



1010 Clubhouse Drive  
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**MARCH 21, 2019  
SPECIAL MEETING  
VILLAGE COUNCIL AGENDA  
3:00 PM**

**I. CALL TO ORDER**

**II. PLEDGE OF ALLEGIANCE & ROLL CALL:**

Arnold Griffin  
Charles Kiel  
Paul Cueny  
David Torgerson

Jeffrey Grey  
Dave Shoemaker  
John Eberhart

**III. PUBLIC COMMENTS AND/OR QUESTIONS**

**IV. BUSINESS:**

1. Resolution 2019-01; MDOT Category B Project(s)

**X. PUBLIC COMMENTS AND/OR QUESTIONS**

**XI. ANNOUNCEMENTS**

**XII. ADJOURNMENT**

- A draft copy of the proposed minutes of this meeting shall be available at the Village office no later than 8 days following the adjournment of the meeting.
- Anyone needing handicap accessibility is asked to please notify the Village office 48 hours prior to the meeting.
- Unless otherwise indicated all meetings for any Board, Committee, Commission, Council or any other entity of the Village of Lake Isabella shall be held at the Village offices located at 1010 Clubhouse Drive - Lake Isabella, MI 48893
- Public Comments shall be limited to 3 minutes per person. A person wishing to address the Village Council shall state their name and address for the official record. The Village Council may at their discretion respond to comments and/or questions.



March 21, 2019  
Village Council  
Meeting

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## Category B Projects

Below is a table showing the two projects that are at the front of the line for Major Street work in the next 18 months.

### Birdie Drive Resurfacing

- Estimated Total Cost: \$81,695.<sup>00</sup>
- Construction Cost: \$19,695.<sup>00</sup>
- 50% Grant: (\$34,847.<sup>50</sup>)
- Estimated Final Cost: \$46,847.<sup>50</sup>

### El Camino Grande Mill & Fill

- Estimated Total Cost \$227,320.<sup>00</sup>
- Construction Cost: \$189,420.<sup>00</sup>
- 50% Grant: (\$94,710.<sup>00</sup>)
- Estimated Final Cost: \$132,610.<sup>00</sup>

I would to pursue both of these projects as our Category B Application, requesting \$129,575.<sup>50</sup> of grant funds with an estimated out of pocket expense of \$179,457.<sup>50</sup> I would target this as a Spring 2020 project, this will give us the best window for bidding the project and getting a good price from the industry.

Birdie Drive would be resurfaced. A fiber-mat would be applied over the existing pavement then 2 inches of new asphalt applied otop. The Birdie Drive numbers on this sheet are \$10,000 higher than the estimate from Rowe due to those numbers not having the fiber-mat in the estimate.

El Camino Grande would be a Mill & Fill similar to what we are doing this year. This would be rest of the street that is not done this year.

Village of Lake Isabella

1010 Clubhouse Drive  
Lake Isabella, MI, 48893

**RESOLUTION 2019-01**  
**MDOT CATEGORY B FUNDING**

A RESOLUTION TO ESTABLISH A REQUEST FOR FUNDING, DESIGNATE AN AGENT, ATTEST TO THE EXISTENCE OF FUNDS AND COMMIT TO IMPLEMENTING A MAINTENANCE PROGRAM FOR RESURFACING BIRDIE DRIVE AND EL CAMINO GRANDE FUNDED BY THE TRANSPORTATION ECONOMIC DEVELOPMENT FUND CATEGORY B PROGRAM.

Minutes of a Special Meeting of the Lake Isabella Village Council, Isabella County, State of Michigan, held in the Village of Lake Isabella at the Lake Isabella Village Hall, 1010 Clubhouse Drive, Lake Isabella, MI 48893 beginning at 3 PM local time.

Present: Eberhart, Grey, Kiel, & Torgerson  
Absent: Cueny, Griffin, & Shoemaker

The following resolution was offered by Councilmember \_\_\_\_\_ and seconded by Councilmember \_\_\_\_\_ .

***WHEREAS***, the Village of Lake Isabella is applying for \$129,575.50 in funding through MDOT for the Transportation Economic Development Category B Program to resurface Birdie Drive and El Camino Grande; and

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

***NOW THEREFORE BE IT RESOLVED***, the Village has authorized Tim Wolff, Village Manager, to act as agent on behalf of the Village to request Transportation Economic Development Fund Category B Program funding, to act as the applicant's agent during the project development, and to sign a project agreement upon receipt of a funding award.

***BE IT FURTHER RESOLVED***, the Village tests to the existence of, and commits to, providing at least \$129,575.<sup>50</sup> toward the construction costs of the project(s), and all costs for design, permit fees, administration costs, and cost overruns.

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

**Certification:**

I, Jeffrey P. Grey, the duly qualified and acting Clerk of the Village of Lake Isabella, Isabella County, Michigan (the "Village") do hereby certify that the foregoing is a true and complete copy of a resolution adopted by the Village Council at a meeting held on March 21, 2019, the original of which is on file in the Village Office. Public notice of said meeting was given pursuant to and in compliance with Act No. 267 of the Public Acts of Michigan of 1976, as amended.

YEAS: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSENT: \_\_\_\_\_

\_\_\_\_\_  
Dated

\_\_\_\_\_  
Jeffrey P. Grey  
Lake Isabella Village Clerk



- Roads and Travel
- Public Transportation
- Rail
- Bridges, Borders and Ferries
- News and Information
- Projects and Programs
- Road & Bridge Projects
- Studies
- Strategic Planning

MDOT / PROJECTS AND PROGRAMS / GRANT PROGRAMS

## Category B - Villages and Small Cities

We are accepting Community Infrastructure Fund – TEDF Category B grant applications for projects that will be constructed in Fiscal Years 2019 and 2020. Submit applications and supporting documentation to [MDOT-OED-CategoryB@Michigan.gov](mailto:MDOT-OED-CategoryB@Michigan.gov) by April 5, 2019.

### Parameters of the program

- Cities or villages of populations of 10,000 or less are eligible
- Maximum grant amount is \$250,000, with 50 percent minimum cash match
- Any road construction work other than regular maintenance is eligible
- Geographical distribution is a selection criteria
- Agencies may apply for funding in consecutive years
- Combining eligible work with other infrastructure work is encouraged
- Combining eligible work with work by other road agencies is encouraged
- A Resolution of Support from the agency's governing body, including match commitment, will be required
- One application per agency will be accepted (application form accommodates multiple roadways)

# Transportation Economic Development Fund Category B: Frequently Asked Questions

## Application/Grant Timing

Q: When do you anticipate grants to be awarded? Will grants be awarded for only FY 2019?

*A: Dependent on the volume of applications (there are 440 eligible agencies), we anticipate awards by mid-May 2019. Awards will be made for both FY 2019 and FY 2020 projects.*

Q: We would like to apply for a FY 2019 grant and a FY 2020 grant. Should we use separate applications for each year?

*A: Yes. We will determine the grant year by the project start date on the application*

Q: Our village has a project designed and ready to be let this spring, can we award the project, construct the project, and be reimbursed later, if our application is successful?

*A: No. Any work started prior to a grant award, a state-local agency agreement in place, and a Notice to Proceed from the Office of Economic Development is issued, will not be eligible for funding.*

Q: Your guidance states that applicants designate a Contact Person. Who is an appropriate person to designate?

*A: The person listed on the application form should be the same person named in the Resolution of Support from the governing body. The person should be a municipal employee or official who is available for us to direct questions, discuss implementation, or address any other concern. If there is no such person available, you may designate a consultant or similar. Please note, this person will be our primary point of contact.*

Q: In your guidance, you state that extra consideration will be given for projects that can be constructed this year. In order for us to build this year, we do not have time to go through the regular MDOT letting process. Will Direct Grants be available for Category B projects?

*A: Yes. This is likely to be our preferred method of project implementation. Exceptions to this will be grants awarded to agencies that are using Federal-aid or other TEDF funding as match, or if there are any issues related to the agency's capacity to implement the proposed project without MDOT oversight. Implementation method will be determined at time of grant award.*

Q: We would like to apply for a FY 2019 grant and are prepared to construct the project this year. What is the earliest we would be able to award a contract for grant related work?

*A: If a grant is implemented through the Direct Grant process, the earliest possible that the contract can be officially awarded will be early July 2019. Based on the typical timeframes involved in processing a contract between the grantee and MDOT, it is more likely that early August 2019 will be the soonest a project can be awarded officially. Note: There is nothing that prevents a grantee from performing all the necessary steps up to official award, once the grant decision is made in May.*

*For grants that are implemented through the standard MDOT implementation process, it is likely that the project will not be constructed during the 2019 construction season.*

Q: If the money is distributed as a Direct Grant, will we still need to comply with NEPA requirements, complete a program app, and have a Grade Inspection?

*A: As with any Direct Grant, the agency is only required to follow state laws or rules. Except for the acquisition of ROW, Federal regulations do not apply. A four-page Direct Grant Program Application will be required to initiate a State-Local Agency Agreement. There is typically no MDOT involvement in a Grade Inspection, if held.*

Q: If our application is successful, how long do we have to construct the project associated with the application?

*A: For FY 2019 grants only. If your application is selected due to extra consideration based your agency's indication that the project will be constructed during 2019, construction must be started in a timeframe that will allow for completion in 2019. If the work is not started in that timeframe, the grant may be rescinded. For the rest of the FY 2019 grants and FY 2020 grants, we expect projects to be completed in 2020.*

## Competitiveness/Match Requirements

Q: MDOT prefers projects that are not Federal-aid or TEDF Category D eligible, correct?

*A: We are giving extra consideration for applications for roads that are not eligible for Federal Highway Administration (FHWA) funding or Category D funding. This does not preclude applications for roadways that are eligible for those types of funding.*

Q: May FHWA or TEDF funding be used as local match?

*A: Yes. See the previous question.*

Q: MDOT prefers projects that are multi-jurisdictional, correct?

*A: Yes, the agency will receive extra consideration for multi-jurisdictional applications. This does not preclude applications that are not multi-jurisdictional in nature.*

Q: MDOT prefers projects that involve utility improvements also, correct? I understand the utilities are not eligible, but would they count toward the 50% match?

*A: Yes, the agency will receive extra consideration for applications for roadwork paired with other utility work. However, the other utility work cannot be counted toward the match.*

Q: Our city is plans to submit a Category B application. The total construction cost of our proposed project is \$350,000. Can we submit an application requesting \$250,000 for a grant?

*A: No. The maximum grant amount is \$250,000. The grant must be matched on a 1:1 basis. To receive the entire \$250,000, the eligible work would have to equal or exceed \$500,000. In this case, a project estimated at \$350,000, would only be eligible for \$175,000 in Category B funding.*

Q: Can Preliminary Engineering, Right-of-Way or Construction Engineering costs be used toward the match?

*A: No, only "cash" match toward the actual eligible construction costs are eligible to be used toward the match requirements.*

Q: In conjunction with the proposed road reconstruction project, we would like to add streetlights and new sidewalk along the street. Are these costs eligible for funding or toward the match requirements?

*A: No. The only utility work or non-motorized facilities that are eligible for funding or to meet match requirements, are those necessitated by the roadway construction project itself. If requested, eligibility will be determined by MDOT staff. As with all TEDF projects, addition of Americans with Disability Act facilities are eligible costs.*

## Projects/Other

Q: Our city interested to know if the Category B funds can be used to construct a new roadway to serve a new development in the city. The right of way is not yet secured, but the City would own the right of way and roadway/infrastructure when completed. Would this be eligible?

*A: No. The catalyst for the development of the Category B program was a lack of funding available to maintain the existing system. Therefore, we will not be considering applications for projects that involve the construction of new roadways.*

Q: If we are planning on applying ultra-thin HMA overlay to several small street segments throughout the City, do we have to group them as all individual projects or are we able to say ultra-thin mix the following street segments and use that as one of the five projects that we are able to apply for grant funding?

*A: These types of city-wide projects may be counted as one of the five projects. Please be sure to list each street, with limits, and the Functional Classification in the description space provided. A map showing the locations of the individual streets and photographs of each individual street is required.*

Q: The City will be replacing the watermain on a small court this summer. In conjunction with replacing the water main we would like to remove and replace the asphalt that is in dire need of repair. We put 4" of HMA on our roadways. Would this grant cover the 4" or would it just cover 2"?

*A: The Office of Economic Development is not going to make the determination of what is a reasonable standard. If a project associated with a successful application is not implemented by the Direct Grant method, our Local Agency Programs staff may discuss specific details with the grantee.*

Q: Our city has the available personnel and equipment to chip seal streets with our own forces. Can we use Category B funds to do so?

*A: No, all Category B grant projects must be competitively bid.*

Q: If our village applies for and receives funding for a specific project and the project costs less than anticipated, can we use the leftover funds to do additional work.

*A: No. TEDF grants are awarded on a percentage of eligible costs basis, with a maximum amount, for a specific project(s). Any savings realized will be used for future grants.*



**Village of Lake Isabella**

El Camino Grande

Conceptual Cost Opinion - Project 2

February, 2019

Coldwater Road to Iberian Drive - Milling and Resurfacing (5,050'+/-)



ROWE Professional Services Company

127 South Main Street

Mt. Pleasant, MI 48858

Ph. 989-772-2138

ITEM	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
Mobilization, Max. 5%	1	LS	\$ 9,100.00	\$ 9,100.00
Temporary Traffic Control	1	LS	\$ 10,000.00	\$ 10,000.00
Cold Milling HMA (1-1/2" depth, 22' wide)	12,345	SYD	\$ 2.00	\$ 24,690.00
HMA, LVSP (2")	1,562	TON	\$ 90.00	\$ 140,580.00
Pavt. Mrkg, Waterborne, 4" Yellow	10,100	FT	\$ 0.25	\$ 2,525.00
Pavt. Mrkg, Waterborne, 4" White	10,100	FT	\$ 0.25	\$ 2,525.00
			SUBTOTAL	\$ 189,420.00
			Contingency (20%)	\$ 37,900.00
			<b>GRAND TOTAL</b>	<b>\$ 227,320.00</b>

**COMMENTS:**

1. Unit prices based on 2018 averages.
2. Cost Opinion assumes no additional R.O.W. or easements will be required.
3. Cost Opinion is intended to be used strictly as a budgeting tool.
4. Cost Opinion was not based on any topographic survey or soil borings.
5. Cost Opinion includes a mill and resurfacing of a roadway with two 11' wide lanes.

**Village of Lake Isabella**

Birdie Drive

Conceptual Cost Opinion - Project 1A

March, 2019

Clubhouse Drive to Coldwater Road - Overlay (1,745'+/-)



ROWE Professional Services Company

127 South Main Street

Mt. Pleasant, MI 48858

Ph. 989-772-2138

ITEM	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
Mobilization, Max. 10%	1	LS	\$ 5,500.00	\$ 5,500.00
Temporary Traffic Control	1	LS	\$ 7,000.00	\$ 7,000.00
Shoulder, CI II (1-1/2")	65	TON	\$ 30.00	\$ 1,950.00
HMA, LVSP (1-1/2")	405	TON	\$ 100.00	\$ 40,500.00
Turf Establishment	1	LS	\$ 3,000.00	\$ 3,000.00
Pavt. Mrkg, Waterborne, 4" Yellow	3,490	FT	\$ 0.25	\$ 872.50
Pavt. Mrkg, Waterborne, 4" White	3,490	FT	\$ 0.25	\$ 872.50
			SUBTOTAL	\$ 59,695.00
			Contingency (20%)	\$ 12,000.00
			<b>GRAND TOTAL</b>	<b>\$ 71,695.00</b>

**COMMENTS:**

1. Unit prices based on 2018 averages.
2. Cost Opinion assumes no additional R.O.W. or easements will be required.
3. Cost Opinion is intended to be used strictly as a budgeting tool.
4. Cost Opinion was not based on any topographic survey or soil borings.
5. Cost Opinion includes an overlay of a roadway with two 11' wide lanes with 2' wide gravel shoulders.