recent emergency projects. Revisions that occur in the normal course of business have added to the contract total as well.

**Benefit:** The benefit of this amendment is that authorizations written under this IDS contract can be extended or increased, pending State Administrative Board approval.

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

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

**Risk Assessment:** The risk of not increasing the amount and extending the term of this IDS contract is that the consultant will not be able to finish any projects that require amount or term revisions for the duration of the contract.

**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:** 49606.

18. HIGHWAYS - IDS Freeway Signing Modernization

Authorization (Z13) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide design services for the upgrading and rehabilitation of 26.8 miles of freeway signing on I-75 in Monroe County (CS 59151 - JN 80654C). The work items include producing computerized alignment and plan sheets, signing plans, quantity and cost estimates, and physical and updated computer inventories. The authorization will be in effect from the date of award through September 3, 2006. The authorization amount will be \$251,037.68. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** This authorization will provide for design services for the upgrading and rehabilitation of 26.8 miles of freeway signing on I-75 in Monroe County (CS 59151 - JN 80654C). The work items include producing computerized alignment and plan sheets, signing plans, quantity and cost estimates, and physical and updated computer inventories.

**Benefit:** The benefit of this authorization will be to upgrade freeway signing that is losing reflectivity.

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

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

**Risk Assessment:** This rehabilitation and upgrade of freeway signing will provide for improved driver safety.

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

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

**Zip Code:** 48162.

19. HIGHWAYS - University Time Extension

Amendatory Contract (2004-0086/A1) between MDOT and Michigan Technological University (MTU) will extend the contract term by approximately six weeks to provide sufficient time for the university to complete ongoing technical video training relating to construction inspection. The extra time required is due to delays in reviewing the video tapes. The video tapes must be reviewed and approved by MDOT, and any necessary changes made by MTU prior to final acceptance by MDOT. The original contract provides for the creation and/or editing of construction training video tapes. The revised contract term will be April 13, 2004, through November 12, 2004. The contract amount remains unchanged at \$87,513.70. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this request is to extend the contract completion date from September 30, 2004, to November 12, 2004. This contract is to complete highway construction video tapes for MDOT training purposes. The turnaround time for review of the tapes has been longer than anticipated. Extending the contract would allow MDOT technicians to review the tapes, submit their comments, and give MTU ample time to make changes, if necessary.

**Benefit:** Completion of the video tapes.

**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:** Not obtaining the training tapes before the training season.

\*Denotes a non-standard contract/amendment

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

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

**Zip Code:** 49931.

20. HIGHWAYS - IDS Traffic & Safety Consultant Services

Authorization (Z1) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., will provide for an alternatives analysis on M-85 from Clark Road to Schafer Road, in the city of Detroit, Wayne County (JN 82073 - CS 80011). This four-mile section currently varies in laneage, cross-section, sidewalks, and street parking. This section also contains a railroad bridge that is suspected to be abandoned. A uniform cross-section with the addition of basic amenities such as sidewalks and some aesthetics will make this section of roadway pleasing to adjacent residents and businesses, as well as motorists. This authorization will be in effect from the date of award through June 7, 2007. The authorization amount will be \$335,303.86. The contract term is June 7, 2004, through June 7, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this project is to conduct an alternatives analysis on M-85 from Clark Road to Schafer Road. This four-mile section currently varies in laneage, cross-section, sidewalks, and street parking. This section also contains a railroad bridge that is suspected to be abandoned. A uniform cross-section with the addition of basic amenities such as sidewalks and some aesthetics will make this section of roadway pleasing to adjacent residents and businesses, as well as motorists.

**Benefit:** Stakeholders in the city of Detroit and particularly the adjacent neighborhood and businesses will have a better riding roadway that is aesthetically pleasing. This also includes a local high school on M-85. In addition, pedestrian access will be upgraded and some landscaping will be considered to enhance pedestrian safety and aesthetics. It is currently in various forms of degradation with varying lane widths, unclear pavement markings, inconsistent sidewalks, mismatched lighting, etc.

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

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

**Risk Assessment:** If this study is not conducted, the design for the roadway will not consider our clients' needs. The area is a mixed use district including residential, light industrial and manufacturing, business, and institutional land uses. Of particular concern are the residents and the high school, and their use of the outdated and sometimes non-existent pedestrian crosswalks and amenities, including insufficient lighting. Trucks frequently use this stretch of roadway for deliveries and mix with the local traffic. We have an opportunity to make this portion of M-85 fit with the traffic needs of the area and provide a better environment for the community and motorists of the city of Detroit.

**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 study.

**Zip Code:** 48217.

21. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., will provide for design services for roadway scoping of various locations in Oakland County (CS 63900 - JN 77364). This authorization will be in effect from the date of award through June 7, 2007. The authorization amount will be \$139,994.16. The contract term is June 7, 2004, through June 7, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

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

\*Denotes a non-standard contract/amendment

**Benefit:** Allows MDOT Metro Region to more thoroughly identify the issues and costs related to a candidate project. Scoping allows early determination of costs to better allocate funding, identify design and constructability issues early so schedule commitments can be better met, and provides local entities of government with the opportunity to identify any concerns they may have on a particular candidate project.

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

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

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

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

**New Project Identification:** This work is for scoping rehabilitation and/or reconstruction of existing roadways.

**Zip Code:** 48301.

## 22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z4) under Contract (2004-0161) between MDOT and Bergmann Associates will provide for roadway scoping on projects located in Wayne County (CS82900 - JN77362). The work items include conducting field reviews, verifying project locations and limits; performing crash analysis and recommending countermeasures; computing and calculating detailed cost estimates and design hour estimates, to develop the critical path method. The authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$425,276.71. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Benefit:** Allows MDOT Metro Region to more thoroughly identify the issues and costs related to a candidate project. Scoping allows early determination of costs to better allocate funding, identify design and constructability issues early so schedule commitments can be better met, and provides local entities of government with the opportunity to identify any concerns they may have on a particular candidate project.

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

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

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

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

**New Project Identification:** This work is for scoping rehabilitation and/or reconstruction of existing roadways.

**Zip Code:** 48216.

23. HIGHWAYS - IDS Traffic Signing Upgrade Services

Authorization (Z7) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for signing upgrades on 10.5 miles of freeway on US-127 from the I-94 west junction to the Jackson/Ingham County Line in Jackson County (CS 38131 - JN 80653C). The work items include sign upgrading plans and inputting the final plans into MDOT's Michigan Traffic Sign Inventory System. This authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$171,686.84. 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 contract is for freeway signing upgrades.

**Benefit:** Upgrading of freeway signs that are losing reflectivity will benefit the public in terms of visibility and safety.

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

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

**Risk Assessment:** Not approving this work could result in driver safety errors due to reduced visibility of signs.

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

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

**Zip Code:** 49201, 49277.

24. HIGHWAYS - IDS Traffic and Safety Consultant Services

Authorization (Z5) under Contract (2004-0283) between MDOT and URS Corporation Great Lakes will provide for 46.5 miles of freeway sign upgrading plans for I-75 throughout Oakland County (CS Various - JN 80569C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from date of award through June 3, 2007. The authorization amount will be \$603,836.84. The contract term is June 3, 2004, through June 3, 2007. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** The MDOT Traffic and Safety Program preserves the integrity of MDOT's safety assets, including freeway signs. This authorization is part of an annual sign upgrading system, and will directly address spot locations on the I-75 trunkline system in Oakland County in need of attention. The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. A strategy of cost-effective treatments will be developed to correct signing problems, such as lack of conformance to current codes, lack of reflectivity, physical damage, and incorrect installation or location.

**Benefit:** The primary benefits of freeway signing upgrades are improved safety for the traveling public and asset preservation for MDOT.

**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 risks of not performing this work are increased safety risks for the traveling public and the lack of asset preservation for MDOT.

**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:** 48328.

25. HIGHWAYS - IDS Engineering Services  
Contract (2004-0575) between MDOT and Scales & 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.

26. \*HIGHWAYS - Construction Engineering Services  
Contract (2004-0589) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services for the oversight of the reconstruction of the road, ramp and bridge rehabilitation, the installation of freeway lighting, and infrastructure improvements for MDOTs Advanced Traveler Information System (ATIS) on I-94 from Pelham Road to Wyoming Avenue in the cities of Allen Park and Dearborn, Wayne County. The work items will include project administration and staking, inspection, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation. This contract will be in effect from the date of award through December 31, 2007. The total contract amount will be \$6,102,345. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** This contract will provide construction engineering services for the oversight of the reconstruction of the road, ramp, and bridge rehabilitation, the installation of freeway lighting and infrastructure improvements for MDOTs Advanced Traveler Information System (ATIS) on I-94 from Pelham Road to Wyoming Avenue in the cities of Allen Park and Dearborn, Wayne County. The work items will include project administration and staking, inspection, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation

**Benefit:** This contract will provide for the construction engineering inspection and oversight of all contract work on the construction contract to ensure that all materials and workmanship are in accordance with state of Michigan and federal requirements. These services will also include administration, measurement, computation, documentation, record keeping, and close-out. The services must be provided to ensure that the Federal funding level is maintained.

**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 provide the services outlined would result in the loss of federal funds and be contrary to state policy and regulations.

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

**New Project Identification:** This is for oversight of a reconstruction project.

**Zip Code:** 48180.

27. HIGHWAYS - IDS Engineering Services  
Contract (2004-0747) between MDOT and TTL 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.

28. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2004-5438) between MDOT and the Michigan Department of Natural Resources (MDNR) will provide for participation in the construction under contract by the MDNR of the following Transportation Enhancement improvements:

Historic culvert restoration work at White Pine Trail over Stegman Creek.

Estimated Funds:

Federal Highway Administration Funds	\$162,742.50
MDNR Funds	<u>\$138,632.50</u>
Total Funds	<u>\$301,375.00</u>

STE 41900 – 54945; Kent County  
 Letting by MDNR

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

**Benefit:** Historic preservation.

**Funding Source:** Federal Transportation Enhancement Activities Funds and MDNR Funds.

**Commitment Level:** 54% federal up to \$162,742.50 and the balance by MDNR; based on estimate.

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

**Cost Reduction:** Low bid.

**New Project Identification:** Restoration of existing historic culvert.

**Zip Code:** 49341.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2004-5439) between MDOT and the Gogebic County Road Commission will provide for participation in the following improvements:

Rehabilitation work along County Road 519 from approximately 6.55 miles north of Romano Road northerly 1.19 miles, including base crushing and shaping, hot mix asphalt surfacing, aggregate shoulder, and traffic control work.

Estimated Funds:

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

STL 27041 - 80126  
 Local Force Account

**Purpose/Business Case:** To rehabilitate and repave the roadway.

**Benefit:** Will extend the life and increase the ride quality of the 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:** 49968.

30. MULTI-MODAL – Railroad Force Account Work

Authorization (82099-80937), under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of two additional gates, constant-warning-time circuitry, and upgrading to 12-inch lenses on the flashing-light signals at the CSX grade crossing of West Jefferson Avenue/West Grand in the city of Detroit, Wayne County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, 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 Detroit and approved on July 29, 2004. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds- \$100,000; FY 2004 State Restricted Trunkline Funds- \$100,000.

**Purpose/Business Case:** The project will provide for the installation of two additional gates, constant-warning time circuitry, and upgrading to 12-inch lenses on the flashing-light signals at the grade crossing of West Jefferson Avenue/West Grand in Detroit, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Wayne County Road Commission, CSX, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and by State dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds- \$100,000; FY 2004 State Restricted Trunkline Funds- \$100,000.

**Commitment Level:** The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

**Risk Assessment:** The crossing was selected for safety enhancement as a part of MDOT's prioritization process due to two crashes that have occurred at this location. The addition of two gates, 12-inch lenses on the flashing-light signals, and constant-warning-time circuitry will provide additional protection for motorists.

**Cost Reduction:** The work will be performed by CSX on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of the railroad and the Wayne County Road Commission.

**New Project Identification:** This is an update to an existing crossing..

**Zip Code:** 48216.

31. MULTI-MODAL – Railroad Force Account Work

Authorization (73089-78722) under Master Agreement (94-1047), dated July 11, 1994, between MDOT and Huron & Eastern Railway (H&E) will provide funding for the installation of flashing-light signals, half-roadway gates, and a side-light at H&E=s grade crossing of Jefferson Street in the city of Saginaw, Saginaw County, Michigan. This work, to be undertaken in conjunction with the closure of adjacent Owen Street, 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 Saginaw and approved on September 23, 2003. The total cost of the project is estimated at \$138,852.42. Source of Funds: Federal Highway Administration Funds - \$69,426.21; FY 2004 State Restricted Trunkline Funds - \$69,426.21.

**Purpose/Business Case:** The project will provide for the installation of new side-of-street flashing-light signals, half-roadway gates, and a side-light at the grade crossing of H&E with Jefferson Street in Saginaw, 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. The installation of the new active warning devices was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and USC Title 23 Section 130, respectively. Federal Highway Administration Funds - \$69,426.21; FY 2004 State Restricted Trunkline Funds - \$69,426.21.

**Commitment Level:** The contract cost is based on H&E's estimate and will be paid on a force account basis.

**Risk Assessment:** Jefferson Street is being converted from one-way to two-way operations as a part of a larger project that will also close the adjacent Owen Street (Jefferson and Owen are currently a one-way pair) crossing. This project will provide for the reconfiguration of the existing active warning devices to accommodate the two-way traffic.

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

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48601.

### 32.-52. MULTI-MODAL - Transportation to Work

The following Project Authorizations under Master Agreements between MDOT and the following agencies will provide funding for enhanced public transportation services as requested for Transportation to Work clients. Funds will be provided for both operating and capital costs. MDOT will provide 100 percent of the capital costs and 50 percent of the operating costs. The Family Independence Agency (FIA) and the Michigan Department of Labor and Economic Growth (MDLEG) will together provide 50 percent of the operating costs. The authorizations will be in effect from October 1, 2004, through September 30, 2005. The total amount of the authorizations will be \$939,576. 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 2005 State Restricted Comprehensive Transportation Funds - \$488,788; FIA Funds - \$233,644; MDLEG - \$217,144.

	<u>Contract</u>	<u>Agency</u>	<u>MDOT</u>	<u>MDLEG</u>	<u>FIA</u>	<u>Total</u>
32.	2002-0006/Z16	Altran Transit Authority (Alger County)	16,714	8,357	8,357	33,428
33.	2002-0007/Z13	Ann Arbor Transportation Authority	14,644	7,322	7,322	29,288
34.	2002-0021/Z15	Branch Area Transit Authority	12,500	6,250	6,250	25,000
35.	2002-0029/Z11	Clare County Bd. of Comm.	49,274	5,637	5,637	60,548
36.	2002-0095/Z7	Clinton Area Transit System	15,250	7,625	7,625	30,500
37.	2002-0035/Z16	Eastern Upper Peninsula Transportation Authority (Luce County)	17,000	4,000	13,000	34,000
38.	2002-0049/Z17	Interurban Transit Partnership (Kent County)	34,782	17,391	17,391	69,564
39.	2002-0053/Z12	Isabella County Transportation Commission	15,600	7,800	7,800	31,200
40.	2002/0054/Z12	Jackson Transportation Authority, City of	35,000	16,250	18,750	70,000
41.	2002-0055/Z10	Kalamazoo, City of	12,500	6,250	6,250	25,000
42.	2002-0058/Z7	Key Opportunities, Inc. (Hillsdale County)	19,250	9,625	9,625	38,500
43.	2002-0059/Z11	Lenawee County Bd. of Comm.	14,420	7,210	7,210	28,840
44.	2002-0060/Z12	Livingston County Bd. of Comm.	21,876	10,938	10,938	43,752
45.	2002-0061/Z12	Ludington Mass Transp. Auth.	37,500	18,750	18,750	75,000
46.	2002-0067/Z14	Mecosta County Bd. of Comm.	16,668	8,334	8,334	33,336
47.	2002-0069/Z11	Midland County Bd. of Comm.	37,500	18,750	18,750	75,000
48.	2002-0079/Z12	Otsego County Bd. of Comm. (Cheboygan County)	13,650	6,825	6,825	27,300
49.	2002-0082/Z12	Saginaw Transit Authority Regional Services	49,376	24,688	24,688	98,752

\*Denotes a non-standard contract/amendment  
9/9/04

50.	2002-0084/Z8	Sault Ste. Marie, City of	19,616	9,808	9,808	39,232
51.	2002-0086/Z15	Shiawassee Area Transportation Agency	20,042	10,021	10,021	40,084
52.	2002-0091/Z8	Upper Peninsula Community Services, Inc (Dickinson/Iron Counties)	15,626	5,313	10,313	31,252

**Purpose/Business Case:** To provide FY 2005 funding for enhanced public transportation services as requested for Transportation to Work clients.

**Benefit:** Increased public transportation services.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$488,788; Family Independence Agency Funds - \$233,644; Michigan Department of Labor and Economic Growth Funds - \$217,144.

**Commitment Level:** Authorizations are based on cost estimates.

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

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

**New Project Identification:** Provides for continuation of current services.

**Zip Code:** 48909.

### 53.-65. MULTI-MODAL - Specialized Services

The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide 100 percent state funding for the FY 2005 Specialized Services Program, which furnishes operating assistance for coordinated transportation services for the elderly and people with disabilities. The funds will be used for eligible specialized services providers or public transit systems operating in counties and cities with unmet transit needs for the elderly and people with disabilities. Reimbursement will be based on \$1.20 per vehicle mile, \$4.07 per one-way passenger trip, or \$.29 per vehicle mile for volunteer drivers. The authorizations will be in effect from October 1, 2004, through September 30, 2005. The total amount of the authorizations will be \$504,647. 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 2005 State Restricted Comprehensive Transportation Funds - \$504,647.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Total</u>
53.	2002-0017/Z4	Benzie County Council on Aging	\$33,609
54.	2002-0021/Z17	Branch Area Transit Authority (Branch County)	\$26,817
55.	2002-0028/Z12	Cheboygan County Board of Commissioners	\$48,541
56.	2002-0032/Z4	Delta County Board of Commissioners	\$37,466
57.	2002-0043/Z5	Handicappers Information Council and Patient Equipment Locker, Inc. (Griiot County)	\$34,863
58.	2002-0046/Z11	Houghton, City of	\$49,209
59.	2002-0058/Z8	Key Opportunities, Inc. (Hillsdale County)	\$48,216
60.	2002-0064/Z17	Marquette County Transit Authority	\$49,877
61.	2002-0067/Z15	Mecosta County Board of Commissioners	\$29,126
62.	2002-0073/Z8	Newaygo County Board of Commissioners	\$27,416
63.	2002-0078/Z6	Oscoda County Area Transit Specialists	\$42,085
64.	2002-0094/Z4	Ottawa County Board of Commissioners	\$40,700
65.	2002-0080/Z6	Presque Isle County Board of Commissioners	\$36,722

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

**Benefit:** Increased public transportation services.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$504,647.

\*Denotes a non-standard contract/amendment

**Commitment Level:** The authorizations are based on cost estimates.

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

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

**New Project Identification:** Provides for the continuation of existing services.

**Zip Code:** 48909.

66. \*MULTI-MODAL – Increase Services and Amount, Extend Term  
Amendatory Contract (2003-0043/A2) between MDOT and VPSI, Inc., will add fiscal year 2005 funding in order to continue the vanpool program for an additional year and will extend the contract term by one year. The amendment will add \$1,022,926 of FY 2005 Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program funds to the contract to continue the program for an additional year. The original contract provides for the continuation of and enhancements to the statewide vanpool program known as the MichiVan Commuter Vanpool Program. VPSI, Inc., actively works with rideshare offices, government agencies, employers, and the general public to recruit persons to utilize vanpools as an alternative transportation mode to single occupant vehicle work commute trip. The revised contract term will be October 1, 2002, through September 30, 2005. The revised total contract amount will be \$3,160,154. Source of Funds: Federal Highway Administration Funds - \$2,796,554; FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$363,600.

**Purpose/Business Case:** To provide for a one-year time extension and additional funding so the agency can continue the MichiVan program in FY 2005.

**Benefit:** Increased transit options and improved air quality.

**Funding Source:** Federal Highway Administration Funds - \$2,796,554; FY 2003 and 2004 State Restricted Comprehensive Transportation Funds - \$363,600.

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

**Risk Assessment:** The risk of not awarding this amendment is discontinuation of the program, which would leave hundreds of people without transportation to their employment sites.

**Cost Reduction:** Federal grant amount is determined by FHWA and is not negotiated.

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

**Zip Code:** 48083.

67. \*MULTI MODAL - Project Completion Extension  
Amendatory Contract (2003-0322/A1) between MDOT and Great Lakes Land Development will retroactively extend the project completion period by one year, through September 3, 2005, to allow sufficient time for completion of the construction phase of the project. Construction was delayed as an agreement between Canadian National Railway and Great Lakes Land Development for related work took longer than anticipated to be finalized. The contractor for the construction of the railroad siding to be completed under this contract did not begin work until this related agreement was in place. The original contract provides financial assistance in the form of a loan for the construction of a 600-foot railroad siding. The contract amount remains unchanged at \$97,000. The contract term remains unchanged, from September 4, 2003, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$44,000; Great Lakes Land Development Funds - \$53,000.

**Purpose/Business Case:** To extend the project completion period by one year to allow sufficient time for the completion of construction of a railroad siding.

**Benefit:** This amendment will allow the additional time needed to complete the construction phase of this project. When completed, the project will promote rail freight transportation and economic development within the city of Menominee.

**Funding Source:** FY 2003 State Restricted Comprehensive Transportation Funds - \$44,000; Great Lakes Land Development Funds - \$53,000.

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

**Risk Assessment:** The risk of not awarding this amendment is that the railroad siding will not be completed as planned under the contract.

**Cost Reduction:** Construction work was competitively bid and was awarded to the lowest bidder.

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

**Zip Code:** 49858.

68. \*MULTI-MODAL – Increase Revenue Grant Amount

Amendatory Contract (2004-0072/A3) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will add \$285,969 to the FY 2004 Federal Section 5311 Nonurbanized Area Formula Operating Program grant. This increase reflects the amount of funding authorized under the fourth Federal Continuing Resolution. The contract term remains unchanged, October 1, 2003, through September 30, 2004. The revised total grant amount will be \$7,096,759. Source of Funds: Federal Transit Administration Funds - \$7,096,759.

**Purpose/Business Case:** To provide for \$285,969 in additional funding to the FY 2004 Section 5311 Operating Assistance Program grant.

**Benefit:** Increased public safety through improved transportation services.

**Funding Source:** Federal Transit Administration Funds - \$7,096,759.

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

**Risk Assessment:** The risk of not awarding this grant is the loss of federal funds.

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

**New Project Identification:** This is an amendment to an existing grant.

**Zip Code:** 49946.

69. \*MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Memorandum of Understanding (MOU) (2004-0274) between MDOT and the Michigan Department of Natural Resources (MDNR) will provide state grant funds for airport pavement marking at the Roscommon Conservation Airport in Roscommon, Michigan. The MOU will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,000; MDNR Funds - \$1,000; Contract Total - \$2,000.

**Purpose/Business Case:** To provide for the routine marking of pavements for airports.

**Benefit:** The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons and shows aircraft where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports to paint the markings for their pavements.

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

**Commitment Level:** The MOU is for a fixed amount for construction.

**Risk Assessment:** If the MOU is not awarded, the project may not proceed as planned, as MDNR cannot afford the cost at this time without MDOT participation.

**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:** 48653.

70. \*MULTI-MODAL (Aeronautics) – Design and Construction of Airport Improvements  
Memorandum of Understanding (MOU) (2004-0574) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal and state grant funds for the design of the expansion of a terminal apron, the correction of the runway safety area, the surveying of ground penetration radar (nondestructive geotechnical investigation), the surveying work for the future rehabilitation of runway 8/26 and the taxiway, and airport crack sealing at the Mackinac Island Airport on Mackinac Island. The MOU will be in effect from the date of award through twenty years. Source of Funds: FY 2004 Federal Aviation Administration (FAA) Funds (via block grant) - \$80,750; State Restricted Aeronautics Funds - \$4,250; MOU Total - \$85,000.

**Purpose/Business Case:** To provide for the design of the expansion of a terminal apron, the correction of the runway safety area, the surveying of ground penetration radar (nondestructive geotechnical investigation), the surveying work for the future rehabilitation of runway 8/26 and the taxiway, and airport crack sealing at the Mackinac Island Airport on Mackinac Island.

**Benefit:** Design for the expansion of the terminal apron is necessary to meet the aircraft capacity needs at the airport. Runway safety area corrections, including grading and rock blasting, will be undertaken to comply with FAA requirements. The ground penetration radar survey will allow a method for testing the subsurface soil conditions and locating abnormalities in the subsurface of the runway. Surveying will be undertaken for the proposed rehabilitation of the runway and taxiway. Crack sealing on the runway, taxiway, and apron will extend the life of the existing pavements.

**Funding Source:** FY 2004 FAA Funds (via block grant) - \$80,750; State Restricted Aeronautics Funds - \$4,250; MOU Total - \$85,000.

**Commitment Level:** The MOU is for a fixed cost.

**Risk Assessment:** If the MOU is not awarded, the project may not proceed as planned, as the MISPC 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:** The crack sealing is routine maintenance. The design for the apron expansion is for new construction. The remaining items are for existing facilities.

**Zip Code:** 49757.

71. MULTI-MODAL (Aeronautics) - Construct Building  
Contract (2004-0576) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide federal and state grant funds for the construction of a building to house emergency rescue vehicles and security vehicles at the Cherry Capital Airport in Traverse City, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds - \$2,172,400; State Restricted Aeronautics Funds - \$57,118; NRAC Funds - \$1,175,516; Contract Total - \$3,405,034.

**Purpose/Business Case:** The project includes the construction of a building to house all fire, crash, rescue, and security vehicles. The existing building is not large enough for the new aircraft rescue firefighting (ARFF) vehicle. In addition, the transportation security administration needs space for its operations. This new building will act as a command center for all emergency and security operations.

**Benefit:** This new building will act as a command center for all emergency and security operations. It will be located near the new terminal building and designed to meet the increasing security needs of the airport and the requirements of the transportation security administration.

**Funding Source:** FAA Funds - \$2,172,400; State Restricted Aeronautics Funds - \$57,118; NRAC Funds - \$1,175,516; Contract Total - \$3,405,034.

**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 have to proceed with the project without federal and state participation. A delay in the project could prompt a citation by the federal compliance inspector and jeopardize the receipt of future grants for this airport.

**Cost Reduction:** All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder. The local sponsor is responsible for all ineligible costs.

**New Project Identification:** The building will be new construction.

**Zip Code:** 49686.

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

Contract (2004-0581) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for the construction of a building to store aircraft rescue firefighting (ARFF) equipment and snow removal equipment (phase II) and for improvements to the runway safety area on runway 1/19 (design only) at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds - \$2,634,000; State Restricted Aeronautics Funds - \$69,315; Marquette County Funds - \$148,552; Contract Total - \$2,851,867.

**Purpose/Business Case:** The project includes the construction of a building to store ARFF equipment and snow removal equipment (phase II) and improvements to the runway safety area on runway 1/19 (design only).

**Benefit:** The new building location will allow the emergency vehicles to be at mid-runway within three minutes, which is an FAA criterion. The control tower equipment will provide the means for the staff to operate safely and efficiently. The runway safety area improvements are needed in order to meet FAA requirements.

**Funding Source:** FAA Funds - \$2,634,000; State Restricted Aeronautics Funds - \$69,315; Marquette County Funds - \$148,552; Contract Total - \$2,851,867.

**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 have to proceed without federal participation. A delay in the project could prompt a citation by the federal compliance inspector and jeopardize the receipt of future grants for this airport.

**Cost Reduction:** All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder. All work will meet federal and state eligibility requirements. The local sponsor is responsible for all ineligible costs.

**New Project Identification:** This is the second phase of a three-phase project for the new building.

**Zip Code:** 49841.

73. MULTI-MODAL (Aeronautics) - Hangar Rehabilitation

Contract (2004-0582) between MDOT and the Marquette County Board of Commissioners will provide federal grant funds for the rehabilitation of hangars at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds - \$1,320,000; Marquette County Funds - \$69,474; Contract Total - \$1,389,474.

**Purpose/Business Case:** The rehabilitation will include the replacement of the door on hangar 665, the exterior panel on hangar 667, and the heating system of hangar 664. In addition, the project will include the design of interior insulation and electrical system improvements for hangars 661, 662, 663, 664, 665, 666, and 667.

**Benefit:** The hangars were originally built by the air force and were granted to the county as part of an airbase conversion. The rehabilitation will allow the county to use the hangars for aviation business. The design work will allow the county to prepare for early bids next year.

**Funding Source:** FAA Funds - \$1,320,000; Marquette County Funds - \$69,474; Contract Total - \$1,389,474.

**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 have to proceed without federal participation. A delay in the project could prompt a citation by the federal compliance inspector and jeopardize the receipt of future grants for this airport.

**Cost Reduction:** All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder. All work will meet federal and state eligibility requirements. The local sponsor is responsible for all ineligible costs.

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

**Zip Code:** 49841.

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

Contract (2004-0583) between MDOT and the Alpena County Board of Commissioners will provide federal and state grant funds for the expansion of a building for the storage of snow removal equipment; the rehabilitation of the lighting for an apron, access road, and parking lot; design specifications for acquisition of snow removal equipment; and airport drainage improvements (design only) at the Alpena County Regional Airport in Alpena, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds - \$881,600; State Restricted Aeronautics Funds - \$23,200; Alpena County Funds - \$23,200; Contract Total - \$928,000.

**Purpose/Business Case:** To provide for the expansion of a building for the storage of snow removal equipment (SRE); the rehabilitation of the lighting for an apron, access road, and parking lot; design specifications for the acquisition of snow removal equipment; and airport drainage improvements (design only).

**Benefit:** The additional space in the SRE building will provide shelter for the storage of snow removal equipment that will be purchased next year. The lighting rehabilitation will improve the lighting and reduce electrical and maintenance costs. The design of the SRE equipment and drainage work will allow the project to be bid early next year, which will result in lower costs.

**Funding Source:** FAA Funds - \$881,600; State Restricted Aeronautics Funds - \$23,200; Alpena County Funds - \$23,200; Contract Total - \$928,000.

**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 have to proceed without federal participation. A delay in the project could prompt a citation by the federal compliance inspector and jeopardize the receipt of future grants for this airport.

**Cost Reduction:** All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder. Consultant contracts are reviewed by MDOT personnel for appropriateness and cost reductions. All work will meet federal and state eligibility requirements. The local sponsor is responsible for all ineligible costs.

**New Project Identification:** Rehabilitation and expansion of an existing facility.

**Zip Code:** 49707.

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

Contract (2004-0584) between MDOT and the Kalamazoo County Board of Commissioners will provide federal and state grant funds for improvements to the airport deicing system, for the construction of a connecting taxiway, for the design of runway safety area improvements, and for an environmental assessment study at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds - \$814,150; State Restricted Aeronautics Funds - \$21,425; Kalamazoo County Funds - \$21,425; Contract Total - \$857,000.

**Purpose/Business Case:** The project includes improvements to the airport deicing system, including the connection of the system to the city sewer system; the construction to connect taxiway B to the hangar area; the design of runway safety area improvements on runway 17/35; and the performance of an environmental assessment study.

**Benefit:** These improvements will enhance the safety of the airport and satisfy the requirements of the FAA.

**Funding Source:** FAA Funds - \$814,150; State Restricted Aeronautics Funds - \$21,425; Kalamazoo County Funds - \$21,425; Contract Total - \$857,000.

**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 have to proceed without federal participation. A delay in the project could prompt a citation by the federal compliance inspector and jeopardize the receipt of future grants for this airport.

**Cost Reduction:** All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder. Consultant contracts are reviewed by MDOT personnel for appropriateness and cost reductions. All work will meet federal and state eligibility requirements. The local sponsor is responsible for all ineligible costs.

**New Project Identification:** This is new work.

**Zip Code:** 49002.

76. MULTI-MODAL (Aeronautics) - Construct Perimeter Road

Contract (2004-0585) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the construction of a west perimeter road and corrections to the runway safety area on runway 6/24 at the Capital City Airport in Lansing, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds - \$500,000; State Restricted Aeronautics Funds - \$13,158; CRAA Funds - \$13,158; Contract Total - \$526,316.

**Purpose/Business Case:** The project includes the construction of a west perimeter road and corrections to the runway safety area on runway 6/24. The perimeter road will provide access to the west side of the airport without crossing runway 6/24. The runway safety area will be filled in and smoothed.

**Benefit:** The perimeter road will reduce runway crossings by field personnel, which the FAA has designated as a high priority safety item. The runway safety area work will enhance safety at the end of runway 6 by allowing more stopping distance for aircraft.

**Funding Source:** FAA Funds - \$500,000; State Restricted Aeronautics Funds - \$13,158; CRAA Funds - \$13,158; Contract Total - \$526,316.

**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 have to proceed without federal participation. A delay in the project could prompt a citation by the federal compliance inspector and jeopardize the receipt of future grants for this airport.

**Cost Reduction:** All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder. Consultant contracts are reviewed by MDOT personnel for appropriateness and cost reductions. All work will meet federal and state eligibility requirements. The local sponsor is responsible for all ineligible costs.

**New Project Identification:** This is new work.

**Zip Code:** 48906.

77. MULTI-MODAL (Aeronautics) - Design and Construct Partial Parallel Taxiway  
Contract (2004-0608) between MDOT and Romeo Airport Management, LLC, will provide federal and state grant funds for the design and construction of a partial parallel taxiway at the Romeo State Airport in Romeo, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via block grant) - \$438,300; State Restricted Aeronautics Funds - \$24,350; Romeo Airport Management, LLC, Funds - \$24,350; Contract Total - \$487,000.

**Purpose/Business Case:** To provide for the design and construction of a partial parallel taxiway to runway 18/36 that will meet all federal and state safety and airport design standards.

**Benefit:** A parallel taxiway is necessary when an airport reaches approximately 20,000 total aircraft operations, and there are currently more than 36,000 total aircraft operations at Romeo State Airport. The new parallel taxiway will enhance the safety of the airport by allowing aircraft to exit the runway sooner.

**Funding Source:** FAA Funds (via block grant) - \$438,300; State Restricted Aeronautics Funds - \$24,350; Romeo Airport Management, LLC, Funds - \$24,350; Contract Total - \$487,000.

**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 construction was bid through MDOT and awarded to the lowest bidder. There were ten bidders. All consultant contracts are reviewed by MDOT personnel for appropriateness and cost reductions.

**New Project Identification:** This project is a 100% new partial parallel taxiway to runway 18/36.

**Zip Code:** 48096.

78. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z22) issued under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This authorization will be in effect from October 1, 2004, through September 30, 2005. The authorization amount will be \$52,661. The term of the master agreement is from October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

**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 the undertaking of transportation planning 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 Highway Administration Funds and 18.15% GVMC Funds.

**Commitment Level:** The cost of this project is 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 cost of projects is 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 the 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:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** 49503.

79. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z23) issued under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This authorization will allow the local units of government to develop pavement maintenance strategies. This authorization will be in effect from October 1, 2004, through September 30, 2005. The authorization amount will be \$180,000. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

**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 the undertaking of transportation planning 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 Highway Administration Funds and 18.15% GVMC Funds.

**Commitment Level:** The cost of this project is 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 cost of projects is 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 the 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:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** 49503.

80. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z24) issued under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This authorization will provide for the update and maintenance of the Congestion Management System for GVMC member agencies using the information collected by the consultant. This authorization will be in effect from October 1, 2004, through September 30, 2004. The authorization amount will be \$40,000. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

**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 the undertaking of transportation planning 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 Highway Administration Funds (STPU) and 20% GVMC Funds.

**Commitment Level:** The cost of this project is 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 cost of projects is 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 the 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:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** 49503.

81. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z26) issued under Master Planning Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This authorization will provide for increased awareness and expansion of the Ozone Action Day Program in the Grand Rapids area. Staff will engage in promotional/educational activities with local media at community events. This authorization will be in effect from October 1, 2004, through September 30, 2005. The authorization amount is \$94,018. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds

**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 the undertaking of transportation planning 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 Highway Administration Funds and 18.15% GVMC Funds.

**Commitment Level:** The cost of this project is 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 cost of projects is 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 the 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:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** 49503,

82. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z22) issued under Master Agreement (2003-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This authorization will provide for the coordination of efforts for the acquisition of traffic counts and other necessary items for the Highway Performance Monitoring System (HPMS), including retaining a consultant to assist in acquiring traffic counts, on an as-needed basis. This authorization will be in effect from October 1, 2004, through September 30, 2005. The authorization amount will be \$25,657. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% MACC Funds.

**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 the undertaking of transportation planning 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 Highway Administration Funds and 18.15% MACC Funds.

**Commitment Level:** The cost of this project is 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 cost of projects is 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 the 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:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** 49424.

83. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z37) issued under Master Agreement (2003-0009) between MDOT and Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This authorization will provide for project status coordination, project assistance/model application assistance, and contract management. This authorization will be in effect from October 1, 2004, through September 30, 2005. The authorization amount will be \$339,082. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Economic Development Funds.

**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 the undertaking of transportation planning 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 and 20% State Restricted Economic Development Funds.

**Commitment Level:** The cost of this project is 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 cost of projects is 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 the 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:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** 49022.

84. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z38) issued under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This authorization will provide for the purchase of scanning equipment and for staff time for analyzing crash data. This authorization will be in effect from October 1, 2004, through September 30, 2005. The authorization amount will be \$62,500. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Economic Development Funds.

**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 the undertaking of transportation planning 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 and 20% State Restricted Economic Development Funds.

**Commitment Level:** The cost of this project is 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 cost of projects is 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 the 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:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** 49022.

85. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z39) issued under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This project will provide for SEMCOG to continue to serve as staff to the Clean Air Coalition of Southeast Michigan, a public/private partnership including major companies and communities in the area. SEMCOG staff will focus on public outreach through electronic and print media; informing educators of the importance of ground-level ozone as it relates to general air quality and providing materials for use in the classroom; encouraging businesses and corporations to participate and to help communicate the message; and providing opportunities and avenues for local governments to engage their communities. This authorization will be in effect from October 1, 2004, through September 30, 2005. The authorization amount will be \$142,285. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

**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 the undertaking of transportation planning 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 and 20% SEMCOG Funds.

**Commitment Level:** The cost of this project is 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 cost of projects is 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 the 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:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** 48226.

86. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z8) issued under Master Agreement (2003-0013) between MDOT and the Central Upper Peninsula Planning & Development Regional Commission (CUPPAD) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. This authorization will provide for the development of an overview of the corridor to generate digital orthophotos of the study area, for the collection and generation of essential Geographic Information System (GIS) data layers for the corridor and for the hiring of a consultant to work with local governments and agencies to develop an access management plan for the corridor. This authorization will be in effect from October 1, 2004, through September 30, 2005. The authorization amount will be \$80,000. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Economic Development Funds.

**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 the undertaking of transportation planning 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 and 20% State Restricted Economic Development Funds.

**Commitment Level:** The cost of this project is 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 cost of projects is 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 the 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:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** 49829.

87.-91. TRANSPORTATION PLANNING – Master Planning Agreements

The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning 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: 100% State Restricted Michigan Transportation Funds.

	<u>Contract/Auth.</u>	<u>RPO</u>	<u>Amount</u>	<u>Zip Code</u>
87.	2003-0013/Z7	Central Upper Peninsula Planning & Development Regional Comm.	\$39,000	49829
88.	2003-0014/Z8	East Central Michigan Planning & Development Regional Comm.	\$39,000	48602
89.	2003-0016/Z6	G-L-S Region V Planning & Development Commission	\$34,000	48502
90.	2003-0018/Z11	Northwest Michigan Council of Governments	\$37,000	49685
91.	2003-0021/Z10	Southwestern Michigan Comm.	\$38,700	49022

**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.

92. \*TRANSPORTATION PLANNING - Increase Scope and Amount, Extend Term  
 Amendatory Contract (2003-0182/A3) between MDOT and Planning & Zoning Center, Inc., will provide for additional services for new alternative options specific to ordinance language contained in the model noise ordinance guidebook, will increase the contract amount by \$54,130.21, and will extend the contract term by seven months. The additional services are needed based on the advice of the Office of the Attorney General after its review of the draft guidebook. These new alternative options will assist local governments with land development and traffic noise issues. The original contract provides for the development of a model noise ordinance guidebook to help alleviate traffic noise impacts in local communities. This guidebook is a planning tool to assist in the development of properties that abut a freeway or major artery. The revised contract term will be May 22, 2003, through July 31, 2005. The revised total contract amount will be \$122,063.23. Source of Funds: Federal Highway Administration Funds - \$97,650.58; State Restricted Trunkline Funds - \$24,412.65.

**Purpose/Business Case:** The purpose of this project is to implement the Michigan State Transportation Commission decision to adopt 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 to develop 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:** Federal Highway Administration Funds - \$97,650.58; State Restricted Trunkline Funds - \$24,412.65.

**Commitment Level:** The contract is based on a fixed cost.

**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. When 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:** The rate established is for a one-time effort. However, after a review by the Office of the Attorney General (AG), it was recommended that the draft guidebook and proposed noise ordinance language be revised. This contract amendment will address the AG comments and develop a new approach to assist local governments with land development and traffic noise issues.

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

**Zip Code:** 48906.

93. \*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% Conservation Resource Alliance 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 habitat, 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 to improve wildlife habitats while reducing incidents of wildlife/vehicular 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% Conservation Resource Alliance 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.

94. \*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, in 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.

95. \*TRANSPORTATION PLANNING – Annual Storm Water Permits  
**Retroactive** Memorandum of Understanding (MOU) (2004-0579) between MDOT and the Michigan Department of Environmental Quality (MDEQ) will provide for MDOT to acquire yearly National Pollutant Discharge Elimination System (NPDES) storm water discharge permits, as required by MCL 321.3118(f). The MOU will be in effect from October 1, 2003, through September 30, 2009. The permit fee amount will be \$21,600 per year for five years, for a total contract amount of \$108,000. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide to MDEQ the annual storm water discharge permit fee required under Section 3118(f) of Part 31, Water Resources Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA).

**Benefit:** MDEQ receives statutorily mandated funding to support administration of the statewide storm water management program. All permittees regulated under that program, including MDOT, are required to pay statutorily mandated annual permit fees to provide support to MDEQ's program.

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

**Commitment Level:** The permit fee is a fixed annual fee negotiated between MDOT and MDEQ, based on reasonable expectations of the cost to MDEQ of administration and oversight of the storm water discharge permit issued by MDEQ to MDOT.

**Risk Assessment:** Not providing an annual permit fee to MDEQ would result in MDOT violating Part 31 of NREPA, and MDOT could be subject to enforcement actions under the act.

**Cost Reduction:** There is no cost reduction.

**New Project Identification:** This MOU is solely to provide for the annual permit fee. The amount of the annual fee is revised due to legislative action. MDOT already has storm water permits for which annual permit fees to MDEQ are paid. This fee replaces the prior permits.

**Zip Code:** 48909.

96. \*TRANSPORTATION PLANNING - Access Management Plan

Contract (2005-0001) between MDOT and The Corradino Group, P.S.C., will provide for the development of and seeking of adoption for a comprehensive corridor access management plan for US-24 in the region of Monroe, Michigan. The contract will be in effect from the date of the award through July 31, 2005. The contract amount will be \$73,314. Source of Funds: Federal Highway Administration Funds - \$58,651.20; State Restricted Trunkline Funds - \$14,662.80.

**Purpose/Business Case:** To produce a corridor access management plan and draft ordinances for the US-24 corridor, along Telegraph Road between Albain Road in Monroe Township northerly to Labo Road (north of I-275 interchange) in Ash Township. The study area will include the communities of the City of Monroe, Frenchtown Charter Township, Ash Township, and Monroe Charter 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 - \$58,651.20; State Restricted Trunkline Funds - \$14,662.80. 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 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:** 48161.

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



**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

79351A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineers 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 accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Zip Code:** 49734.

2.	LETTING OF SEPTEMBER 10, 2004	ENG. EST.	LOW BID
	PROPOSAL 0409056	\$ 244,430.39	\$ 338,805.86
	PROJECT M 41025-79202		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 29, 2004		38.61 %

1.73 mi of hot mix asphalt cold milling and resurfacing and concrete joint repairs, class II shoulders and traffic loop replacement on I-96 westbound on ramp to Cascade Road easterly including the intersection of Cascade Road to the I-96 eastbound ramp from Cascade Road in the township of Grand Rapids, Kent County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	\$ 338,805.86	Same	1 **
Michigan Paving & Materials Co.	\$ 375,793.70	Same	2
C & D Hughes, Inc.			

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:**

79202A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineers 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:** 49546

3.	LETTING OF SEPTEMBER 10, 2004	ENG. EST.	LOW BID
	PROPOSAL 0409059	\$ 220,748.34	\$ 264,459.70
	PROJECT M 55011-80482		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 15, 2004		19.80 %

1.25 mi of hot mix asphalt cold milling and overlay on US-41 from 20th Avenue northerly to M-35 in the city of Menominee, Menominee County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
<b>Payne &amp; Dolan, Inc.</b>	\$ 264,459.70	Same	1 **

1 Bidder

**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:**

80482A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineers 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:** 49829

4.	LETTING OF SEPTEMBER 10, 2004	ENG. EST.	LOW BID
	PROPOSAL 0409066	\$ 666,132.79	\$ 598,458.50
	PROJECT NHG 73062-77912		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - APRIL 01, 2005		-10.16 %

Signal upgrading and closed loop installation at 20 locations along M-46 from Wheeler Street to 17th Street, in the city of Saginaw, Saginaw County.

BIDDER	AS-READ	AS-CHECKED	
<b>Strain Electric Company</b>	\$ 598,458.50	Same	1 **
Metropolitan Power & Lighting, Inc.	\$ 616,616.16	Same	2
J. Ranck Electric, Inc.	\$ 630,660.98	Same	4
John R. Howell, Inc.	\$ 619,317.00	Same	3
Rauhorn Electric, Inc.	\$ 700,569.50	Same	5

5 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

77912A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineers 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 accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Zip Code:** 48601

**LOCAL PROJECTS**

5.	LETTING OF SEPTEMBER 10, 2004	ENG. EST.	LOW BID
	PROPOSAL 0409010	\$ 231,026.72	\$ 243,646.14
	PROJECT EDDF 27555-80128		
	LOCAL AGRMT. 04-5402		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 10, 2004		5.46 %

2.56 mi of rehabilitation including hot mix asphalt base crushing and shaping, hot mix asphalt surfacing, aggregate shoulders, pavement markings and traffic control on East Shore Road from north of Stagecoach Road northerly in Marenisco Township, Gogebic County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
Mathy Construction Company	\$ 266,725.80	Same	3
<b>Angelo Luppino, Inc.</b>	<b>\$ 243,646.14</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$ 252,573.75	Same	2

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 reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**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:**

80128A  
 Gogebic County 20.00 %  
 Federal Highway Administration Funds 43.00 %  
 State Restricted Trunkline Funds 37.00 %

**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:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Resurfacing.

**Zip Code:** 49947

6.	LETTING OF SEPTEMBER 10, 2004	ENG. EST.	LOW BID
	PROPOSAL 0409019	\$ 1,862,017.50	\$ 1,566,634.07
	PROJECT SUG 82400-56196		
	LOCAL AGRMT. 04-5332		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 29, 2005		-15.86 %

Signal removal and installation, signal interconnect and intersection improvements at thirty-one locations citywide, in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Posen Construction, Inc.	\$ 2,186,247.35	Same	3
<b>Motor City Electric Utilities Co.</b>	<b>\$ 1,566,634.07</b>	<b>Same</b>	<b>1 **</b>
Metropolitan Power & Lighting, Inc.			
John R. Howell, Inc.			
Rauhorn Electric, Inc.	\$ 1,980,155.31	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:**

56196A  
 Federal Highway Administration Funds 100 %

**Zip Code:** 48226





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