

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 13, 2004 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: October 19, 2004 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Over-the-Counter Sale)  
Tract 717, Control Section 79031, Parcel 226S, Part A

The subject tract is located in the city of Vassar, Tuscola County, Michigan, and contains approximately 23,760 square feet. The tract was offered at public auction on July 28, 2004, and did not sell. It was approved for placement on the Over-the-Counter list on August 4, 2004. The tract was appraised by R. Michael Smith, Property Manager, Bay Region, on May 20, 2004, for the amount of \$27,750. The tract was approved for sale by Andy Philp, Region Real Estate Agent, Bay Region, on May 25, 2004, for the amount of \$27,750. Scott Masker has submitted an “Application to Purchase and Agreement of Sale” and a check in the amount of \$5,550, which represents a 20 percent bid deposit. The property was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$27,750

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

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

**Funding Source:** N/A - revenue generating.

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

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

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

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

**Zip Code:** 48768.

2. HIGHWAYS (Real Estate) – Resolution “B” (Sale to Abutting Owner)  
Tract 238, Control Section 56044, Parcel 144RA, Part A

The subject tract is located in the city of Midland, Tuscola County, Michigan, and contains approximately 11.12 acres. The subject tract is landlocked, and there is one abutting owner. The tract was appraised by Richard P. Binder, Jr., an independent fee appraiser, on May 27, 2002, for the amount of \$17,800. It was reviewed by Sarah M. Carlton, Bay Region Appraiser, on June 4, 2002, for the amount of \$17,800. The tract was approved for sale by Marie Lewis, Manager, Project Development Section, Real Estate Support Area, on June 13, 2002, for the amount of \$17,800.

The sole abutting owner, the Dow Chemical Company, has submitted an “Application to Purchase and Agreement of Sale” and a check in the amount of \$17,800, which represents payment in full. The property was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$17,800

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

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

**Funding Source:** N/A - revenue generating.

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

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

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

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

**Zip Code:** 48667.

3. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0801) between MDOT and Canadian National/Grand Trunk Western, Inc., dated July 5, 1994, will provide for improvements under job number 81181 to a crossing of Canadian National/Grand Trunk Western Railroad in the city of Lapeer, Lapeer County. These improvements include circuitry modernization.

Estimated Funds:

Federal Highway Administration Funds	<u>\$203,000</u>
Total Funds	<u>\$203,000</u>

STR 44011 - 81181  
Railroad Force Account Work

**Purpose/Business Case:** To assure consistent warning device activation.

**Benefit:** Will provide a safer crossing environment.

**Funding Source:** Federal Surface Transportation Rail Safety Funds.

**Commitment Level:** 100% federal; based on estimate.

**Risk Assessment:** Increased probability of car/train accidents without improvement.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Improvements are on railroad property, and CN/GTW is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**New Project Identification:** Improvement of existing railroad crossings.

**Zip Code:** 48446.

4. HIGHWAYS - IDS Time Extension

Amendatory Contract (99-1069/A4) between MDOT and Merit Laboratories, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects. Several sites require environmental sampling and because MDOT does not have a laboratory to do this, these samples must be taken to a qualified laboratory where they will be analyzed. The original contract provides for professional analytical services on an as needed/when needed basis. The revised contract term will be April 7, 2000, through December 31, 2005. The maximum contract amount remains unchanged at \$200,000. Source of Funds: Federal, Restricted State, or local Funds, depending on the particular project authorized.

**Purpose/Business Case:** Several sites require environmental sampling and because MDOT does not have a laboratory to do this, these samples must be taken to a qualified laboratory where they will be analyzed.

**Benefit:** By extending this contract, MDOT will remain in compliance with State of Michigan environmental statutes.

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

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

**Risk Assessment:** MDOT will be out of compliance with many Michigan Department of Environmental Quality regulations if it does not have the capability to analyze environmental samples.

**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:** 48909.

5. HIGHWAYS - IDS University Research Services

Authorization (Z9) under Contract (2002-0532) between MDOT and Michigan State University will provide for research services for the implementation and characterization of self-consolidating concrete (SCC) in a selected number of precast/prestressed girders of a new bridge and the comparison of performance to that of conventional concrete. The authorization will be in effect from the date of award through two years. The authorization amount will be \$102,156. The contract term is from September 10, 2003, through April 21, 2007, or until the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Self-consolidating concrete (SCC) or "vibration-free" concrete was developed in Japan in the 1980's in response to the gradual reduction in the numbers of skilled workers required for quality construction work. The unique self-consolidating behavior of SCC has allowed it to be classified as a kind of high-performance concrete, offering the possibility of designing both the fresh and hardened properties of concrete to specific project needs. The purpose of the project is to implement and characterize SCC in a selected number of precast/prestressed girders of a new bridge and compare its behavior to that of conventional concrete through structural testing and long-term monitoring.

**Benefit:** Enable the safe, efficient, and rational use of SCC as an emerging material technology through the short- and long-term structural performance of SCC bridge girders. The research results will lead to the construction of a showcase bridge that will feature innovative material technology.

**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.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** The use of SCC in precast/prestressed beams in a highway bridge needs to be tested for effectiveness and durability. Unknown fabrication, strength, and durability issues may arise if this testing and demonstration project is not conducted prior to the incorporation of SCC into normal practice.

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

**New Project Identification:** This is a new project under the existing Innovative Bridge Research and Construction Program sponsored by the Federal Highway Administration.

**Zip Code:** 48824.

6. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z3/R1) under Contract (2002-0682) between MDOT and Hardesty & Hanover, LLP, will increase the authorization amount by \$29,734 to provide for additional design services to modify portions of the bridge railing, coordinate the removal and replacement of the traffic signals on the bridge and remove the existing trusses. The original authorization (Z3) provides for the design of the electrical, mechanical and structural rehabilitation of the Blossomland Bascule Bridge (B01) on M-63 over the St. Joseph River in Berrien County (CS 11053 - JN 72819D). The term of the authorization remains unchanged, August 6, 2003, through September 20, 2005. The revised authorization amount will be \$459,546. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision will increase the authorization amount by \$29,734 to provide for additional design services to modify portions of the bridge railing, coordinate the removal and replacement of the traffic signals on the bridge, and remove the existing trusses.

**Benefit:** To allow for the additional design services necessary to complete modifications requested by MDOT's Traffic and Safety Support Area and allow for the complete rehabilitation of this bridge. This work will maintain the bridge for operation to both vehicular and navigational traffic for the next 15 to 20 years.

**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:** This is the preventive maintenance work scheduled for this bridge. If the additional repairs are not performed at this time, the traffic signals and trusses will deteriorate at a faster rate which may cause the bridge to be closed.

**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 preventive maintenance project.

**Zip Code:** 49022.

7. HIGHWAYS - IDS Research Services

Authorization (Z9) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for the production of the *Research Record*, a publication that summarizes MDOT-sponsored research performed by universities and MDOT. The authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$36,159.24. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The *Research Record* is a technology transfer publication. The publication summarizes research findings and implementation, and is mailed to all the local agencies, as well as other state DOTs.

**Benefit:** The publication provides executive summary of research and potential benefits in using the research findings. This information helps the transportation agencies in Michigan stay up-to-date in implementing new products and technology.

**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:** Lack of information about new products and procedures may result in higher costs to maintain the highway system.

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

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

**Zip Code:** 49931.

8. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z20) under Contract (2003-0321) between MDOT and Tyme Engineering, Inc., will provide for as-needed office technician services to be performed in St. Clair County. This authorization will be in effect from the date of award through June 5, 2006. The authorization amount will be \$140,768. The contract term is June 5, 2003, through June 5, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local Funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization provides for as-needed office technician services for the Port Huron Transportation Service Center in St. Clair County. The consultant will provide an office technician for various construction projects in St. Clair County which will be individually requested by the MDOT project manager as the need arises.

**Benefit:** To provide assistance with the necessary oversight for construction contracts to ensure that projects are built according to the design plans and specifications, MDOT standards, and federal standards. An office technician provides the additional benefit of lowering the cost to MDOT by not providing full construction engineering. This position serves in a support role to the MDOT project manager, who will perform the actual construction engineering services.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, 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:** Failure to properly oversee construction contracts could result in substandard work and loss of federal funding, not only for these services, but for entire construction projects.

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

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

**Zip Code:** 48060.

9. HIGHWAYS - IDS Design Consultant Services

Authorization (Z15) under Contract (2003-0343) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for bridge scoping for the 2009 Call for Projects in various locations in the Metro Region (CS's 63043, 63081, 63172, 82251, 82252 - JN 80848). The authorization will be in effect from the date of award through August 22, 2006. The authorization amount will be \$127,690.19. The contract term is August 22, 2003, through August 22, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the inspection of bridge structures within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor condition of the structure, and a detailed scope of work is needed to include the structure in the program. It is important to perform a detailed scope for each structure to provide an appropriate rehabilitation recommendation for the Lansing Bridge Design Support Area. All structures to be scoped are included in the 5 Year Plan. Once the condition is assessed, a report will be written which provides detailed descriptions of bridge condition, what repairs are necessary, and a cost estimate for the rehabilitation.

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

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

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

**Risk Assessment:** If this project is not done at this time, the structures will continue to deteriorate and future serviceability cannot be ensured. It is important to maintain a network management strategy, and to spend our bridge template dollars wisely on a mix of fixes throughout the life of each structure to prevent expensive replacements due to neglect.

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

**New Project Identification:** New inspection/scoping project.

**Zip Code:** 48076.

10. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z16/R3) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for additional services, increase the authorization amount by \$28,006.20, and extend the authorization term by one year. Additional design work is necessary to produce a more desirable cross section that will accommodate future traffic conditions along the I-96 corridor in the Grand Rapids area. The original authorization provides for design for bridge rehabilitation on I-96 eastbound over the Grand Trunk Western Railroad in Grand Rapids Township, Kent County (CS 41025 - JN 48737D). The revised authorization term will be from January 12, 2004, through September 10, 2007. The revised authorization amount will be \$219,191.40. The contract term is September 10, 2003, through September 10, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the additional design work necessary to produce a more desirable cross-section that will accommodate future traffic conditions along the I-96 corridor in the Grand Rapids area. The original authorization provides for design for bridge rehabilitation on I-96 over the Grand Trunk Western Railroad in Grand Rapids Township, Kent County. The need to reconstruct and widen these structures is the result of increasing traffic volumes which create capacity problems and lead to accidents. The proposed changes are the result of an assessment by the Federal Highway Administration. It is anticipated that traffic volumes on I-96 will continue to grow as commercial and residential development expands faster than planned within Grand Rapids Township.

**Benefit:** Capacity improvement for the bridges which will result in a decrease of vehicular back-ups and a lower accident rate. The improvement of these bridges will also result in bringing the shoulders and approaches up to current standards.

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

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

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

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

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

**Zip Code:** 49510.

11. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z17/R3) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for additional services, increase the authorization amount by \$28,006.20, and extend the authorization term by one year. Additional design work is necessary to produce a more desirable cross-section that will accommodate future traffic conditions along the I-96 corridor in the Grand Rapids area. The original authorization provides for design for bridge rehabilitation on I-96 westbound over the Grand Trunk Western Railroad in Grand Rapids Township, Kent County (CS 41025 - JN 48738D). The revised authorization term will be from January 12, 2004, through September 10, 2007. The revised authorization amount will be \$219,191.40. The contract term is September 10, 2003, through September 10, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the additional design work necessary to produce a more desirable cross-section that will accommodate future traffic conditions along the I-96 corridor in the Grand Rapids area. The original authorization provides for design for bridge rehabilitation on I-96 westbound over the Grand Trunk Western Railroad in Grand Rapids Township, Kent County. The need to reconstruct and widen these structures is the result of increasing traffic volumes which create capacity problems and lead to accidents. The proposed changes are the result of an assessment by the Federal Highway Administration. It is anticipated that traffic volumes on I-96 will continue to grow as commercial and residential development expands faster than planned within Grand Rapids Township.

**Benefit:** Capacity improvement for the bridges which will result in a decrease of vehicular back-ups and a lower accident rate. The improvement of these bridges will also result in bringing the shoulders and approaches up to current standards.

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

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

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

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

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

**Zip Code:** 49510.

12. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2004-0141) between MDOT and Owen Ayres and Associates, Inc., of Michigan will provide for culvert replacement design for I-75 at the M-33 interchange and I-75 at Wells Creek in Arenac County (CS 06111 - JN 55125C). The work items will include surveying, geotechnical investigations, hydraulic analysis, scour analysis and reports, culvert analysis and design, approach plans, and maintaining traffic. The authorization will be in effect from the date of award through March 16, 2007. The authorization amount will be \$164,382.49. The contract term is March 16, 2004, through March 16, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for hydraulic surveys and analyses and design for the replacement of culverts at the following locations: M-33 and I-75 northbound (96" corrugated metal pipe (CMP) - approximately 105 feet in length); M-33 and I-75 southbound (96" CMP - approximately 112 feet in length); I-75 northbound at Wells Creek (168" CMP - approximately 120 feet in length); I-75 southbound at Wells Creek (68" CMP - approximately 160 feet in length).

**Benefit:** The culvert work is being added because of culvert failure last winter. The culvert replacement work will provide for safer roadway conditions for motorists.

**Funding Source:** 100% 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:** Failure to undertake the culvert replacement work could result in additional culvert failures, which could result in unsafe conditions for motorists and/or emergency closure of I-75 (as occurred in spring 2004).

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

**New Project Identification:** This is a new project, part of the Region's freeway improvement plan.

**Zip Code:** 48659.

13. HIGHWAYS - IDS Traffic and Safety Consultant Services

Authorization (Z2) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for freeway signing upgrade on 28 miles of I-75 in Genesee County (CS 25032 - JN 80450C). 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 the date of award through April 20, 2007. The authorization amount will be \$219,634.45. The contract term is April 20, 2004, through April 20, 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 Genesee 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 upgrading 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 would be an increase in 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:** 48617.

14. \*HIGHWAYS - Grant

**Retroactive Contract** (2004-0296) between MDOT and the National Consortium for Graduate Degrees for Minorities in Engineering and Science (GEM) will provide for MDOT's participation in a partnership that awards graduate fellowships and internship experiences to under-represented minorities pursuing Master's and Doctoral degrees in engineering and science. MDOT will be provided two students for internship opportunities under this program. This contract will be in effect from the date of award through one year. The maximum contract amount will be \$30,000. Source of Funds: 100% State Restricted Trunkline Funds

This project was initially approved by the State Administrative Board on June 1, 2004. The approval was contingent upon utilization of federal funds for the project. General verbal approval for the use of federal funds was provided by the Federal Highway Administration at that time. The program included summer internships for two students, so the students were hired at that time. Funding for the summer internships is not part of this contract. Three different sources of federal funding were explored, but no funding was available for this project. As a result of participating in the GEM Consortium program, we are now being asked to provide funds for the students' educational stipends. Approval of the use of state funds for this project is therefore retroactively requested.

**Purpose/Business Case:** Under-represented minorities represent less than 5 percent of the recipients of advanced degrees in engineering. MDOT is demonstrating its commitment to diversity by joining the GEM Consortium. For a contribution of \$30,000, which will be awarded by GEM as educational stipends, MDOT can sponsor two Masters degree candidates. These candidates will work as summer interns at MDOT while completing their studies. As an employer member, MDOT will have access to a well-qualified candidate pool for other engineering positions. MDOT recently joined the GEM consortium. The National Consortium for Graduate Degrees for Minorities in Engineering and Science, Inc. (GEM), is a network of universities and companies that offers opportunities for under-represented minority graduate degree engineering students. In over 25 years, GEM has provided 2,140 under-represented students with opportunities. Currently, there are 46 GEM companies that provide internship opportunities in various engineering and scientific disciplines. Seven of these currently employ civil engineers.

**Benefit:** Will infuse into MDOT's traffic, structures, architecture, and/or electrical programs the enthusiasm and work of two highly-talented students. A long-term goal is to enhance the value of MDOT's human capital by increasing the participation of under-represented minorities in Michigan's transportation services.

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

**Commitment Level:** Yearly fee for a new program. Participation by MDOT will be determined on a year-to-year basis.

**Risk Assessment:** The risk of not contracting is failure to actively recruit minority engineers. MDOT lags drastically behind State of Michigan census percentages of female and minority professionals. Only 32 percent of MDOT's professionals are female or minority. Female and minority professionals represent 40 percent of Michigan's workforce, according to the State of Michigan census. GEM is the only organization that uniquely partners universities and employers to advance protected group engineers.

**Cost Reduction:** This is a lump sum payment for fiscal year 2004.

**New Project Identification:** This is not a new project and does not pertain to any particular roadway or jurisdiction.

**Zip Code:** 48909.

15. \*HIGHWAYS (Real Estate) - Property Exchange

Contract (2004-0562) between MDOT, the City of Midland, and the Midland Area Community Foundation will provide for the exchange and conveyance of property to complete a portion of MDOT's Eastman Road Interchange project in the city of Midland, Michigan, that was deleted from the original project. The elements of the contract are as follow:

- a. MDOT will convey a parcel of excess property valued at \$415,000 to the Midland Area Community Foundation.
- b. MDOT will convey a park and ride lot valued at \$45,500 to the City of Midland.
- c. The City of Midland will convey property valued at \$94,000 to MDOT for a new park and ride lot.
- d. In exchange for the conveyance of the property, the Midland Area Community Foundation will complete a portion of MDOT's Eastman Road Interchange project that was deleted from the original project. Using MDOT's original project plans, the Midland Area Community Foundation will complete MDOT's new park and ride lot and remove and restore the old park and ride lot, including additional landscaping, for a minimum value of \$366,500, as established in MDOT's engineering estimate. All work will be completed in compliance with MDOT's permit requirements and Standard Specifications for Construction, subject to inspection and final acceptance by MDOT.
- e. The Midland Area Community Foundation has received an assignment for a Right of First Refusal from Earl D. Bennett Construction, Inc., which will clear the title.

The contract will be in effect from the date of award through five years. The estimated total cost of the project to be completed by the Midland Area Community Foundation is \$366,500. Source of Funds: State Restricted Trunkline Funds (Property Value) - \$460,500 and, as a mutual exchange, City of Midland Funds - \$94,000 and Midland Area Community Foundation Funds - \$366,500.

**Purpose/Business Case:** To obtain cooperation between the City of Midland, the Midland Area Community Foundation, and MDOT in order to complete a portion of a highway construction project.

**Benefit:** The contract will benefit public transportation by completing a new, more convenient park and ride lot with landscaping.

**Funding Source:** State Restricted Trunkline Funds (Property Value) - \$460,500 and, as a mutual exchange, City of Midland Funds - \$94,000 and Midland Area Community Foundation Funds - \$366,500.

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

**Risk Assessment:** Without this contract, MDOT would not be able to complete the project at this time.

**Cost Reduction:** The project involves a mutual exchange of value for excess property and project estimated costs.

**Zip Code:** 48640.

16. \*HIGHWAYS - IDS Traffic & Safety Consultant Services

Contract (2004-0578) between MDOT and Public Sector Consultants, Inc., will provide for an evaluation of the use on the public of combined edge lines and rumblestrips on the roadways (CS 84900 - JN 78936). The contract amount will be \$44,849. The contract will be in effect from the date of award through October 1, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** Will provide for public surveys of the new painted rumblestrip configurations.

**Benefit:** Painted rumble strips provide a safety benefit to drivers. The paint line can be seen at night in the rain, and the snowplows are not able to plow the paint from inside the rumblestrip.

\* Denotes a non-standard contract/amendment

**Funding Source:** 80% Federal Highway Administration Funds; 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:** Without rumblestrips, there is less night visibility on the roads, causing possible safety hazards for the driving public. In addition, MDOT would be at risk of losing 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:** 49329.

17. HIGHWAYS - IDS Engineering Services

Contract (2004-0766) between MDOT and STS Consultants, Ltd., 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.

18. HIGHWAYS - IDS Real Estate Services

Contract (2004-0772) between MDOT and Home Pro, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

19. HIGHWAYS - IDS Real Estate Services

Contract (2004-0773) between MDOT and Affinity Valuation will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

20. HIGHWAYS - IDS Real Estate Services

Contract (2004-0774) between MDOT and Robert W. Bogner and Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

21. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0775) between MDOT and Business Valuation Group, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
22. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0776) between MDOT and Closser Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
23. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0777) between MDOT and Delta Consulting Services, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
24. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0778) between MDOT and John J. Henry will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
25. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0779) between MDOT and Michigan Appraisal Company, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

26. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0780) between MDOT and Nowak & Fraus will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
27. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0781) between MDOT and Russell E. Oakley will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
28. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0782) between MDOT and Piazza Appraisal Service will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
29. HIGHWAYS- IDS Real Estate Services  
Contract (2004-0783) between MDOT and William A. Rolof will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
30. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0784) between MDOT and JR Group, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

31. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0785) between MDOT and Sabin Valuation Group, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
32. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0786) between MDOT and Spicer Group, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
33. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0787) between MDOT and Northern Michigan Real Estate Consultants will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
34. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0788) between MDOT and Silverwood Appraisal will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
35. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0789) between MDOT and Garry Dale Zachritz will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

36. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0790) between MDOT and Hodge Appraisal Group, Ltd., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
37. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0791) between MDOT and Geodetic Design, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$200,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
38. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0792) between MDOT and Plante & Moran, LLP, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
39. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0793) between MDOT and St. Clair Appraisal, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
40. HIGHWAYS - IDS Real Estate Services  
Contract (2004-0794) between MDOT and PM Environmental, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

41. MULTI-MODAL – Railroad Force Account Work

Authorization (82014-81368) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway (NS) will provide funding for the installation of constant warning time prediction circuitry at NS=s grade crossing of Huron River Drive in Van Buren, Wayne County, Michigan. This work, ordered as a result of a diagnostic study team review, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Wayne County Department of Public Services and approved on June 24, 2004. The total cost of the project is estimated at \$28,440. Source of Funds: Federal Highway Administration Funds - \$22,752; FY 2004 State Restricted Trunkline Funds - \$5,688.

**Purpose/Business Case:** The project will provide for the installation of constant warning time prediction circuitry at the existing grade crossing of NS with Huron River Drive in Van Buren, Wayne County, 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 constant warning time prediction circuitry was determined to be 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 U.S. Code Title 23, Section 130, respectively. FY 2004 State Restricted Trunkline Funds - \$5,688; Federal Highway Administration Funds - \$22,752.

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

**Risk Assessment:** The installation of constant warning time circuitry will provide a more consistent warning time when a train is approaching the crossing, minimizing waiting times and enhancing safety for motorists. If the project is not undertaken, these safety enhancements will not be made.

**Cost Reduction:** The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Wayne County Department of Public Services.

**New Project Identification:** Enhancements to an existing crossing.

**Zip Code:** 48111.

42. \*MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (99-0969/A3) between MDOT and the Manistee County Board of Commissioners will extend the contract term by fifteen years to allow sufficient time for a land transfer between the Manistee County-Blacker Airport and the Michigan Department of Natural Resources (MDNR) to be completed and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the design of perimeter fencing at the Manistee County Airport in Manistee, Michigan. The revised contract term will be November 17, 1999, through November 16, 2019. The contract amount remains unchanged at \$25,000. Source of Funds: State Restricted Aeronautics Funds - \$22,500; Manistee County Funds - \$2,500.

**Purpose/Business Case:** The original project is for the design of perimeter fencing. Completion of the design services are pending due to a land transfer between the Manistee County-Blacker Airport and the Michigan Department of Natural Resources. The airport is transferring unneeded land along the Manistee River to MDNR in return for land owned by MDNR that is needed by the airport for security fencing. The land transfer is in the final stages but has taken longer than anticipated. The time extension will allow the airport and MDNR to work out the final details. In addition, it will allow the airport to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

**Benefit:** The benefit derived from the transference of the land between the airport and MDNR is that MDNR will receive land along the Manistee River adjacent to other MDNR land, which is valuable for recreation. The airport will be able to construct the security/animal control fence to improve the safety of the airport and to control all the land necessary for its safety areas.

**Funding Source:** State Restricted Aeronautics Funds - \$22,500; Manistee County Funds - \$2,500; Contract Total - \$25,000.

**Commitment Level:** The contract has a fixed cost.

**Risk Assessment:** The risk of not amending the contract is that the transfer of lands may not occur and the fencing project might not be completed.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

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

**Zip Code:** 49660.

43. \*MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2000-0911/A2) between MDOT and the Livingston County Board of Commissioners will extend the contract term by sixteen years in order to allow sufficient time for a review of the work performed by the contractor to be completed, to make final payment, and to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for site development of the west hangar area at the Livingston County Airport in Howell, Michigan. The revised contract term will be November 17, 2000, through November 16, 2020. The contract amount remains unchanged at \$544,000. Source of Funds: State Restricted Aeronautics Funds - \$489,600; Livingston County Funds - \$54,400.

**Purpose/Business Case:** The original contract for the airport improvements will expire on November 16, 2004. The contractor that performed the work on the project has filed for bankruptcy. Extending the term of the contract will allow sufficient time for the Bureau of Finance and Administration and the Attorney General's office to review the case and finalize the project payment. In addition, the twenty-year term will allow for compliance with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

**Benefit:** The time extension will allow the contract to remain open until the project is completed and final payment is made.

**Funding Source:** State Restricted Aeronautics Funds - \$489,600; Livingston County Funds - \$54,400; Contract Total - \$544,000.

**Commitment Level:** There is no increase in funding.

**Risk Assessment:** If the contract is not extended, the funding issues of the project could not be resolved, and a new retroactive contract would be required.

**Cost Reduction:** Initially the project was bid through MDOT and reviewed by MDOT personnel for cost reductions.

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

**Zip Code:** 48855.

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

Contract (2004-0767) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the design and construction of the rehabilitation of an entrance road, parking lot, taxiway 2, and rotating beacon and tower at the Mason Jewett Field in Mason, 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. The estimated project amount will be \$196,905. Source of Funds: FAA Funds (via block grant) - \$185,459; State Restricted Aeronautics Funds - \$5,723; CRAA Funds - \$5,723.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** The project includes the design and construction of the rehabilitation of an entrance road, parking lot, taxiway 2, and rotating beacon and tower.

**Benefit:** To provide a design that will meet all federal and state safety and airport design standards. The rehabilitation will extend the useful life of the pavements and upgrade the rotating beacon and tower.

**Funding Source:** FAA Funds (via block grant) - \$185,459; State Restricted Aeronautics Funds - \$5,723; CAAA Funds - \$5,723; Contract Total - \$196,905.

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

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

**Cost Reduction:** The project will be bid through MDOT and awarded to the lowest bidder. Consultant contracts will be reviewed by MDOT personnel for appropriateness and cost reductions.

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

**Zip Code:** 48854.

45. MULTI-MODAL (Aeronautics) – Installation of Monitoring Wells

Contract (2004-0768) between MDOT and the Jackson County Board of Commissioners will provide state grant funds for the installation of monitoring wells at the Jackson County-Reynolds Field in Jackson, Michigan. The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$43,000. Source of Funds: State Restricted Aeronautics Funds - \$38,700; Jackson County Funds - \$4,300.

**Purpose/Business Case:** This project includes the installation of groundwater monitoring wells and assessment of the contaminant level of the groundwater.

**Benefit:** The project will allow for assessment of the impacts of contamination at the airport. The ongoing environmental assessment for the proposed improvements to the airport cannot be completed without this information.

**Funding Source:** State Restricted Aeronautics Funds - \$38,700; Jackson County Funds - \$4,300; Contract Total - \$43,000.

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

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

**Cost Reduction:** All consultant contracts are reviewed by MDOT personnel for appropriateness and for additional cost savings.

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

**Zip Code:** 49202.

46. MULTI-MODAL (Aeronautics) - Security System Upgrade

Contract (2004-0769) between MDOT and the Bishop International Airport Authority (BIAA) will provide federal and state grant funds for the upgrade of the airport security system at the Bishop International Airport in Flint, 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. The estimated project amount will be \$800,000. Source of Funds: FAA Funds - \$760,000; State Restricted Aeronautics Funds - \$20,000; BIAA Funds - \$20,000.

**Purpose/Business Case:** The project includes updating the airport's security equipment to meet the requirements of the FAA and the transportation safety administration.

**Benefit:** The new security measures will provide a higher level of security, as mandated by the FAA.

**Funding Source:** FAA Funds - \$760,000; State Restricted Aeronautics Funds - \$20,000; BIAA Funds - \$20,000; Contract Total - \$800,000.

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

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed without federal or state funding. A delay in the project could prompt a citation for noncompliance by the federal compliance officer 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.

**New Project Identification:** The project provides for new equipment.

**Zip Code:** 48507.

47. MULTI-MODAL (Aeronautics) - Replacement of Terminal Roof

Contract (2004-0770) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide state grant funds for the replacement of the terminal building roof at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$125,000. Source of Funds: State Restricted Aeronautics Funds - \$112,500; SMRAA Funds - \$12,500.

**Purpose/Business Case:** The project includes the replacement of the roof of the terminal building.

**Benefit:** The terminal roof is past its useful life. The new roof will preserve the infrastructure within the terminal building.

**Funding Source:** State Restricted Aeronautics Funds - \$112,500; SMRAA Funds - \$12,500; Contract Total - \$125,000.

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

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

**Cost Reduction:** The construction will be bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** Roof replacement for an existing terminal building.

**Zip Code:** 49022.

48. MULTI-MODAL (Aeronautics) - Terminal Area Study

Contract (2004-0771) between MDOT and the City of Holland will provide federal and state grant funds for a terminal area study at the Tulip City Airport in Holland, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$53,000. Source of Funds: FAA Funds (via block grant) - \$50,350; State Restricted Aeronautics Funds - \$1,325; City of Holland Funds - \$1,325.

**Purpose/Business Case:** The terminal area study will provide the City of Holland with potential development sites for a new terminal and apron. The study will address landside and airside access.

**Benefit:** The existing airport terminal is an old home and in need of expansion. The initial benefit is to provide information and conceptual drawings for the optimum final design of a terminal facility. The alternatives will address development opportunities in and around the airport.

**Funding Source:** FAA Funds (via block grant) - \$50,350; State Restricted Aeronautics Funds - \$1,325; City of Holland Funds - \$1,325; Contract Total - \$53,000.

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

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

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

**New Project Identification:** The study is for an existing facility.

**Zip Code:** 49423.

49. MULTI-MODAL (Aeronautics) – Land Acquisition

Contract (2004-0795) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for land acquisition costs (Phase 2) at the Southwest Michigan Regional Airport in Benton Harbor, 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. The cost of the project is estimated at \$5,263,158. Source of Funds: FAA Funds (via block grant) - \$5,000,000; State Restricted Aeronautics Funds - \$131,579; SMRAA Funds - \$131,579.

**Purpose/Business Case:** The contract will cover the acquisition costs of approximately 100 properties needed for the construction of a runway extension project and runway safety area improvements. The property acquisition will be accomplished in four phases.

**Benefit:** Will allow for the provision of a 6,000-foot runway for aircraft using the airport. The additional runway length will allow aircraft with heavier payloads and additional fuel to use the airport in adverse weather conditions. In addition, the improvements to the runway safety areas are a requirement of the FAA.

**Funding Source:** FAA Funds (via block grant) - \$5,000,000; State Restricted Aeronautics Funds - \$131,579; SMRAA Funds - \$131,579; Contract Total - \$5,263,158.

**Commitment Level:** The project costs include purchase price estimates and actual consultant costs.

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

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

**New Project Identification:** This is Phase 2 of an existing project.

**Zip Code:** 49022.







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