

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 13, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: August 19, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

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| 1. | Ten Mile Creek Excavating
2667 Treat Hwy., Ste. A
Adrian, MI 49221 | Pavement Removal &
Milling | \$165,120 |
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Approval is requested to authorize the Wayne County Department of Public Services to award a subcontract for pavement removal and milling on two locations of I-94 in Wayne County. The total contract amount of \$358,000 includes 100,000 square yards of pavement removal with 68,800 square yards being MDOT's portion of State trunklines at a cost of \$165,120. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for the removal of pavement utilizing the milling method on WB I-94 from US-12 exit ramp to Greenfield (two lanes and 830 ft. at three lanes) and EB I-94 from Wyoming to Greenfield (two lanes and 100 ft. at three lanes).

Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If work is not performed, the roadway could become a hazard 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.

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| 2. | Saginaw Asphalt Paving Co.
3200 Carrollton Road
Carrollton, MI 48724 | Bituminous Overlay | \$187,575.20 |
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Approval is requested to authorize the Sanilac County Road Commission to award a subcontract for two courses of bituminous overlay on M-46 from M-53 to Wood Road, approximately three miles in Sanilac County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: The contract provides for two courses of asphalt overlay, including shoulder and pavement markings.

Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If work is not performed, the roadway could become a hazard 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.

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| 3. | Rieth-Riley Const. Co., Inc.
4435 M-37 South
Grawn, MI 49637 | Resurfacing & Guardrail
Replacement | \$266,500.10 |
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Approval is requested to authorize the Leelanau County Road Commission to award a subcontract for work to include milling, bituminous surfacing, and guardrail update on M-22 from M-204 to Leland. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for milling, bituminous surfacing, and guardrail update beginning approximately 200 ft. south of the intersection of M-22 and M-204, including approach work at that intersection on the M-204 approach. It will then extend northerly along M-22 to a point near the south edge of Leland, approximately 1000 ft. south of Reynolds Street.

Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If work is not performed, the roadway could become a hazard 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.

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| 4. | Rieth-Riley Const. Co., Inc.
P.O. Box 1173
Big Rapids, MI 49307 | Pavement Overlay | \$67,875 |
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Approval is requested to authorize the Newaygo County Road Commission to award a subcontract for pavement overlay on 8th Street from M-37 to Catalpa north to Baseline in Newaygo County. This contract provides for the placement of asphalt on a Newaygo County road to provide a detour route required for reconstruction of a bridge and roadway on M-20. 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, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for the overlay of the existing paved surface on 8th Street to serve as a detour route for the White Cloud construction project on M-20.

Benefit: The contract provides for safer highways by the rebuilding of a section of substandard trunkline and replacement of an old, narrow "camelback" style bridge to ensure a safer highway for the traveling public. It also helps to reduce the winter maintenance costs.

* Denotes a non-standard contract/amendment

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surfaces in these areas are deteriorating. This work is necessary to bring this section of roadway up to MDOT standards and to meet the heavier traffic volumes and higher load limits allowed on State trunklines. If work is not performed, the roadway could become a hazard 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.

5. **Rieth-Riley Const. Co., Inc.** **Pavement Overlay** **\$62,088**
P.O. Box 1173
Big Rapids, MI 49307

Approval is requested to authorize the Newaygo County Road Commission to award a subcontract for asphalt paving and pavement markings on M-20, Newcosta, between Baseline and 2 Mile Road. 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, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for pavement overlay of the existing paved surface on M-20 in Newaygo County.

Benefit: The contract provides for safer highways for the traveling motorists. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

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

CONTRACTS

6. HIGHWAYS – Railroad Force Account Work
Master Agreement (94-1053) between MDOT and Norfolk Southern Corporation, dated April 24, 1995, provides for improvements under job number 58176 to a crossing of the Norfolk Southern Corporation south of the city of Jackson, Jackson County. These improvements include reconstruction of the crossing surface and the addition of half-roadway crossing gates. This work will provide for an increased turning radius over the crossing for commercial traffic from an industry adjacent to the crossing.

Estimated Funds:

Federal Highway Administration Funds	\$360,900
State Restricted Trunkline Funds	<u>\$ 40,100</u>
Total Funds	<u>\$401,000</u>

STR 38071 - 58176
Railroad Force Account Work

* Denotes a non-standard contract/amendment

Purpose/Business Case: To reconstruct railroad crossing for improved radius for commercial vehicles and upgrade warning devices for safety.

Benefit: Increased crossing safety by adding crossing gates.

Funding Source: Federal Surface Transportation Rail Safety Funds and State Railroad Grade Crossing Funds.

Commitment Level: 90% Federal and 10% State; based on estimate.

Risk Assessment: Crossing condition will continue to deteriorate and present warning devices inadequate for safety.

Cost Reduction: Improvements are on railroad property, and Norfolk Southern Corporation is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improve existing railroad crossings.

7. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z7/R3) under Contract (2000-0199) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for new structures S14 and S15, structure replacement and widening of R02 and R03, and removal of structure S04 (CS 63043 - JNs 30154D, 30154E, 30154F, 30154G, and 30154K) and will increase the authorization amount by \$392,001.20. This is an administrative transfer of funds and work. The original authorization provided for only one job, when it should have provided for all relevant jobs under the authorization. The original authorizations (Z7/8/9/10/11) were accidentally submitted to and approved by the State Administrative Board at lower than the actual amounts (by \$16,172.71), although they were submitted to and approved by the Office of Commission Audits at the correct amounts. The authorization term remains unchanged, July 17, 2002, through March 9, 2004. The revised authorization amount will be \$661,061.70. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this authorization is to provide for new structures S14 and S15, structure replacement and widening of R02 and R03, and removal of structure S04 at the Adams Road Interchange project in Oakland County. One authorization should have been set up to cover the services, allowing the consultant to charge various job numbers to the authorization. Instead, individual authorizations were set up for each job number within the scope. Four authorizations are being terminated and the funds and services transferred to this authorization; this will allow the consultant to invoice for all job numbers under one authorization.

Benefit: Completing the design of these structures will help complete the structures portion of the Adams Road Interchange project. Moving the job numbers to one authorization will provide cost savings in processing invoices and assist the Department in monitoring this 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 bridges that are being replaced or removed are in very poor condition. Replacing them will provide a safer travel environment for the 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 a rehabilitation project.

8. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z7/R4) under Contract (2000-0199) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for design services for the complete removal and replacement of structures R02 and R03 and widening and replacement of the original slope paving and will increase the authorization amount by \$110,182.31. The original authorization provides for the design of new structures S14 and S15, structure replacement and widening of R02 and R03, and structure removal of S04 (CS 63043 - JNs 30154D, 30154E, 30154F, 30154G, and 30154K). The authorization term remains unchanged, July 17, 2002, through March 9, 2004. The revised authorization amount will be \$727,488.71. The contract term is March 9, 2000, through March 9, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization provides for a scope revision to add additional work to the railroad bridges in this project. The scope is now as follows: new structure S14 of 63043 (M-59 under relocated Adams Road), new structure S15 of 63043 (M-59 under Adams/Westbound Ramp M-59), structure replacement and widening of R02 and R03 of 63043 (M-59 EB and WB over GTWRR), and structure removal of S04 of 63043 (M-59 under Adams Road).

Benefit: Completing the design of these structures will help complete the structures portion of the Adams Road Interchange 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 bridges that are being replaced or removed are in very poor condition. Replacing them will provide a safer travel environment to the 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 a rehabilitation project.

9. HIGHWAYS – Extend Term, Increase Services and Amount

Amendatory Contract (2000-0766/A2) between MDOT and Spicer Group, Inc., will extend the contract term by one year, add an additional year of services, and increase the contract amount by \$72,420.71. The original contract provides for three activities throughout the Bay Region: permit application field reviews, annual inventory of existing signs, and enforcement procedures. An extension of one year will allow for a completion of the inventory, as there are more billboards than originally anticipated. The revised contract term will be September 13, 2000, through September 12, 2004. The revised total contract amount will be \$289,683.84. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To identify all the billboard locations throughout the Bay Region. This information will be entered into the Billboard Inventory System database for statewide use. The data collected identifies the current status of a billboard and gives the sign details and locator information.

Benefit: To provide current data on billboards, inventory control, billboard regulations enforcement, and permit processing.

Funding: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work were not completed, illegal billboards would dominate State highways and there would be noncompliance with State and Federal law.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected.

New Project Identification: Not a new project.

10. HIGHWAYS – Extend Term, Increase Services and Amount
Amendatory Contract (2000-0777/A2) between MDOT and 5 Star Development will extend the contract term by one year, add an additional year of services, and increase the contract amount by \$80,655. The original contract provides for three activities throughout the Grand Region: permit application field reviews, annual inventory of existing signs, and enforcement procedures. An extension of one year will allow for a completion of the inventory, as there are more billboards than originally anticipated. The revised contract term will be September 1, 2000, through August 31, 2004. The revised total contract amount will be \$322,620. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To identify all the billboard locations throughout the Grand Region. This information will be entered into the Billboard Inventory System database for statewide use. The data collected identifies the current status of a billboard and gives the sign details and locator information.

Benefit: To provide current data on billboards, inventory control, billboard regulations enforcement, and permit processing.

Funding: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work were not completed, illegal billboards would dominate State highways and there would be noncompliance with State and Federal law.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected.

New Project Identification: Not a new project.

11. HIGHWAYS – Extend Term, Increase Services and Amount
Amendatory Contract (2000-778/A2) between MDOT and 5 Star Development will extend the contract term by one year, add an additional year of services, and increase the contract amount by \$81,085. The original contract provides for three activities throughout the Metro Region: permit application field reviews, annual inventory of existing signs, and enforcement procedures. An extension of one year will allow for a completion of the inventory, as there are more billboards than originally anticipated. The revised contract term will be September 1, 2000, through August 31, 2004. The revised total contract amount will be \$324,340. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To identify all the billboard locations throughout the Metro Region. This information will be entered into the Billboard Inventory System database for statewide use. The data collected identifies the current status of a billboard and gives the sign details and locator information.

Benefit: To provide current data on billboards, inventory control, billboard regulations enforcement, and permit processing.

Funding: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work were not completed, illegal billboards would dominate State highways and there would be noncompliance with State and Federal law.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected.

New Project Identification: Not a new project.

12. HIGHWAYS – Extend Term, Increase Services and Amount
Amendatory Contract (2000-779/A2) between MDOT and John Cuth Engineering, Inc., will extend the contract term by one year, add an additional year of services, and increase the contract amount by \$36,506.68. The original contract provides for three activities throughout the Superior Region: permit application field reviews, annual inventory of existing signs, and enforcement procedures. An extension of one year will allow for a completion of the inventory, as there are more billboards than originally anticipated. The revised contract term will be September 1, 2000, through August 31, 2004. The revised total contract amount will be \$146,026.72. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To identify all the billboard locations throughout the Superior Region. This information will be entered into the Billboard Inventory System database for statewide use. The data collected identifies the current status of a billboard and gives the sign details and locator information.

Benefit: To provide current data on billboards, inventory control, billboard regulations enforcement, and permit processing.

Funding: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work were not completed, illegal billboards would dominate State highways and there would be noncompliance with State and Federal law.

Cost Reduction: This contract was competitively bid, and the lowest bid was selected.

New Project Identification: Not a new project.

13. HIGHWAYS – Increase Scope and Amount

Amendatory Contract (2001-0337/A3) between MDOT and Parsons Brinckerhoff Michigan, Inc., will add design services for road widening and reconstruction, storm sewer, and bridge construction work on I-94 from 12th Street to Sprinkle Road in the cities of Portage and Kalamazoo, Kalamazoo County (CS 39024/39022 – JN 54230C) and will increase the contract amount by \$687,258.72. The original contract provides for the design and preparation of engineering documents and other related work necessary for the design of I-94 from west of 12th Street to Sprinkle Road. The contract term remains unchanged, June 22, 2001, through November 30, 2005. The revised total contract amount will be \$15,093,363.39. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Design services for road widening and reconstruction, storm sewer, and bridge construction work on I-94 from 12th Street to Sprinkle Road in the cities of Portage and Kalamazoo, Kalamazoo County.

Benefit: Provide design services that are beyond the capacity of the Kalamazoo TSC development unit. Ensure the continuation and delivery of the five year plan.

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: Federal funding may be reduced without the completion of the five year plan.

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: The project includes one additional lane in each direction, which amounts to 33 percent of the project.

14. *HIGHWAYS - Renewal and Extension

Amendatory Contract (2001-0367/A1) between MDOT and the University of Michigan will renew the contract and extend the contract term by approximately two months to allow the university to complete the computations for various positions of the truck to determine the strain/stress in the bridge deck and to prepare the final report. The original contract provides for research on the analytical design procedures and load rating for isotropic bridge decks. The university and the project manager requested an extension prior to the expiration date of this contract. Due to an oversight by MDOT, the amendment was not processed in a timely manner. The revised contract term will be from March 19, 2001, through February 28, 2003, and from the date of award of this renewal/amendment through two months. No costs will be incurred between the expiration of the original contract and the date of award of this renewal/amendment. The contract amount remains unchanged at \$124,932. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Purpose/Business Case: Development of design procedures for bridge deck slabs with girder spacing larger than 10 feet using the isotropic design method.

Benefit: More efficient deck designs, which are less susceptible to deterioration.

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: Contract extension is needed so the university can finish the project and MDOT can obtain the final report.

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: Contract extension is for an existing research project.

15. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z7) under Contract (2002-0239) between MDOT and URS Corporation Great Lakes will provide full construction engineering services for hot mix asphalt (HMA) base crushing and shaping, cold milling and resurfacing, superelevation correction, and intersection improvements to be performed on M-44 from Ionia Street to Canfield Road, Ionia County (CS 34081 - JN 56701A). This authorization will be in effect from the date of award through December 31, 2004. The authorization amount will be \$157,733.37. The contract term is January 23, 2002, through January 23, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Consultant is needed to ensure construction is monitored in accordance with FHWA requirements.

Benefit: Provide longer service life to the existing roadway, intersection, and drainage improvements.

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: Loss of Federal funding if the work is not performed and further deterioration of the existing roadway.

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: Reconstruct the existing roadway.

16. HIGHWAYS - IDS Design Consultant Services

Authorization (Z13) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will provide for a design survey of I-75 from Lincoln Road north to the Arenac/Ogemaw county line, Arenac County (CS 06111 - JN 733670). The work items include performing a field survey to obtain data required by the design engineer and establishing the horizontal and vertical components for the project coordinate control system. This authorization will be in effect from the date of award through June 5, 2005. The authorization amount will be \$214,089.78. The contract term is June 5, 2002, through June 5, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The consultant is providing the road survey for the design of the rehabilitation/reconstruction of I-75 from Lincoln Road north to the Arenac/Ogemaw county line.

Benefit: This project will provide a safer highway for the motoring public, including improving roadway surface, ride quality, drainage, and various safety upgrades.

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 existing roadway is deteriorating and unable to serve the increasing traffic requirements.

* 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 services.

New Project Identification: This is not a new project; this is for the rehabilitation and upgrade of an existing roadway.

17. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2002-0551/A1) between MDOT and STS Consultants, Inc., will provide for the remediation system construction and trial operation period, permitting and remediation system operation, and maintenance geoenvironmental services at the Jones Maintenance Garage, Cass County and will increase the contract amount by \$357,807.82. The original contract provides for the first phase tasks of investigation work, a site investigation report, and a feasibility study. The contract term remains unchanged, August 14, 2002, through June 30, 2007. The revised total contract amount will be \$456,363.93. Source of Funds: Source of Funds: 100% Department of Environmental Quality Funds.

Purpose/Business Case: To clean up a petroleum spill at the Jones maintenance garage.

Benefit: MDOT must comply with the law to clean up the groundwater and soil.

Funding Source: 100% Michigan Department of Environmental Quality, State Sites Cleanup Program.

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

Risk Assessment: MDOT could be fined for non-compliance.

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

New Project Identification: Not a new project.

18. HIGHWAYS - IDS Design Consultant Services

Authorization (Z7) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for the bridge rehabilitation design of (S17) at I-75 under M-15 in Oakland County (CS 63172 - JN 51497G). The work items include superstructure replacement, pier cap replacements, shoulder widening, substructure repair, slope paving replacement, approach work, and maintaining traffic. This authorization will be in effect from the date of award through September 20, 2005. The authorization amount will be \$212,185.01. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Rehabilitation of (S17) at I-75 under M-15 in Oakland County.

Benefit: Safety for the traveling public.

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: If the repairs are not done, the bridge will eventually have to be closed. This structure has many temporary supports, and needs new beams. The risk associated with not doing this project is very high.

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.

19. *HIGHWAYS - Real Estate Mapping Services

Contract (2002-0734) between MDOT and Giffels-Webster Engineers, Inc., will provide for the update of the Lenawee County map book for the Real Estate Support Area. This update will include transferring the original hand drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. This contract will be in effect from the date of the award through September 30, 2004. The amount of this contract will be \$53,805. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Highway Funds (SPR).

Purpose/Business Case: To update the right of way maps and transfer to electronic format.

Benefit: Provides current information and electronic access.

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

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided resulting in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides for quick access.

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

20. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Retroactive Contract (2002-5525) between MDOT and the Village of Dundee will provide for funding participation in the following improvements:

Reconstruction and relocation work on the northbound and southbound exit ramps from Highway US-23 to Highway M-50.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$833,795</u>
Total Funds	<u>\$833,795</u>

NH 58034 - 48611; Monroe County
Local Letting

This contract is retroactive, as the work was performed in FY 2000. The village was widening the interchange ramps of Highways US-23 and M-50 in anticipation of increased traffic due to the opening of the Cabela's retail store. MDOT had planned to reconstruct the above mentioned ramps in FY 2003, but decided to have the village perform this work in FY 2000 to avoid having to close this interchange twice in three years and thus avoid any unnecessary user delay costs. Another benefit to having the village reconstruct the ramps was that MDOT saved money by not having to pay for any costs related to the design and any additional widening that would be necessitated by doing the reconstruction in 2003. The funds for this project could not be secured any sooner than FY 2003, as all available monies for FY 2000 had already been obligated for other department projects that were on the five-year plan. For this reason, an agreement was not written at the time, because a condition for contract award is that the funds for the project have to be obligated and this was not to occur until 2003.

Purpose/Business Case: Reconstruction of ramps needed due to increased traffic will result in improved operation of the interchange.

Benefit: Will provide easier access to Cabela's, a major tourist destination in Michigan.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: Funding is based on actual costs.

Risk Assessment: Failure to make payment would put MDOT in violation of its letter agreement with the village.

Cost Reduction: MDOT saved money by not having to pay for the design costs and any additional widening necessitated by its reconstruction project of US-23 in 2003.

New Project Identification: Relocation and reconstruction of existing interchange ramps.

21. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z33) under Contract (2003-0078) between MDOT and Wilcox Professional Services, LLC, will provide for construction engineering services to be performed at the I-96 Fruitport rest area, Crockery Township, Ottawa County (CS 70064 - JN 73201A). This authorization will be in effect from the date of award through November 20, 2005. The total amount of this authorization will be \$151,371.45. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Reconstructing the existing rest area parking lot, building, and the utility systems on I-96, Fruitport, Ottawa County.

Benefit: Repaired parking and rest area facility will improve the quality of the rest area and decrease maintenance costs.

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: The existing rest area was deteriorating to the point of becoming a hazard to the motorists utilizing the facility.

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 contract is for reconstruction of an existing facility.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z24) under Contract (2003-0184) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the design of the total reconstruction of I-69, south of A Drive North to north of I-94 in Fredonia and Marshall Townships, Calhoun County (CS 13073 - JN 60522). The work items include upgrading guardrail, replacement of right-of-way fence and delineators, cleaning and video-taping culverts, resurfacing ramps, maintaining the traffic plan, and bringing the interchanges up to current geometric standards. The length of this project is 4.02 miles. This authorization will be in effect from the date of the award through March 18, 2006. The authorization amount will be \$280,277.62. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The total reconstruction of 4.02 miles of I-69 from south of A Drive North to north of I-94 in Fredonia and Marshall Townships in Calhoun County. The project includes upgrading guardrail, replacement of right-of-way fence and delineators, cleaning and video taping culverts, resurfacing ramps, maintaining traffic plan, and bringing the interchanges up to current geometric standards.

Benefit: Improved ride quality.

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 work could result in hazardous road conditions to the traveling public.

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

New Project Identification: No. This is a preservation project.

* Denotes a non-standard contract/amendment

23. *HIGHWAYS - Real Estate Mapping Services
Contract (2003-0195) between MDOT and JCK & Associates, Inc., will provide for the update of the Isabella County map book for the Real Estate Support Area. This update will include transferring the original hand drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. This contract will be in effect from the date of the award through September 30, 2004. The amount of this contract will be \$36,959. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To update the right of way maps and transfer to electronic format.

Benefit: Provides current information and electronic access.

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

Commitment Level: The costs are fixed.

Risk Assessment: Incorrect information could be provided resulting in encroachments and project delays.

Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides quick access.

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

24. HIGHWAYS - IDS Freeway Signing Modernization
Authorization (Z13) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for the upgrading and rehabilitation of freeway signing at I-696 from I-96 to US-24 in Oakland County (CS 63101 - JN 76065C). The authorization will be in effect from the date of award through April 17, 2006. The authorization amount will be \$275,000. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: Freeway signing upgrade services for I-696 from I-96 to US-24 in Oakland County.

Benefit: Upgrade freeway signs that are 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: Freeway signing is needed to improve the drivers 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.

25. HIGHWAYS - IDS Engineering Services
Contract (2003-0526) between MDOT and Charlevoix Abstract and Engineering Company will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

26. HIGHWAYS - IDS Engineering Services
 Contract (2003-0527) between MDOT and Ledy Design Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
27. HIGHWAYS - IDS Engineering Services
 Contract (2003-0538) between MDOT and Tyme Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
28. HIGHWAYS - State Trunkline Maintenance
 Contract (2003-0567) between MDOT and the Berrien County Road Commission will provide for State trunkline maintenance within Berrien County. The contract will be in effect from the date of award through September 30, 2003.

P.A. 17 of 1925 authorizes the Department to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of State trunkline highways. Under the terms of the standard maintenance contract, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the negotiated contract with the local units of government. The Department has found that such negotiated agreements are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA51, MCL 247.66a(c); MSA 9.1097(11c).

This contract will operate on a cost reimbursement basis, subject to final audit to actual costs. Billings are submitted by the counties on a monthly basis to be approved by the Regions. Actual work is planned by the Regions in cooperation with the Counties. In general, the total for the Maintenance budget is based on legislative appropriations; the Maintenance Support Area in turn establishes the individual County budgets to be administered by the Regions. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To establish a new maintenance contract between MDOT and the Berrien County Road Commission to provide construction, improvement and maintenance of state trunkline highways within Berrien County.

Benefit: Contract provides critical maintenance services for Berrien County.

Funding Source: Funding for this contract is provided by 100% State Restricted Trunkline Funds.

Commitment Level: A two-month contract with a fixed amount.

Risk Assessment: The contract is a negotiated contract, which is covered under P.A. 17 of 1925 regulations.

Cost Reduction: The contract results in a cost savings to MDOT because it is set up on a cost reimbursement basis, subject to final audit of actual costs.

New Project Identification: This is a new maintenance contract.

* Denotes a non-standard contract/amendment

29. *HIGHWAYS - Geoenvironmental Services
 Contract (2003-0589) between MDOT and STS Consultants Ltd., will provide for geoenvironmental services to be performed at the former Dowagiac maintenance garage, Cass County. The work plan and cost estimate are for Tasks 8, 9, and 10. The contract will be in effect from the date of award through July 15, 2006. The total contract amount will be \$288,446.17. Source of Funds: 100% Michigan Department of Environmental Quality Funds (State Sites Cleanup Program).

Purpose/Business Case: To clean up a petroleum spill at the former Dowagiac maintenance garage.
Benefit: MDOT must comply with the law to clean up the groundwater and soil.
Funding Source: 100% Michigan Department of Environmental Quality Funds (State Sites Cleanup Program).
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: MDOT could be fined for non-compliance.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.
New Project Identification: Not a new project. Tasks 1-7 have been completed.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5416) between MDOT and Bay County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Landscaping work at the interchange of Mackinaw Road and Highway US-10 and within the Valley Center Technological Park.

Estimated Funds:

Federal Highway Administration Funds	\$52,500
Bay County Road Commission Funds	<u>\$22,500</u>
Total Funds	<u>\$75,000</u>

STE 09101 - 43860
 Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).
Benefit: Beautification of transportation system.
Funding Source: Federal Transportation Enhancement Activities Funds and Bay County Road Commission Funds.
Commitment Level: 70% Federal up to \$52,500, and the balance by Bay County Road Commission; based on estimate.
Risk Assessment: Contract required in order for County to receive these Federal Funds.
Cost Reduction: Low bid.
New Project Identification: New beautification of existing roadway.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5469) between MDOT and City of Zilwaukee will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bituminous multi-use trail work along Highway I-75 right-of-way from Westervelt Road to Sherman Road

Estimated Funds:

Federal Highway Administration Funds	\$105,336
City of Zilwaukee Funds	<u>\$ 26,334</u>
Total Funds	<u>\$131,670</u>

STE 73404 – 58210; Saginaw County
 Local Letting

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

Benefit: To provide pedestrian and bicycle facilities.

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

Commitment Level: 80% Federal up to \$105,336, and the balance by City of Zilwaukee; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5470) between MDOT and City of Howell will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Michigan Avenue (Highway M-155) from Grand River Avenue to Pickney Road and along Pinckney Road from Michigan Avenue to Argyle Street, including curb and gutter, sidewalk, landscaping, pavement marking, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$106,472
City of Howell Funds	<u>\$106,472</u>
Total Funds	<u>\$212,944</u>

STE 47061 – 72201; Livingston County
 Local Letting

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

Benefit: Beautification of transportation system.

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

Commitment Level: 50% Federal up to \$106,472 and the balance by City of Howell; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5471) between MDOT and City of Trenton will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along West Jefferson Street from Walnut Street to George Street, including concrete and brick sidewalks and pavers, parking buffer walls, street furniture, landscaping, and decorative lighting and wiring work.

Estimated Funds:

Federal Highway Administration Funds	\$1,286,400
City of Trenton Funds	<u>\$ 633,600</u>
Total Funds	<u>\$1,920,000</u>

STE 82400 – 54892; Wayne County

Local Letting

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

Benefit: Beautification of transportation system.

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

Commitment Level: 67% Federal up to \$1,286,400, and the balance by City of Trenton; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2003-5472) between MDOT and City of Pontiac will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Bicycle path work along abandoned Grand Trunk Western Railroad right-of-way from Old Telegraph Road to Bagley Street.

Estimated Funds:

Federal Highway Administration Funds	\$152,000
City of Pontiac Funds	<u>\$ 38,000</u>
Total Funds	<u>\$190,000</u>

STE 63459 – 73857; Oakland County
 Local Letting

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

Benefit: To provide pedestrian and bicycle facilities.

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

Commitment Level: 80% Federal up to \$152,000, and the balance by City of Pontiac; based on estimate.

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

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

35. HIGHWAYS - Cost Participation for Local Agency Enhancement Contract
 Amendatory Contract (2003-5486) between MDOT and Ferris State University will provide for participation in the following Transportation Enhancement improvements:

PART A

Construction of crosswalks, sidewalk reconstruction, removal of median crossovers, and landscaping along two sections of the Highway US-131 business route from approximately 1,350 feet south of South Street to south of Knollwood Drive and from 800 feet north of Perry Street to Cedar Street.

PART B

Installation of lighting and irrigation systems along two sections of the Highway US-131 business route and from 800 feet south of South Street south of Knollwood Drive and from 800 feet north of Perry Street to Cedar Street.

Estimated Funds:

PART A

	<u>ORIGINAL</u>	<u>AMEND</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$455,000	\$ 400	\$455,400
Ferris State University Funds	<u>\$210,850</u>	<u>\$ (400)</u>	<u>\$210,450</u>
Total Funds	<u>\$665,850</u>	<u>\$ 0</u>	<u>\$665,850</u>

PART B

No changes were made to the Part B portion of the project.

STE 54011 - 74143; Mecosta County
 Amendment

The purpose of this amendment is to change the percentage of Federal Funding and the Federal cap involved with the Part A portion of the project. The total estimated project cost remains unchanged.

Purpose/Business Case: To amend original contract to change the percentage of Federal Funding involved with the project from 80% to 81.85%.

Benefit: To correct an error in the Federal percentage ratio of the original contract.

Funding Source: Federal Transportation Enhancement Activities Funds and Ferris State University Funds.

Commitment Level: 81.85% Federal up to \$455,400 and balance by Ferris State University for Part A; based on estimate.

Risk Assessment: With amendment, the Part A portion of the project can be funded with the correct percentage of Federal Funds.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A. (Original contract was for new beautification of existing roadway.)

* Denotes a non-standard contract/amendment

36. HIGHWAYS – Memorandum of Understanding
 Memorandum of Understanding (2003-5490) between MDOT and the Michigan Department of Natural Resources will provide for participation in the construction under contract by the Michigan Department of Natural Resources of the following Transportation Enhancement improvements:

Non-motorized path work for the White Pine Trail (Wolverine Bypass) from Courtland Street (extended) to Lewis Street (extended), including new bridge construction over Rum Creek and bituminous surfacing work.

Estimated Funds:

Federal Highway Administration Funds	\$168,000
Michigan Department of Natural Resources Funds	<u>\$ 42,000</u>
Total Funds	<u>\$210,000</u>

STE 41900 – 43892; Kent County
 Local Letting

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

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Michigan Department of Natural Resources Funds.

Commitment Level: 80% Federal up to \$168,000, and the balance by Michigan Department of Natural Resources; based on estimate.

Risk Assessment: Contract required in order for Michigan Department of Natural Resources to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

37. *INTERNATIONAL BRIDGE ADMINISTRATION – Design and Construction Oversight
 Contract (2003-0574) between the International Bridge Administration and Lea Consulting, Ltd., will provide design and construction oversight services for the International Bridge security enhancement project in Sault Ste. Marie, Michigan. The total cost of the contract will not exceed \$139,980. The contract will be in effect from the date of award through eighteen months. Source of Funds: 100% International Bridge Administration Toll Revenue and Homeland Security Funds.

Purpose/Business Case: To perform detailed design and contractor oversight for International Bridge security system enhancements.

Benefit: This project will improve bridge security detection, deterrence, and response through the installation of electronic and visual monitoring, detection devices, and response mechanisms.

Funding Source: 100% International Bridge Administration Toll Revenue and Homeland Security (HLS) Funding.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform the work has been estimated. The cost plus fixed fee amount will not exceed the maximum contract amount.

* Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not authorized, the installation of security system improvements vital to the continued protection of the bridge infrastructure will be delayed. LEA Consulting, Ltd., is uniquely qualified to meet the service objective in a highly secure, cost-effective, and timely manner. The contract will reduce the risk of unauthorized sharing of security system detail by virtue of the fact that LEA performed the Security Assessment Study on which the design will be based. Engaging one consultant for the design and installation oversight will provide the most secure environment for transfer of highly sensitive system details, thus reducing the risk of unauthorized deliberate or unintended transfers of secure information.

Cost Reduction: The estimated cost for the services is minimized by the design firm's familiarity with the bridge's structure and operation through conducting the International Bridge Security Assessment Study.

New Project Identification: This is continuation of an existing project.

38. MULTI-MODAL - Property Management

Authorization (Z49) issued under Property Management Agreement (85-1170) between MDOT and the Tuscola & Saginaw Bay Railway Company, Inc. (TSBY), will provide for track improvements/new construction and the installation of emergency labels and National Inventory (NI) tags on the State-owned Ann Arbor Railroad System. The authorization will be in effect from the date of award through one year. The total authorization amount will be \$231,817. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$231,817.

Purpose/Business Case: The improvements will extend the useful life of the track and the new construction will extend the Ann Pere run around track which will increase operational efficiency and improve crossing safety. Installing the NI tags and emergency labels will provide a reporting mechanism for the public.

Benefit: Improved track conditions, operational efficiency, and public safety.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$231,817.

Commitment Level: Costs are based on estimates and are not to exceed \$231,817.

Risk Assessment: Failure to authorize the work will result in the loss of an opportunity to improve public safety and track conditions.

Cost Reduction: The work will be performed by TSBY on a force account basis, so we will reimburse the railroad for actual costs incurred. Ongoing maintenance will be the responsibility of TSBY.

New Project Identification: This is a new project.

39. *MULTI-MODAL - Economic Development

Contract (2003-0492) between MDOT and Chippewa County Economic Development Corporation (EDC) will provide financial assistance for the rehabilitation of 875 feet of new track for rail freight transportation and to promote economic development. This rehabilitation project will prevent rail closure as proposed by the local rail carrier, Canadian National Railway Company, and ultimately avoid the closure of two user firms, Canpet Energy Group, Inc., and A & L Iron and Metal, Inc. The project will retain twenty positions within the city of Kincheloe, Chippewa County. The total cost of the project is estimated to be \$51,245. MDOT's loan is estimated to be \$7,500, or up to fifty percent of the project cost. Chippewa County EDC is also partnering with Canpet Energy Group, Inc., and A & L Iron & Metal, Inc., on the project. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Chippewa County EDC meets its commitment of shipping and/or receiving 180 rail carloads of freight annually. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid or forgiven. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$7,500; Canpet Energy Group, Inc., Funds - \$28,670; A & L Iron and Metal, Inc., Funds - \$15,047; Chippewa County EDC Funds - \$28.

Purpose/Business Case: This contract will provide financial assistance to rehabilitate 875 feet of track for rail freight transportation to serve a propane terminal distributor and a scrap iron facility.

Benefit: This project will prevent rail closure as proposed by the local rail carrier, Canadian National Railway Company, thereby avoiding the closure of two user firms - Canpet Energy and A & L Iron and Metal. Project will result in the retention of twenty employment positions with the subject user firms. If this project is not undertaken, the loss of employment would increase area unemployment in addition to loss of tax revenue to the local community.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$7,500; Canpet Energy Group, Inc. Funds - \$28,670; A & L Iron and Metal, Inc., Funds - \$15,047; Chippewa County EDC Funds - \$28.

Commitment Level: The contract is based on cost estimates.

Risk Assessment: The risks of not awarding this contract are the loss of twenty employment positions, increased area unemployment, and the closure of two firms with losses of tax revenue to the local community and economic growth.

Cost Reduction: The project will be competitively bid and awarded to the lowest bidder.

New Project Identification: This is for rail rehabilitation.

40. MULTI-MODAL – Transit Planning and Research

Project Authorization (Z1) under Master Agreement (2003-0588) between MDOT and the Detroit Area Regional Transportation Authority (DARTA) will provide State matching funds for DARTA's FY 2003 Federal Transit Administration (FTA) Transit Planning and Research grant. Project items include organizational development, authority administration, and/or transportation planning. The effective date of the authorization will be the effective date of the Federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total cost of the project will be \$434,656. The term of the Master Agreement is from August 15, 2003, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$347,725; FY 2003 State Restricted Comprehensive Transportation Funds - \$86,931.

Purpose/Business Case: Provides State matching funds for DARTA's FY 2003 Federal Transit Administration (FTA) Transit Planning and Research grant.

Benefit: Increase public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$347,725; FY 2003 State Restricted Comprehensive Transportation Funds - \$86,931.

Commitment Level: Contract is based on estimates.

Risk Assessment: The risk of not undertaking this project is the potential loss of Federal funds.

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

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

41. MULTI-MODAL (Aeronautics) - Increase Services and Amount
 Amendatory Contract (2003-0106/A1) between MDOT and the Presque Isle County Board of Commissioners will increase the contract amount by \$335,000 to allow for the construction of additional runway lights and nav aids and for two aviation easements needed in order to clear the approach to runway 9. The original contract provides for the rehabilitation and extension of Runway 9/27, construction of a taxiway and apron, runway and taxiway lighting, and relocation of a park drive at the Presque Isle County/Rogers City Airport in Rogers City, Michigan. The contract term remains unchanged, June 4, 2003, through June 3, 2006. The revised total contract amount will be \$1,502,600. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$1,050,800	\$301,540	\$1,352,340
State Restricted Aeronautics Funds	\$ 58,400	\$ 10,480	\$ 68,880
Presque Isle County Funds	<u>\$ 58,400</u>	<u>\$ 22,980</u>	<u>\$ 81,380</u>
Total	<u>\$1,167,600</u>	<u>\$335,000</u>	<u>\$1,502,600</u>

Purpose/Business Case: The project includes the rehabilitation and extension of runway 9/27, the construction of an apron and connecting taxiway, runway and taxiway lighting and the relocation of a road. All these improvements are to bring the existing airport up to current Federal and State standards for an airport of its classification. This contract is for an increase of funds for additional lighting costs and for an additional two aviation easements for approach clearing.

Benefit: The existing runway pavement has exceeded its useful life and needs to be rehabilitated. The current runway length is not sufficient for aircraft needing to use the runway, and the new extended length will meet these needs. With the increase in traffic, the present apron is not sufficient and a new larger apron is being constructed, as well as a new connecting taxiway. The rehabilitated and lengthened runway and new taxiway need new lighting for full utility. The aviation easements are needed to clear trees from the approaches to the runway. The community will benefit from the additional runway length in that larger business aircraft that now must land at Pellston or Alpena will be able to land at Rogers City.

Funding Source: FAA Funds - \$1,352,340; State Restricted Aeronautics Funds - \$68,880; Presque Isle County Funds - \$81,380; Contract Total - \$1,502,600.

Commitment Level: The contract has a fixed cost for construction.

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

Cost Reduction: The construction will be bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: The project has both new construction and rehabilitation components to it. The new work is 40 percent of the project.

42. *MULTI-MODAL (Aeronautics) - Weather Observation and Data Dissemination System
 Contract (2003-0504) between MDOT and the Frankfort City/County Airport Authority will provide for the operation and maintenance of a Weather Observation and Data Dissemination system at the Dow Memorial Airport in Frankfort, Michigan. The contract will be in effect from the date of award through twenty years. The Frankfort City/County Airport Authority will pay MDOT 50 percent of the cost to operate and maintain the system upon being invoiced by MDOT. The annual cost to operate and maintain the system is estimated at \$8,880. Source of Funds: 50% State Restricted Aeronautics Funds and 50% Frankfort City/County Airport Authority Funds.

Purpose: The purpose of the Weather Observation and Data Dissemination system is to enhance safety and efficiency of flight in the Frankfort area. The contract establishes MDOT and Frankfort City/County Airport Authority responsibilities for cost sharing and maintenance of the system.

Benefit: The benefit is to the surrounding community. The addition of a system will provide increased access to the Frankfort area, which in turn will provide increased economic benefit. The maintenance responsibilities established will ensure the system is properly maintained, which will in turn ensure the benefit to the community continues to be available.

Funding Source: State Restricted Aeronautics Funds - \$4,440; Frankfort City/County Airport Authority Funds - \$4,440; Contract Total - \$8,880 annually.

Commitment Level: Local costs are based on current established contract pricing from outside vendors who provide services of Weather Data Collection and Weather Data Dissemination. With proper justification and agreement by DMB, these contracted costs could increase or be reduced.

Risk Assessment: If the maintenance associated with this contract is not performed, or not performed properly, the Federal Aviation Administration would insist the system be shutdown and removed from service, which would reduce safety and efficiency of flight in the Frankfort area, reduce access to the community, and reduce economic benefit to the community.

Cost Reduction: Certain maintenance costs are established by outside vendor for services they provide in association with the system in this community and throughout the state. Any cost reductions or increases by these vendors are passed onto the Frankfort City/County Airport Authority without negotiations. The contract allows for these changes to the contract costs.

New Project Identification: This is a new maintenance contract for a new system to be purchased and installed under a new construction project under separate contract.

43. MULTI-MODAL (Aeronautics) - Construction of a Parking Lot and Lighting

Contract (2003-0570) between MDOT and the City of Charlevoix will provide State grant funds for the construction and lighting of a parking lot for automobiles at the Charlevoix Municipal Airport in Charlevoix, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$812,070; City of Charlevoix Funds - \$90,230; Contract Total - \$902,300.

Purpose/Business Case: The project is constructing a parking lot for automobiles with appropriate street lighting. Parking is primarily long term for traffic to Beaver Island.

Benefit: The construction of the parking lot will improve the airport's ability to park long term for travelers flying to Beaver Island. The airport will collect fees for long-term parking, which will provide the airport a revenue source to provide for local match for future capital projects. Appropriate lighting will be supplied for safety and security of the passengers and their vehicles.

Funding Source: State Restricted Aeronautics Funds - \$812,070; City of Charlevoix Funds - \$90,230; Contract Total - \$902,300.

Commitment Level: The contract has a fixed cost for construction.

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

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: The construction is for a new project.

44. MULTI-MODAL (Aeronautics) - Wetland Mitigation and Roadway Improvements

Contract (2003-0573) between MDOT and the City of Fremont will provide Federal and State grant funds for wetland mitigation and roadway improvements to accommodate expansion of runway 18/36 at the Fremont Municipal Airport in Fremont, 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$321,300; State Restricted Aeronautics Funds - \$17,850; City of Fremont Funds - \$17,850; Contract Total - \$357,000.

Purpose/Business Case: The project includes wetland mitigation and roadway improvements to accommodate an extension of runway 18/36. The extension will affect a minor wetland and will require a road to be closed. In order to relocate traffic from the closed road, other roads must be improved.

Benefit: The benefit to the airport is the eventual extension of the primary runway, 18/36, and associated taxiways. The additional runway length will allow based and itinerant aircraft to operate on the airport in adverse weather conditions and to operate with increased payloads and fuel. These improvements will benefit the economic growth of the community.

Funding Source: FAA Funds (via State Block Grant) - \$321,300; State Restricted Aeronautics Funds - \$17,850; City of Fremont Funds - \$17,850; Contract Total - \$357,000.

Commitment Level: The contract has a fixed cost for construction.

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

Cost Reduction: The contracts are bid through MDOT and the costs will be examined by MDOT project managers for appropriateness.

New Project Identification: This is a new project.

45. MULTI MODAL (Aeronautics) - Airport Pavement Marking

Contract (2003-0575) between MDOT and the Clare County Board of Commissioners will provide State grant funds for airport pavement marking at the Clare County Airport in Harrison, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$2,000; Clare County Funds - \$2,000; Contract Total - \$4,000.

Purpose/Business Case: The project is 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 gives instructions to aircraft pilots as to where to stop and which runway to approach. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$2,000; Clare County Funds - \$2,000; Contract Total - \$4,000.

Commitment Level: The contract has a fixed cost for construction.

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

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

46. MULTI-MODAL (Aeronautics) - Construct Tunnel and Road

Contract (2003-0576) between MDOT and the City of Holland will provide Federal and State grant funds for the construction of a tunnel and road 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$15,249,600; State Restricted Aeronautics Funds - \$847,200; City of Holland Funds - \$1,297,200; Contract Total - \$17,394,000.

Purpose/Business Case: The project is the construction of a roadway tunnel to pass beneath a runway extension and relocation of roads needed to accommodate the tunnel.

Benefit: The benefit to the airport will be the ability to provide a 6,000-foot runway for the based aircraft and other aircraft using Tulip City Airport. The additional runway length will allow the aircraft to use the airport in adverse weather conditions, with heavier payloads and additional fuel. In addition, the runway will be provided with proper runway safety areas in accordance with FAA requirements.

Funding Source: FAA Funds (via State Block Grant) - \$15,249,600; State Restricted Aeronautics Funds - \$847,200; City of Holland Funds - \$1,297,200; Contract Total - \$17,394,000.

Commitment Level: The contract has fixed cost for construction.

* Denotes a non-standard contract/amendment

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

Cost Reduction: The construction will be bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is a new project although many other contracts have been approved for preliminary work.

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

Contract (2003-0577) between MDOT and the City of Allegan will provide Federal and State grant funds for the rehabilitation of a t-hangar apron and connecting taxiway and construction of a new t-hangar apron at the Padgham Field in Allegan, 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$162,150; State Restricted Aeronautics Funds - \$9,008; City of Allegan Funds - \$9,009; Contract Total - \$180,167.

Purpose/Business Case: The project includes the rehabilitation of a t-hangar apron and connecting taxiway as well as the construction of a new t-hangar apron.

Benefit: The pavement rehabilitation will extend the life of the existing pavement at a lower cost than a later complete rebuilding. The rehabilitation will provide for continued safe use of existing facilities. The construction of a new t-hangar apron will provide for the increased use of the facility by new based aircraft.

Funding Source: FAA Funds (via Block Grant) - \$162,150; State Restricted Aeronautics Funds - \$9,008; City of Allegan Funds - \$9,009; Contract Total - \$180,167.

Commitment Level: The contract has a fixed cost for construction.

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

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: The construction is partially rehabilitation and partially a new project (68% new).

48. MULTI-MODAL (Aeronautics) - Hangar Site Preparation and Fencing

Contract (2003-0578) between MDOT and the City of Niles will provide Federal and State grant funds for the preparation of a hangar site area and construction of perimeter fencing at the Jerry Tyler Memorial Airport in Niles, 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$244,076; State Restricted Aeronautics Funds - \$13,560; City of Niles Funds - \$13,560; Contract Total - \$271,196.

Purpose/Business Case: The project includes the preparatory site work for an aircraft hangar area and construction of perimeter fencing at the airport.

Benefit: The benefit derived from the project is the eventual construction of additional hangars for based aircraft at the airport and additional security for the aircraft and airport provided by the perimeter fencing.

Funding Source: FAA Funds (via Block Grant) - \$244,076; State Restricted Aeronautics Funds - \$13,560; City of Niles Funds - \$13,560; Contract Total - \$271,196.

Commitment Level: The contract has a fixed cost for construction.

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

Cost Reduction: The construction will be bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is new project.

49. MULTI-MODAL (Aeronautics) - Construct Perimeter Roadway
Contract (2003-0579) between MDOT and the Ionia County Board of Commissioners will provide Federal and State grant funds for the construction of a perimeter roadway at the Ionia County Airport in Ionia, 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$180,601; State Restricted Aeronautics Funds - \$10,033; Ionia County Funds - \$10,033; Contract Total - \$200,667.

Purpose/Business Case: The project is the construction of a perimeter road around the runways at the airport.

Benefit: The construction of the perimeter road will enable maintenance and emergency vehicles to access the entire airport without crossing an active runway. This will improve the safety of the airport and make security patrols easier.

Funding Source: FAA Funds (via Block Grant) - \$180,601; State Restricted Aeronautics Funds - \$10,033; Ionia County Funds - \$10,033; Contract Total - \$200,667.

Commitment Level: The contract has a fixed cost for construction.

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

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: The construction is for a new project.

50. MULTI-MODAL (Aeronautics) - Design of Taxiway Extension and Associated Work
Contract (2003-0582) between MDOT and the Gratiot Community Airport Commission will provide Federal and State grant funds for the design for a taxiway extension, clearing, and drainage improvements at the Gratiot Community Airport in Alma, 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$60,300; State Restricted Aeronautics Funds - \$3,350; Gratiot Community Airport Commission Funds - \$3,350; Contract Total - \$67,000.

Purpose/Business Case: The project includes the design for a taxiway extension, approach clearing and drainage improvements for the airport. The taxiway extension is part of the parallel taxiway for the primary runway. The other improvements are general improvements to scattered locations on the airport.

Benefit: The eventual construction of the parallel taxiway will increase the efficiency of the airport as the primary runway is the preferred and busiest runway on the airport. The removal of trees and other possible obstructions will ensure the continued safety of the airport while the drainage improvements will help to preserve pavements and ease the maintenance of the airport property.

Funding Source: FAA Funds (via Block Grant) - \$60,300; State Restricted Aeronautics Funds - \$3,350; Gratiot Community Airport Commission Funds - \$3,350; Contract Total - \$67,000.

Commitment Level: The contract has a fixed cost for the design.

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

Cost Reduction: The design contract was reviewed by an MDOT project manager for appropriateness and cost reduction.

New Project Identification: The design will lead to new construction.

51. MULTI-MODAL (Aeronautics) - Design of Runway and Taxiway Rehabilitation
 Contract (2003-0583) between MDOT and the City of Sturgis will provide Federal and State grant funds for preliminary engineering for the rehabilitation of runway 18/36 and turnaround taxiways at the Kirsch Municipal Airport in Sturgis, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$40,007; State Restricted Aeronautics Funds - \$2,222; City of Sturgis Funds - \$2,222; Contract Total - \$44,451.
- Purpose/Business Case:** The project includes the design of the rehabilitation of runway 18/36 and associated turnaround taxiways.
- Benefit:** The design of the rehabilitation of runway 18/36 and turnaround taxiways is necessary for the rehabilitation proposed for 2004. By rehabilitating the runway in 2004 the pavement life will be extended for less cost than the eventual complete reconstruction. The rehabilitation will allow for safe, efficient use of the runway for 10 to 15 years.
- Funding Source:** FAA Funds (via Block Grant) - \$40,007; State Restricted Aeronautics Funds - \$2,222; City of Sturgis Funds - \$2,222; Contract Total - \$44,451.
- Commitment Level:** The contract has a fixed cost for the design.
- Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.
- Cost Reduction:** The design contract was reviewed by an MDOT project manager for appropriateness and cost reductions.
- New Project Identification:** The design is for a rehabilitation of an existing facility.
52. MULTI-MODAL (Aeronautics) - Design and Construction of Runway Lighting Rehabilitation
 Contract (2003-0584) between MDOT and the City of Sturgis will provide Federal and State grant funds for the rehabilitation of runway 6/24 lighting and replacement of navigation aids with a precision approach path indicator (PAPI) at the Kirsch Municipal Airport in Sturgis, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$71,113; State Restricted Aeronautics Funds - \$3,951; City of Sturgis Funds - \$3,951; Contract Total - \$79,015.
- Purpose/Business Case:** The project includes the design and rehabilitation of runway lights for runway 6/24 and replacement of navigation aids in the form of precision approach path indicator lights (PAPI).
- Benefit:** The current lighting system on runway 6/24 has become unreliable, as it has been used beyond its design life. Rehabilitation of the lights will ensure that reliable lighting is available to aircraft using this runway at night or in inclement weather conditions. The installation of the PAPI will aid aircraft to land on the runway.
- Funding Source:** FAA Funds (via Block Grant) - \$71,113; State Restricted Aeronautics Funds - \$3,951; City of Sturgis Funds - \$3,951; Contract Total - \$79,015.
- Commitment Level:** The contract has a fixed cost for the design and an estimate for the construction.
- Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.
- Cost Reduction:** The design was reviewed by an MDOT project manager for appropriateness and cost reductions. The construction will be bid through MDOT and reviewed by MDOT personnel for cost reductions.
- New Project Identification:** The project is a rehabilitation of existing equipment.

53. MULTI-MODAL (Aeronautics) - Design and Construct Fence
 Contract (2003-0585) between MDOT and the Hastings City/Barry County Airport Commission will provide Federal and State grant funds for the design and construction of a fence (phase 1) at the Hastings Airport in Hastings, 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$63,400; State Restricted Aeronautics Funds - \$3,522; Hastings City/Barry County Airport Commission Funds - \$3,522; Contract Total - \$70,444.
- Purpose/Business Case:** The project includes the design and construction of perimeter security fencing for the airport.
- Benefit:** The construction of the security fencing will aid in the protection of the aircraft on the airport as well as the buildings and grounds. This is the first of several fencing projects that will be constructed depending on the availability of funding.
- Funding Source:** FAA Funds (via Block Grant) - 63,400; State Restricted Aeronautics Funds - \$3,522; Hastings City/Barry County Airport Commission Funds - \$3,522; Contract Total - \$70,444.
- Commitment Level:** The contract has a fixed cost for the design, and the construction will be based on bids.
- Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.
- Cost Reduction:** The design was reviewed by an MDOT project manager for appropriateness and cost reductions. The construction will be bid through MDOT and reviewed by MDOT personnel for cost reductions.
- New Project Identification:** The construction is for a new project.
54. MULTI-MODAL (Aeronautics) - Security Enhancements and Master Plan Update
 Contract (2003-0591) between MDOT and the Bishop International Airport Authority (BIAA) will provide Federal and State grant funds for security enhancements and a master plan update (phase 1) 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 three years. Source of Funds: FAA Funds - \$934,300; State Restricted Aeronautics Funds - \$52,000; BIAA Funds - \$52,000; Contract Total - \$1,038,300.
- Purpose/Business Case:** The master plan update is needed to bring the airport layout plan up to FAA standards along with providing for future airport user needs. The security work is necessary to provide for upgraded federal requirements.
- Benefit:** The master plan will serve to coordinate future efforts to develop and operate the airport with internal and external users, contractors, and the general public while meeting federal standards. The security enhancements will help the security officers to enforce security measures.
- Funding Source:** FAA Funds - \$934,300; State Restricted Aeronautics Funds - \$52,000; BIAA Funds - \$52,000; Contract Total - \$1,038,300.
- Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, safety, and security standards.
- Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed with the project without Federal or State funding.
- Cost Reduction:** All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder. Consultant work will be negotiated per federal guidelines. All work will meet and not exceed state and federal eligibility requirements. The local sponsor is responsible for any work over and above state and federal eligible items.
- New Project Identification:** The master plan will be an update of the old mater plan. The security enhancements will upgrade the existing system with new technology.

55. MULTI-MODAL (Aeronautics) - Construct Taxiway, Taxistreets, and Apron
Contract (2003-0592) between MDOT and the City of Ewart will provide Federal and State grant funds for the construction of a parallel taxiway, taxistreets, and apron at the Ewart Municipal Airport in Ewart, 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 three years. Source of Funds: FAA Funds (via Block Grant) - \$351,396; State Restricted Aeronautics Funds - \$19,522; City of Ewart Funds - \$19,522; Contract Total - \$390,440.

Purpose/Business Case: The project includes the construction of a parallel taxiway to the runway, the construction of taxistreets and the construction of an aircraft apron.

Benefit: The construction of the parallel taxiway will increase the efficiency of the airport as the primary runway is the preferred and busiest runway on the airport. Construction of taxisteets will allow the construction of aircraft hangars to house the increased number of based aircraft the airport now has. The aircraft apron construction will also be used to handle the increase in airport users.

Funding Source: FAA Funds (via Block Grant) - \$351,396; State Restricted Aeronautics Funds - \$19,522; City of Ewart Funds - \$19,522; Contract Total - \$390,440.

Commitment Level: The construction will be based on bids.

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

Cost Reduction: The construction will be bid through MDOT and reviewed by an MDOT project manager for cost savings.

New Project Identification: This is a new construction project.

56. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2003-0595) between MDOT and the Emmet County Board of Commissioners will provide State grant funds for airport pavement marking at the Pellston Regional Airport in Pellston, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,500; Emmet County Funds - \$1,500; Contract Total - \$3,000.

Purpose/Business Case: The project is 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 gives instructions to aircraft pilots as to where to stop and which runway to approach. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the markings for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$1,500; Emmet County Funds - \$1,500; Contract Total - \$3,000.

Commitment Level: The contract has a fixed cost for construction.

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

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

57. TRANSPORTATION PLANNING - Southeast Michigan Council of Governments (SEMCOG)
 Project Authorizations (Z17, Z18, Z19, Z20, Z21) under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for facilitation and assistance in transportation planning efforts and activities at the local and regional levels. The following project authorizations will utilize FY 2004 funds. The project authorizations will be in effect from the dates of award through June 30, 2004. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% Local Funds.

		<u>Total</u>	<u>Federal</u>	<u>Local</u>
Z17	Monroe/Toledo Urbanized Area	\$91,336	\$74,759	\$16,577
Z18	Detroit Urbanized Area	\$6,078,206	\$4,975,012	\$1,103,194
Z19	Port Huron Urbanized Area	\$213,901	\$175,078	\$38,823
Z20	Ann Arbor Ypsilanti	\$361,981	\$296,281	\$65,700
Z21	SEMCOG	\$1,671,827	\$1,337,460	\$334,367

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 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: Provides funding for, facilitates, and assists transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated Federal funds that must be passed through by Federal regulations cited above to Metropolitan Planning Organizations. Federal Highway Administration Funds - 80%; Local Funds - 20%. None of these dollars are from Build Michigan III.

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

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

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

New Project Identification: No this is not a new project.

58. *TRANSPORTATION PLANNING - IDS Traffic Studies and Data Collection
 Contract (2003-0524) between MDOT and Wade-Trim/Associates, Inc., will provide for traffic studies and data collection to be performed along various highway routes or planned routes on an as needed/when needed basis. The contract will be in effect from the date of award through September 30, 2006. The maximum contract amount will be \$120,000, and the maximum amount of any authorization will be \$40,000. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This is an IDS contract for performing various types of traffic studies and data collection in support of the Department's Traffic Monitoring Program and is required by the Federal Highway Administration.

Benefit: Provides management with operational flexibility when the workload prevents existing employees from performing various traffic studies ensuring both quality and timeliness of product delivery.

Funding Source: FHWA State Planning and Research (SPR) Funds. The funds are not part of the Build Michigan III.

* Denotes a non-standard contract/amendment

Commitment Level: The cost for individual authorizations depends upon the nature and scope of the particular traffic study. Authorizations are on an actual cost basis.

Risk Assessment: Not having this contract would restrict management options when scheduling work particularly when the workload is severe. This would in turn impact the timeliness of product delivery. There are no risks associated with contractors performing this type of work.

Cost Reduction: The authorizations are awarded on a low bid basis.

New Project Identification: This is not a new project.

59. *TRANSPORTATION PLANNING - IDS Traffic Studies and Data Collection

Contract (2003-0525) between MDOT and Traffic Engineering Associates, Inc., will provide for traffic studies and data collection to be performed along various highway routes or planned routes on an as needed/when needed basis. The contract will be in effect from the date of award through September 30, 2006. The maximum contract amount will be \$120,000, and the maximum amount of any authorization will be \$40,000. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This is an IDS contract for performing various types of traffic studies and data collection in support of the Department's Traffic Monitoring Program and is required by the Federal Highway Administration.

Benefit: Provides management with operational flexibility when the workload prevents existing employees from performing various traffic studies ensuring both quality and timeliness of product delivery.

Funding Source: FHWA State Planning and Research (SPR) Funds. The funds are not part of the Build Michigan III.

Commitment Level: The cost for individual authorizations depends upon the nature and scope of the particular traffic study. Authorizations are on an actual cost basis.

Risk Assessment: Not having this contract would restrict management options when scheduling work particularly when the workload is severe. This would in turn impact the timeliness of product delivery. There are no risks associated with contractors performing this type of work.

Cost Reduction: The authorizations are awarded on a low bid basis.

New Project Identification: This is not a new project.

Funding Source:

58998A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
59780A		
	Federal Highway Administration Funds	81.85 %
	City of Roseville	1.95 %
	State Restricted Trunkline Funds	16.20 %
59781A		
	Federal Highway Administration Funds	80.00 %
	City of Roseville	1.98 %
	State Restricted Trunkline Funds	18.02 %
60233A		
	Federal Highway Administration Funds	81.85 %
	City of Roseville	1.90 %
	State Restricted Trunkline Funds	16.25 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

65. LETTING OF AUGUST 01, 2003
 PROPOSAL 0308031
 PROJECT AIM 63173-51472, ETC
 LOCAL AGRMT.
 START DATE - 5 days after award
 COMPLETION DATE - JUNE 25, 2005

ENG. EST.
 \$ 22,796,244.71

LOW BID
 \$ 19,956,098.34

% OVER/UNDER EST.
 -12.46 %

22.71 mi of cold milling and resurfacing, joints and shoulder repair on I-75 northbound, M-15 to the north county line, and bridge rehabilitation on ten structures on I-75 under Saginaw, M-54 Dort Highway, Dort Highway and over Cook Road, US-24, and Dixie Highway in Atlas, Grand Blanc, Groveland, Holly, Independence, Mundy, and Springfield Townships, Oakland and Genesee Counties.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Michigan Paving and Materials	\$ 22,779,176.35	Same	3
Ajax Paving Industries, Inc.	\$ 22,361,020.29	Same	2
John Carlo, Inc.			
Ace Asphalt & Paving	\$ 19,956,098.34	Same	1 **
Angelo Iafrate Construction Company			

3 Bidders

Purpose/Business Case: This project is a combination of Road and Bridge programs. MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Programs focus on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

51472A		
Federal Highway Administration Funds	84.85 %	
State Restricted Trunkline Funds	15.15 %	
53200A		
Federal Highway Administration Funds	77.35 %	
State Restricted Trunkline Funds	22.65 %	
56019A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
56021A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	
59721A		
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 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.

75. LETTING OF AUGUST 01, 2003
 PROPOSAL 0308052
 PROJECT MER 38101-74437-2, ETC
 LOCAL AGRMT.
 START DATE - SEPTEMBER 14, 2003
 COMPLETION DATE - NOVEMBER 15, 2003

ENG. EST. \$ 1,323,601.43
 LOW BID \$ 1,456,028.34
 % OVER/UNDER EST. 10.01 %

3.623 mi of barrier wall repairs and pavement improvements on I-94, from point of beginning to point of ending, and emergency hot mix asphalt overlay, joint replacement, substructure and steel repair, and zone on five bridges on I-94 over US-127 and M-50, under Elm Road, over Grand River and Conrail Railroad in Blackman and Leoni Townships, Jackson County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,456,028.34	Same	1 **
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.	\$ 1,863,063.36	Same	3
Midwest Bridge Company	\$ 1,591,192.50	Same	2
Walter Toebe Construction Co.	\$ 2,048,205.80	Same	4
Anlaan Corporation			

4 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:

74437A		
State Restricted Trunkline Funds	100	%
M60335		
State Restricted Trunkline Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

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:

M59038

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

LOCAL PROJECTS

80.	LETTING OF AUGUST 01, 2003 PROPOSAL 0308001 PROJECT CMG 41401-50210 LOCAL AGRMT. 03-5422 START DATE - 10 days after award COMPLETION DATE - 240 calendar days	ENG. EST. \$ 317,564.00	LOW BID \$ 448,985.75 % OVER/UNDER EST. 41.38 %
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Installation of remote traffic monitoring cameras at critical intersections, including enhancements to existing fiber optic communication system to facilitate camera operation in the Grand Rapids central business district, in the city of Grand Rapids, Kent County.

BIDDER	AS-READ	AS-CHECKED
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Strain Electric Company
 Severance Electric Co., Inc.
 Trans Tech Electric, L.P.
 Allstate Electric, Inc.
John R. Howell, Inc.
 Rauhorn Electric, Inc.
 DVT Electric, Inc

	\$ 448,985.75	Same	1 **
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1 Bidder

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:

50210A		
Federal Highway Administration Funds	100	%

89. LETTING OF AUGUST 01, 2003
 PROPOSAL 0308010
 PROJECT STUL 70407-74436
 LOCAL AGRMT. 03-5432
 START DATE - SEPTEMBER 15, 2003
 COMPLETION DATE - OCTOBER 31, 2003

ENG. EST.
 \$ 562,258.50

LOW BID
 \$ 432,484.90

% OVER/UNDER EST.
 -23.08 %

2.25 mi of cold milling hot mix asphalt pavement, hot mix asphalt paving, drainage structure adjustment and necessary related work on Ottawa Beach Road (Douglas Avenue) from 152nd Avenue to River Road, Ottawa County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 545,468.46	Same	3
Michigan Paving and Materials	\$ 432,484.90	Same	1 **
Bernie Johnson Trucking, Inc.			
Aggregate Industries-Central Region	\$ 447,377.72	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:

74436A	
Ottawa County	18.15 %
Federal Highway Administration Funds	81.85 %

EXCESS PROPERTY

111. RESOLUTION “A” DIRECT SALE AS PART OF CURRENT RIGHT-OF-WAY ACQUISITION TRANSACTION

Control Section 67041, Parcel 96PV, Pt. A, Tract #188

The subject tract is located in Lincoln Township, Osceola County, Michigan and contains 0.8 acres, more or less. The subject property was appraised by Janet Hartford, MDOT Property Analyst, on May 14, 2003, at \$780. The appraisal was reviewed and approved for sale on May 30, 2003, by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area. The right to acquire this excess property was given over to the purchasers as part of the settlement of a current right-of-way acquisition transaction. Therefore, the subject tract was not offered to local municipalities prior to offering it to the purchasers. Mr. and Mrs. Richard Duddles submitted an “Application to Purchase and Agreement of Sale” accompanied by a check in the amount of \$780, which represents payment in full of the appraised market value. The parcel was determined to be excess by the Bureau of Highways - Development.

\$780

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of governments, or private parties. The sale of excess property or the exchange of excess property for other State needed real estate interest 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 for value and minimum sale price or exchange value is based on that appraised value.

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

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

New Project Identification: N/A.

112. RESOLUTION “B” TRANSFER TO GOVERNMENT AGENCY FOR TRANSPORTATION USE

Control Section 63082, Job Number 00877B, Parcel 1033AP, Pt. B, Tract #576

The subject parcel is located in Southfield Township, Oakland County, Michigan and contains 9,300 square feet, more or less. Per MDOT procedures, the subject tract was offered to local municipalities prior to offering this property to the public. The Oakland County Road Commission indicated that this property was needed for right of way in order to expand Inkster Road. The Board of County Road Commissioners, County of Oakland, a public body corporate, submitted an “Application to Purchase and Agreement of Sale.” Since transfer of property to a governmental agency for transportation purposes requires no fee other than \$1.00, the appraisal process was terminated. The deed which will convey title to this tract will be subject to a reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes. If at any time the property is not used for transportation purposes, the ownership of the property will revert to the Michigan Department of Transportation. The parcel was determined to be excess by the Bureau of Highways - Development.

\$1

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of governments, or private parties. The sale of excess property or the 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 for value and minimum sale price or exchange value is based on that appraised value.

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

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

New Project Identification: N/A.

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

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Director