

ROBERT JOHNSON – 732-9089
CHAIRPERSON
ROBERT PLUMB – 635-4359
VICE-CHAIRPERSON
TOD SORENSEN – 640-2000
TREASURER

TRUSTEES
PAULETTE JOHNSON
JENIFER ALMASSY
JOHN GILBERT – 635-9762
JOHN WHITESIDE
BILL BAIN – 410-5551
VACANT

**Genesee County Metropolitan Planning Commission
Metropolitan Alliance Committee (METRO)**

**Conference Call Meeting
Due to Coronavirus Concerns**

**Dial-in Number: (712) 770-5328
Participant Code: 128646#**

**Wednesday, March 18, 2020
7:00 P.M.**

AGENDA

Conference Call Meeting

- I. Call to Order
- II. Pledge of Allegiance
- III. Roll Call
- IV. Minutes
 - ***A. Minutes of the February 19, 2020 Regular Meeting (attached)
- V. Introduction of Guests
- VI. Public Comment
- VII. Public Hearing
- VIII. Finances
- IX. Committee Reports
- X. Old Business
 - A. Roundabout Implementation Study for Genesee County Intersections Update

- B. Thirty-Day Public Comment Period and Public Hearing for the Genesee: Our County, Our Future Plan(attached)

- XI. New Business
 - ***A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #6 (attached)
 - B. Call for FY 2023 Local Bridge Program Applications (attached)

- XII. Other Business

- XIII. Announcements
 - A. 2019 Genesee County Annual Report
<http://gcmpc.org/reports-data/>

- XIV. Adjournment

***** Action Items**

NEXT MEETING – Wednesday, April 15, 2020, 7:00 P.M.

GENESEE COUNTY METROPOLITAN ALLIANCE

Regular Meeting Minutes

February 19, 2020

The Genesee County Metropolitan Alliance Committee met at 7:00 p.m. on Wednesday, February 19, 2020, in the Harris Auditorium of the Genesee County Administration Building, 1101 Beach Street, Third Floor, Flint, Michigan.

I. **Call to Order**

Chairperson Johnson called the meeting to order at 7:00 p.m.

II. **Pledge of Allegiance**

Chairperson Johnson led the Pledge of Allegiance.

III. **Roll Call**

Members present and absent were noted as follows:

UNIT REPRESENTED

MEMBERS PRESENT

MEMBERS ABSENT

Genesee County
City of Burton

City of Clio

City of Davison
City of Fenton

City of Flint

City of Flushing
City of Grand Blanc

City of Linden

City of Montrose
City of Mt. Morris

City of Swartz Creek

Duane Mosher

Patricia Lockwood

Brooke Good

Mark Richard

John Gilbert
Robert Plumb

Commissioner Ted Henry
Danny Wells
Gregory Fenner

Eric Wiederhold
Bonnie Bare
Leigh LaForest

Sean Sage
Mayor Sheldon Neeley
John Daly
Mark Adas

Chris Douglas

Mayor Susan Soderstrom
Ray Culbert

Ellen Glass

Steve Sorensen
James Freeman

Dennis Cramer

Argentine Township

Brian Saad
Leslie Renckly

Atlas Township

Paulette Johnson

Clayton Township

Tom Spillane

Tere Onica
Shelley Thompson

Davison Township

Matthew Karr
Rhonda Clark
Robert Kesler

Fenton Township

Andrew Marko
Christine Reid

Flint Township

John Whiteside

Karyn Miller

Flushing Township

Jenifer Almassy
Bill Bain

Tracey Tucker

Forest Township
Gaines Township

Frederick Thorsby
Mary Ann Price
Lee Purdy
Matt Davis
Diane Hyrman

Genesee Township

Tod Sorensen
Robin Ackerman

Grand Blanc Township

Al Mansour
Monica Shapiro

Montrose Township

Tom Tithof

Mark Emmendorfer

Mt. Morris Township

Brian Baxter
Robert Johnson

Michael Dunklee

Mundy Township

Dan Morey
Shane Towne

Richfield Township
Thetford Township

Kay Doerr
Gerry Masters
Gary Stevens
Mike LaPointe
Pam Faris
Kerry Paulson
Doug McAbee

Vienna Township

Goodrich Village

Angie Adamec

Tim Light

Otisville Village
Otter Lake Village
Lennon Village
Gaines Village

Joan Skias

Federal Highway Admin

Emily Alexander
Valerie Delauter
Melissa Neal
Andrea Dewey

Gen Cty Drain Comm		Aaron Dawson
Gen Cty Road Comm	Alex Patsy	Jeff Wright
GCMPC	Derek Bradshaw	
Mass Trans Authority		Ed Benning
	Shawnice Dorsey	
Mich Dept of Trans		Anita Boughner
		Jay Reithel
	Steven Katenhus	
	Trevor Block	

Others Present: Paul Adegba, Jocelyn Hall, Eric Mullen, Melissa Craigmile, Fred Peivandi, Matt Raysin, Jason Nordberg, Jacob Maurer and Debby Compton.

IV. **Minutes**

***A. **Minutes of the January 15, 2020 Regular Meeting**

Motion: Action: Approve, **moved by** Robert Plumb, **supported by** Tom Tithof, to approve the minutes of the January 15, 2020 regular meeting as presented.

Motion carried unanimously.

V. **Introduction of Guests**

A. **Rebuilding Michigan: 2020-2024 Revised Five-Year Transportation Program Project List**

Chairperson Johnson introduced the Michigan Department of Transportation (MDOT), Davison Transportation Service Center (TSC) Manager, Steve Katenhus.

Steve Katenhus introduced MDOT Director, Paul Ajegba.

Mr. Ajegba stated that he was appointed by the Governor last year as MDOT Director. The Governor, Mr. Ajegba and other top officials went around the state trying to promote the idea of why something needs to be done right away to fix the roads. A lot of the infrastructure is in a critical state where something has to be done. There was no movement on new road funding through the legislature so the Governor decided to issue a bond for the funding because she has the power to do that. There are forty-nine (49) major projects that are funded through the bond program. The focus was on the most highly traveled roadways. What this means to Flint is an investment of about 300 million dollars. Because MDOT is bonded to do these forty-nine (49) projects, they be able to advance about another seventy-three (73) projects, for a total of one hundred and twenty-two (122) projects. Another one million dollars will be added to come to Flint over this five-to-seven year period. When MDOT is done with these projects the public is going to see a significant improvement. The bulk of the money will be spent in 2022.

Mr. Ajegba introduced the Davison TSC Cost and Scheduling Engineer, Trevor Block.

Trevor Block stated that he handles all of MDOT's projects when they are in the development phase and keeps an eye on the condition of the roadways and

helps select which type of fixes are going to be asked for on each of the roadways on the upcoming Call for Projects programming areas.

Mr. Block presented a PowerPoint of the projects that MDOT will be working on over the next five (5) to seven (7) years. Genesee County alone will see about 500 million with the additional bond funding over the next five (5) years. The I-475 north bound section is the pilot project for the fifty (50) year lifespan Hot Mix Asphalt (HMA) section.

Mr. Block discussed future projects, bond funding projects, 2024 & 2025 projects as well as bridge projects.

Mr. Block also discussed the I-75 reconstruction of US-23 to M-21, including I-69 interchange reconfiguration to take care of a highly congested route.

Mr. Block shared his contact information with the committee.

There was a Question & Answer session following Mr. Block's presentation.

- Mr. Ajegba advised that there will be enough contractors to do the work and the economy is doing well so contractors will follow the money.
- Mr. Ajegba stated that Michigan has challenges with toll roads because people are going to take alternate roads. Michigan has to do a study on having toll roads and after the study will have to share the results with the legislature.
- Mr. Ajegba noted that funding to pay the bonds in the future will come from MDOT funding sources. Links to the listing of bond projects were provided with the agenda.
- There are no plans at this time to do a road diet on M-21.

Chairperson Johnson thanked MDOT Director, Mr. Ajegba, Steve Katenhus and Trevor Block for their presentation and for coming to the Genesee County Metropolitan Alliance and speaking to the committee.

VI. **Public Comment**

None

VII. **Public Hearing**

None

VIII. **Finances**

None

IX. **Committee Reports**

None

X. **Old Business**

A. **Roundabout Implementation Study for Genesee County Intersections Update**

Jacob Maurer stated that MDOT has approved the Request for Proposal (RFP) language. The RFP language is now in the Purchasing Office and it is expected to be approved this week. The RFP should be released to the public shortly after.

B. **2020 PASER Training**

Jacob Maurer advised that staff will be attending the PASER training session on February 25th at the Saginaw location. GCMPC staff will be working with MDOT and local road agencies (LRA) in Genesee County to survey the federal-aid and local roads within the county this year. LRAs will need to attend PASER training if they plan to participate in the 2020 survey and would like to be reimbursed for their time.

Alex Patsy stated that this training is good especially for someone just starting out. He indicated that the Saginaw location is the closest session around Genesee County and it fills up fast, so interested parties should register right away.

XI. **New Business**

***A. **FY 2020-2023 Transportation Improvement Program (TIP) Amendment #5**

Jacob Maurer stated that this TIP amendment was included in your agenda packet. This amendment adds nine (9) projects, deletes two (2) projects and changes eight (8) projects. The nine (9) added projects are mostly MDOT projects that were talked about tonight with the bond program. Two (2) are Genesee County Road Commission projects. One of the deleted projects has funds that are being reallocated to another non-motorized trail project in Genesee County. This amendment meets the financial constraints of the TIP and will have no disproportionately high or adverse impacts to any of the identified Environmental Justice (EJ) populations in Genesee County. This amendment also meets the Clean Air Act. At this time, the Technical Advisory Committee is recommending approval of the FY 2020-2023 Transportation Improvement Program (TIP) Amendment #5 to the Genesee County Metropolitan Alliance.

Motion: Action: Approve, **moved by** Paulette Johnson, **supported by** John Gilbert, to approve the FY 2020-2023 Transportation Improvement Program (TIP) Amendment #5 as presented.

Motion carried unanimously.

B. **2020 Trail Count Survey Request**

Jacob Maurer proudly stated that GCMPC staff is in the fourth year of collecting non-motorized trail counts in Genesee County. The counter is usually placed for two (2) weeks at a time. This is good information for local agencies to use when looking for funding. Mr. Maurer presented slides on the different reports that can be collected from these trail count surveys. Discussion ensued.

C. **Genesee: Our County, Our Future Update**

Jacob Maurer advised that this plan serves as the Long Range Transportation Plan (LRTP) for Genesee County and gets updated every four to five years. Staff met with MDOT and the Federal Highway Administration (FHWA) late last month and received some good feedback. They thought it was a bold take and a different design and another way to look at these plans. It not only talks about Transportation but Community Development and Solid Waste Management as well. For our next steps, MDOT and FHWA suggested that staff could beef up the technical reports that support the main document and showcase how well Genesee County is already doing in some areas and include further information in the document. Staff is looking at early March to begin the 30-day comment period.

D. **Interactive Visual Mapping of Regional Trails**

Jacob Maurer presented a tutorial of the Non-Motorized trails and waterways. This project was not only done for Genesee County, but staff also helped coordinate for the entire seven-county Thumb Region in Michigan. The idea was to showcase why someone would want to live here, move here and bring their family to this region. This interactive visual mapping can be added to a community's website. This site can be reached by going to www.Terrain360.com or the GCMPC website at www.gcmPC.org.

XII. **Other Business**

A. **Appointment of the Nominating Committee to Prepare a Slate of Officers for Elections in March**

Chairperson Johnson announced that John Whiteside, John Gilbert and Bill Bain will serve on the Nominating Committee with Bill Bain serving as the Nominating Committee Chairperson. Anyone interested in running for an officer position or one of the three (3) trustee positions should let Debby, Bill Bain, John Gilbert or John Whiteside know. Chairperson Johnson advised that there will be a Nominating Committee meeting before the regularly scheduled March Metro meeting.

XIII. **Announcements**

Derek Bradshaw mentioned the "How to Negotiate a Waste Contract for your Community" training session taking place on Friday, February 21st. Mr. Bradshaw advised that there are a few open seats still available. Attendees were advised to let Debby know after tonight's meeting if interested in attending.

Derek Bradshaw presented the GCMPC Annual Report.

Derek Bradshaw acknowledged that there will be Recycle Days coming up this year, however contracts have not been signed yet so dates and locations will be announced in the next couple of weeks.

XIV. **Adjournment**

Chairperson Johnson adjourned the meeting at 8:08 p.m.

Respectfully submitted,
Debby Compton, Secretary
Genesee County Metropolitan Planning Commission

DRAFT

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Jason Nordberg, Division Manager
Genesee County Metropolitan Planning Commission

DATE: March 18, 2020

**SUBJECT: Thirty-Day Public Comment Period and Public Hearing for the
Genesee: Our County, Our Future Plan**

The draft *Genesee: Our County, Our Future* plan is now out for public comment and the draft plan and supporting materials (technical reports and maps) are available on the <http://ourfuturegenesee.org/> website. The draft plan must undergo a 30-day public comment period which began March 9th and will end on April 7th. The three (3) public input sessions originally scheduled for the plan have been canceled due to Coronavirus concerns. However, the public can view and make comments on the plan 24/7 through the plan website and social media, and staff is available during normal office hours to receive comments and answer questions.

Additionally, staff will host a conference call public hearing from 5:30 p.m. to 6:30 p.m. on Tuesday, April 7th to receive final public comment on the plan. After the public hearing, staff will incorporate all comments received.

Dial-in Number: (712) 770-5328
Participant Code: 128646#

Staff will be requesting Metro's final approval of the *Genesee: Our County, Our Future* plan in May, 2020.

MEMORANDUM

TO: Members of the Genesee County Metropolitan Alliance

FROM: Sharon Gregory, Lead Planner
Genesee County Metropolitan Planning Commission

DATE: March 18, 2020

**SUBJECT: FY 2020-2023 Transportation Improvement Program (TIP)
Amendment # 6**

Attached is the description of proposed projects in the FY 2020-2023 TIP Amendment #6. This amendment adds nine (9) projects, deletes one (1) project, and changes one (1) project in the FY 2020-2023 TIP.

This amendment meets the financial constraints of the TIP and will have no disproportionately high or adverse impacts to any of the identified Environmental Justice (EJ) populations in Genesee County. The projects that are being amended are eligible for the funding programmed, and they meet the intended state (including State TEDF Category C) and federal goals and objectives identified for the funding.

The assumptions asserted in the conformity document for the FY 2020-2023 TIP for which this amendment is being made are maintained for transportation control measures (TCM), fiscal constraint, and public involvement. Thus, this amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone National Ambient Air Quality Standards (NAAQS). See attached.

At this time, the Technical Advisory Committee is recommending approval for attached Amendment #6 to the FY 2020-2023 Transportation Improvement Program to the Genesee County Metropolitan Alliance.

Genesee County Metropolitan Planning Commission (GCMPC)

Amendment # 6

For

the FY 2020-2023 Transportation Improvement Program (TIP)

in a

1997 Ozone NAAQS Limited Orphan Maintenance Area

Air Quality Conformity

Transportation conformity provisions of the Clean Air Act Amendments (CAAA) require Metropolitan Planning Organizations (MPOs) in nonattainment and maintenance areas to make a determination that the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), conform to the State Implementation Plan (SIP), and that regional emissions will not negatively impact the region's ability to meet the National Ambient Air Quality Standards (NAAQS).

Conformity to the SIP means that the region's LRTPs and TIPs 1) will not cause any new violations of the NAAQS; 2) will not increase the frequency or severity of existing violation; and 3) will not delay attaining the NAAQS.

This amendment is in a Limited Orphan Maintenance Area (LOMA) for the 1997 ozone NAAQS. The emission budget is unconstrained for limited maintenance areas (LMA). Orphan maintenance areas do not require regional emission analysis. The assumptions asserted in the conformity document for the FY 2020-2023 TIP for which this amendment is being made are maintained for transportation control measures (TCM), fiscal constraint, and public involvement. Thus, this amendment also meets the Clean Air Act and Transportation Conformity rules required for the 1997 ozone NAAQS.

**FY 2020-2023 Transportation Improvement Program
Proposed Amendment # 6**

Projects Proposed to be Added with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2020	210086	MDOT	I-475 N	2.6	Thread Creek to Flint River and 6 Structure Locations (I-475 and Ramp B over Chavez Dr.; I-475 over Davison and Broadway Aves.; Kearsley St. over I-475; Westbound and Eastbound Longway Blvd. over I-475; I-475 over Gilkey Creek)	Road Reconstruction and Bridge Replacement	PE	RBMP	\$0	\$4,500,000	\$0	\$4,500,000	Project added--funded by state bonds
2020	210086	MDOT	I-475 N	2.6	Thread Creek to Flint River and 6 Structure Locations (I-475 and Ramp B over Chavez Dr.; I-475 over Davison and Broadway Aves.; Kearsley St. over I-475; Westbound and Eastbound Longway Blvd. over I-475; I-475 over Gilkey Creek)	Road Reconstruction and Bridge Replacement	PE-S	RBMP	\$0	\$3,383,143	\$0	\$3,383,143	Project added--funded by state bonds
2020	129185	MDOT	US-23 NB	4.5	Baldwin Rd. to Hill Rd.	Installation of NB Median Guardrail	CON	HSIP	\$1,309,272	\$145,475	\$0	\$1,454,747	Project added to the FY 2020 Trunkline Traffic Operations and Safety GPA.
2020	130175	MDOT	I-75	n/a	I-69 Ramp B over the Grand Trunk Western Railroad and I-75; I-75 over Bristol Road	Epoxy Overlay, Deck Patching, Deck Patching-Full Depth, Superstructure Repair - Steel, Substructure Repair, Metal Mesh Panels and Joint Repair	CON	IM	\$934,145	\$103,794	\$0	\$1,037,939	Project is being unsuspending, and is being added to the FY 2020 Trunkline Bridge GPA.
2021	204972	MDOT	M-57	n/a	Over the Flint River, 1 mile east of Montrose	Epoxy (Warranty), Joint Replacement, Deck Patching, Substructure Patching, Superstructure Repair - Concrete, Bridge Approach, Concrete Surface Coating, Scour Protection	CON	NH	\$1,003,187	\$222,454	\$0	\$1,225,641	Project added to the FY 2021 Trunkline Bridge GPA. (GPA was never approved.)
2020	210054	MDOT	I-475 N	5.3	Bristol Rd. to Thread Creek and Flint River to Carpenter Rd.	Road Reconstruction and Bridge Replacement	PE	RBMP	\$0	\$10,357,143	\$0	\$10,357,143	Project added--funded by state bonds
2022	203424	MDOT	M-15	n/a	M-15 bridge over Bird County Drain	Culvert Replacement	CON	ST	\$925,961	\$205,329	\$0	\$1,131,290	Project was suspended but now added back in
2022	203154	MDOT	M-54	n/a	M-54 bridge over Flint River	Scour Protection	CON	ST	\$211,078 \$101,142	\$46,807 \$22,428	\$0	\$257,885 \$123,570	Project was suspended but now added back in, and cost decreased
2023	210054	MDOT	I-475 N	5.3	Bristol Rd. to Thread Creek and Flint River to Carpenter Rd.	Road Reconstruction and Bridge Replacement	CON	IM	\$65,131,201	\$123,236,800	\$0	\$188,368,001	Project added

Projects Proposed to be Deleted with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2020	201628	MDOT	I-475	n/a	6 Bridges in Genesee County (I-475 over Leith St.; I-475 over Stever – Broadway Aves.; I-475 & Ramp B over SB Service Rd.; I-475 over M-54 BR (Saginaw St.); I-475 over CSX Railroad & NB Service Rd. (Abandoned); I-475 over Flint River, W. Blvd. & Riverside Dr.)	Overlay - Epoxy (Warranty)	CON	IM	\$5,115,510	\$568,390	\$0	\$5,683,900	Project is abandoned--these bridges are in the augmented program for more extensive work. Because of the significant change in scope and budget they will be re-programmed under a new Job Number.

Projects Proposed to be Changed with a TIP Amendment

Year	MDOT Job Number	Agency	Project	Length	Limits	Description	Phase	Fund Type	Federal	State	Local	Total Cost	Comments
2021	210086	MDOT	I-475 N	2.6	Thread Creek to Flint River and 6 Structure Locations (I-475 and Ramp B over Chavez Dr.; I-475 over Davison and Broadway Aves.; Kearsley St. over I-475; Westbound and Eastbound Longway Blvd. over I-475; I-475 over Gilkey Creek)	Road Reconstruction and Bridge Replacement	CON	RBMP	\$9,494,099	\$98,187,900	\$0	\$107,681,999	In last month's amendment, there were four bond projects on I-475 that did not have Job Numbers. Those four projects were consolidated into this one Job Number.

HSIP--Highway Safety Improvement Program - SAFETEA-LU

RBMP--Rebuilding Michigan Bond Program

IM--Interstate Maintenance - No Added Lanes

ST--Surface Transportation Program (STP) - Any Area

NH--National Highway System

MEMORANDUM

TO: Genesee County Metropolitan Alliance

FROM: Zachary Sompels, Planner
Genesee County Metropolitan Planning Commission

DATE: March 18, 2020

SUBJECT: Call for FY 2023 Local Bridge Program Applications

The Michigan Department of Transportation (MDOT) has announced the FY 2023 Local Bridge Program Call for Projects. The FY 2023 Local Bridge Program budget is estimated to be at \$50 million (subject to change). The total number of applications from any one local agency is limited to five.

Applications are to be electronically submitted or postmarked by May 1, 2020.

Refer to the attached exhibits for information regarding eligibility and submitting candidate applications. If you have any questions or need further information, please contact Keith Cooper, MDOT Bridge Program Manager, at 517-335-4526 or CooperK@michigan.gov.



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GRETCHEN WHITMER
GOVERNOR

PAUL C. AJEGBA
DIRECTOR

February 14, 2020

Ms. Denise Donohue, Director
County Road Association of Michigan
417 Seymour, Suite One
Lansing, Michigan 48901-2067

Dear Ms. Donohue:

Local Bridge Program
Deadline for Applications – May 1, 2020

The Michigan Department of Transportation (MDOT) is pleased to announce the solicitation of applications for candidate projects for the Local Bridge Program. Selected projects will be funded during the 2023 fiscal year (FY). Do not submit projects which cannot be committed to construction within FY 2023. The applications can be submitted by the local agency owner or their consultant. All bridge applications submitted in previous years that have not been selected for funding have been discarded. The total number of applications from any one local agency is limited to five.

The FY 2023 Local Bridge Program budget is estimated at \$50 million. This amount may be subject to revisions. We are asking the County Road Association of Michigan and the Michigan Municipal League to distribute this notice to their member agencies.

All applications are to be electronically submitted by Friday, May 1, 2020.

Refer to the enclosed Exhibits for information regarding eligibility and submitting candidate Local Bridge Project Applications.

If you have any questions or need further assistance, please contact Keith Cooper, Bridge Program Manager, at 517-335-4526 or CooperK@Michigan.gov.

Sincerely,

Larry T. Doyle, P.E.
Division Administrator
Development Services Division

Enclosures

cc: M. Lewis, FHWA	K. Zachary, FHWA	MDOT, Transportation Service Managers
M. Chynoweth, MDOT	J. LaMacchia II, MML	Metropolitan Planning Organizations
A. Boughner, MDOT	M. Bach, MML	Rural Task Forces
T. Leix, MDOT	Region Engineers, MDOT	MDOT Local Agency Program Listserv Members
K. Cooper, MDOT		

Exhibit 1 – Bridge Definition and Application Process

Definition

To be eligible for bridge funds, the structure must meet the definition of a bridge, defined as a structure with a total clear span of more than 20 feet, measured along the centerline of the roadway over a stream, watercourse, or opening. For a span bridge, this means the clear opening span, measured face to face at the inside of the abutments, is greater than 20 feet. A multi-unit culvert is considered a bridge if the total length, as measured along the centerline of the roadway, is greater than 20 feet and the distance between the culvert units is less than half the diameter of the smallest unit. This description is referenced in item number 112 of the Michigan Structure Inventory and Appraisal Coding Guide. There are many multi-unit culverts under local agency jurisdiction that qualify as bridges and thus, are required to be on the structure inventory and regularly inspected. Please check multi-unit culverts in your area to see if they qualify under the definition of a “bridge.”

Work Type

An application must list the specific work being applied for in the preventative maintenance and/or rehabilitation categories.

Participation Level

The preventive maintenance, structure rehabilitation and replacement, and approach construction costs may be eligible for a maximum of 95 percent participation from federal and/or state funds. The right-of-way, design engineering, and construction engineering costs are not eligible for Local Bridge Program funds.

Cost Estimates

The current Local Agency Program (LAP)–Bridge Cost Estimate Worksheet, dated 02/01/2019, which indicates per unit cost estimates of various replacement, rehabilitation and preventive maintenance options (Exhibit 4). This information will be helpful in determining estimated construction costs for different types of repairs. All estimates for projects to be constructed in 2023 should incorporate an annual inflationary factor of three percent (3%). If the structure is over a railroad, include the railroad’s flagging and construction fees.

Data Formula Points

The data found on the Structure Inventory and Appraisal (SI&A) form is used in many of the formula rating point calculations and is one item looked at by your Region Bridge Council when considering discretionary rating points. It is very important that this data be current and correct before submitting the application; incorrect data may significantly affect the rating points. When completing an application, the data stated in the supporting documents must match the data found in the SI&A form.

Site Review for Bridge Applications

MDOT bridge personnel will review submitted applications for completeness and determine the preliminary (computer generated) rating points. The LAP bridge staff will perform site visits, verify appropriate scopes of work, and create written site reports. The applications, preliminary rating points, and the site visit reports will then be forwarded to the respective Region Bridge Council for their review and the addition of the discretionary rating points.

Project Estimate vs. Application Estimate

The Local Bridge Advisory Board has set a policy for projects coming in over application estimate. If, at the grade inspection stage, the project estimate exceeds the application estimate by more than twenty percent, the Region Bridge Council may review the project. The council can decide to accept the project at the increased estimate, cap the project at a percentage above the application estimate, or request an application for additional funds be submitted in the next call for projects. Due diligence must be taken in getting the most reasonable application estimates.

Bridge Application Package and Submission

Please be sure your Structure Number is correct and have your signed resolution, SI&A, Bridge Inspection Report, cost estimate, location and detour maps, project narrative, letters of support, and photos ready to include as attachments. See Exhibit 3 for further details.

Applications can be submitted electronically using the [Local Agency Bridge Program Website](#), or directly at [FY 2023 Local Bridge Program - Call for Applications Submission Sheet](#)

Exhibit 2 – Bridge Scoping and Work Type Definitions

Bridge Scoping

To assist in the bridge scoping and fix selection process, refer to [MDOT's Scoping Manual](#), specifically pages 30 through 48 of Chapter 5, *Signs of Pavement & Bridge Distress and Fix Selection Guidelines*.

Bridge Asset Management Plan

To assist with managing bridge inventory and developing an optimum bridge preservation strategy, a valuable resource is the [Asset Management Guide for Local Bridges](#) in Michigan.

All local agencies are encouraged to submit asset management plans for the bridge applications being submitted. A summary of the local agency's bridge network asset management plan may also be submitted for review.

Replacement

Replacement projects involve replacing the entire substructure, superstructure, deck and necessary approach work. If a multi-use path or sidewalk is planned but does not currently exist, the estimate needs to clearly indicate the costs of these items. If the project is selected for funding, a master plan showing the path or sidewalk must be provided for them to be considered participating in the Local Bridge Program.

The approach costs should be estimated using a minimum of \$35,000 per station, with a minimum approach cost of \$200,000. The estimate needs to account for public utilities such as water mains and sewers, which will need to be altered during construction. Also, if the structure is within a substandard horizontal or vertical alignment, the estimate must account for any possible increase in approach distance.

Replacement projects need to meet current American Association of State Highway and Transportation Officials (AASHTO) guidelines and the Load Factor Resistance Design criteria.

Rehabilitation

Rehabilitation is defined as major work required to restore the structural integrity of a bridge, as well as work necessary to correct major safety defects. These projects are required to meet AASHTO guidelines. If a rehabilitation project is over water, a scour analysis will be required during the design phase and the existing foundations will need to be shown to be stable under a scour event. A structure that is not found to be stable during a scour event may not be allowed to proceed to contract. If making the structure stable results in a change in scope, it may be necessary to re-apply during a future call for applications.

Estimated repair costs for bridge rehabilitation projects will vary by the type of work. Include publicly owned utility relocation costs. Examples of rehabilitation work eligible for funding under the program include:

- Full deck replacement (with or without painting of steel beams)
- Superstructure replacement
- Structure widening
- Removal of existing bridge without replacement

Preventive Maintenance

Preventative Maintenance applications can be a single bridge or multiple bridges submitted for similar preventive maintenance work into one application. This can include multiple agencies working together to submit one application. A multiple bridge application will count as one of the five applications any one agency can submit per year. The Region Bridge Councils will review a multiple structure application as one package and will not rate each structure independently. Preventive Maintenance activities are eligible under the Local Bridge Program.

When applying for a multiple bridge preventative maintenance project, submit each structure individually. For electronic submission, select “PM-Multiple Structure” as the type of work on each form. For paper submission, identify on the cover sheet that each bridge is part of a “PM-Multiple Structure” application. Examples of Preventive Maintenance include:

- Hot mix asphalt (HMA) overlay with waterproofing membrane
- Epoxy deck overlay (Concrete)
- Deck overlay (removing and replacing concrete surface above/below the top mat of steel reinforcement)
- Painting only (full, zone, or spot painting)
- Pin and hanger replacement
- Slope paving repair
- Joint replacement and repair
- Drainage system repair (bridge deck drains and bridge approach downspouts)
- Scour countermeasures
- Concrete crack sealing
- Concrete patching and repair
- Approach pavement relief joint installation
- Temporary supports
- Expansion or construction joint repair
- Guard rail beam retrofit or installation
- Substructure repairs

Exhibit 3 – Application Requirements

1. Submit a narrative which includes the following:
 - a. **The responsible local agency contacts person's name, title, E-mail, mailing address, and telephone number.**
 - b. Clearly indicate whether the application is for replacement, rehabilitation or preventive maintenance. For rehabilitation and preventive maintenance, clearly specify work requested for funding.
 - c. A statement explaining the economic importance of the structure.
 - d. In a short paragraph, if there is currently a detour for the structure, explain "Existing detour currently affects"
 - e. In a short paragraph, if the structure is or would be closed, explain "If the structure is closed, the detour would affect...."
 - f. If the structure is closed, what year the structure was closed.
 - g. A statement of any maintenance done on the structure either past or present.

2. Include the most recent Structure Inventory and Appraisal (SI&A) form and Bridge Inspection Report form (BIR). These forms must have been updated within the 24-month period, prior to May 1, 2020. It is very important that this data be current and correct before submitting the application; incorrect data may significantly affect the rating points. The SI&A and BIR forms must be updated electronically on MiBridge prior to the May 1, 2020 deadline. Do not send in any marked-up forms as we cannot update the data for you.

3. Submit a legible map (8 ½" X 11") showing:
 - a. Emergency facilities such as fire stations, hospitals or police stations.
 - b. Schools and other significant traffic generating facilities.
 - c. The alternate routes or detours which must be used because of load limits or closures.

4. For all applications, include a minimum of two photographs of the following:
 - a. One showing the structure's alignment.
 - b. One showing the structure's profile view.
 - c. If the bridge is posted, include one photograph of the bridge clearly showing the current posting sign.

5. For **rehabilitation** and **preventive maintenance** applications, also include photographs of the following:
 - a. The deck showing the areas of delamination and patches.
 - b. The substructure units showing areas of delamination's/spalls.
 - c. The beams showing areas of cracks and delamination for concrete and local areas of corrosion and/or local failure for steel.

6. Submit a breakdown of the estimated replacement, rehabilitation, and preventive maintenance as follows:

A.	Approach Construction	(A) \$	_____
B.	Structure Construction	(B) \$	_____
	Total (A & B)	Total \$	_____

Note: Use the attached Cost Estimate Worksheet to calculate the approach and structure construction costs.

7. Submit a "**Priority List**" listing all the structures that you want rated.
8. **For each application**, submit a current resolution, signed and dated, from the governing board supporting the project. Resolutions from previous applications will not be accepted. Any application not containing a signed resolution for all applications will be considered incomplete and will be rejected. Letters of local support are recommended but are not mandatory.
9. Any application that is not complete will be rejected. Common examples of incomplete applications are those that are missing updated SI&A forms, photos of postings, load ratings, missing resolutions, and priority lists. All completed applications must be submitted by the May 1, 2020, deadline.
10. All local agencies are encouraged to submit asset management plans for the applications being submitted. A summary of the local agencies bridge network asset management plan may also be submitted for review. Refer to the Asset Management Guide for Local Agency Bridges in Michigan, located on MDOT's Local Agency Bridge Program's website.
11. Previous years' applications have been discarded. The Region Bridge Councils and the Local Bridge Advisory Board will only review applications submitted during the current call for applications. After the applications have been reviewed and projects have been selected for funding, all non-funded bridge applications will be discarded.

Submit Applications:

By E-mail: Fill out form at the link below and attach application (One application per sheet).

Application conversion to pdf is preferred over scanned applications due to file size.

[FY 2023 Local Bridge Program - Call for Applications Submission Sheet](#)

Questions: Contact Rita Levine at (517) 335-4528 or Keith Cooper at (517) 335-4526.

2020

LAP - BRIDGE COST ESTIMATE WORKSHEET

REV. 2/1/2020

- CPM, REHAB, REPLACE -

DATE: 2/11/2020

OWNER: FISCAL YEAR: LENGTH Out to Out Curb to Curb
 REGION: MP: WIDTH WIDTH ENGINEER:
 TSC: PR: MP: STRUCTURE ID:
 LOCATION: over BRIDGE ID:
 PRIMARY WORK ACTIVITY DECK AREA: SFT STR. TYPE:
 OTHER WORK: CLEAR ROADWAY: SFT

WORK ACTIVITY	Michigan Bridge Design Manual	QUANTITY	UNIT	UNIT COST	TOTAL
NEW BRIDGE (increase deck area based on design standards and hydraulic requirements)					
Single or Multiple Spans, Grade Separation	(add demo, approach, MOT)		SFT	\$220.00 /SFT	
Single Span, Over Water	Length < 100ft (add demo, approach, MOT)		SFT	\$350.00 /SFT	
Multiple Spans, Over Water	Length > 100ft (add demo, approach, MOT)		SFT	\$220.00 /SFT	
Precast Culvert	Length < 40ft (add demo, approach, MOT)		SFT	\$350.00 /SFT	
NEW SUPERSTRUCTURE					
New Superstructure, Grade Separation	(incl. remove exist deck/super; add MOT & approach)		SFT	\$170.00 /SFT	
New Superstructure, Over Water	(incl. remove exist deck/super; add MOT & approach)		SFT	\$200.00 /SFT	
WIDENING					
Structure Widening, _____ ft	(incl. deck/super/sub widening, add approach transition)		SFT	\$270.00 /SFT	
NEW DECK					
New Bridge Deck & Barrier	(incl. remove exist deck/railing, add approach, MOT)		SFT	\$75.00 /SFT	
DEMOLITION					
Entire Structure, Grade Separation			SFT	\$33.00 /SFT	
Entire Structure, Over Water			SFT	\$46.00 /SFT	
DECK REPAIR / TREATMENTS					
Bridge Railing Replacement	(incl. removal and replacement)		FT	\$400.00 /FT	
Concrete Brush Block / Curb Patch	(incl. hand chipping and formwork)		FT	\$24.00 /FT	
Concrete Barrier Patch	(incl. hand chipping and formwork)		SFT	\$45.00 /SFT	
Concrete Deck Patch	(incl. hand chipping)		SFT	\$30.00 /SFT	
Deep Overlay	(incl. joint repl & hydro)		SFT	\$33.00 /SFT	
Epoxy Overlay	(incl. warranty)		SYD	\$30.00 /SYD	
Expansion Joint Gland Replacement	(remove and replace elastomeric gland)		FT	\$85.00 /FT	
Expansion Joint Replacement	(incl. removal)		FT	\$600.00 /FT	
Full Depth Patch			SFT	\$76.00 /SFT	
Healer / Sealer	(penetrates cracks in bridge deck)		SYD	\$15.00 /SYD	
HMA Overlay with WP membrane			SYD	\$53.00 /SYD	
Overlay Removal	(Epoxy: \$8/syd Latex: \$16/syd HMA: \$7/syd)		SYD	\$16.00 /SYD	
Reseal Bridge Joints			FT	\$16.00 /FT	
Shallow Overlay	(incl. joint repl & hydro)		SFT	\$22.00 /SFT	
SUPERSTRUCTURE REPAIR					
Bearing Realignment / Replacement	(incl. temporary supports)		EA	\$5,000.00 EA	
Heat Straightening	(incl. clean and coat)		EA	\$50,000.00 EA	
Pack Rust Repair	(greater than 3/8" separation)		FT	\$500.00 /FT	
Paint - Complete	(incl. clean & coat)		SFT	\$20.00 /SFT	
Paint - Partial / Spot / Zone	(incl. clean & coat - \$20k minimum)		SFT	\$40.00 /SFT	
PCI Beam End Blockout	(incl. temporary supports)		EA	\$7,200.00 EA	
Pin & Hanger Replacement	(incl. temporary supports)		EA	\$8,000.00 EA	
Structural Steel Repair	(based on 6ft length; for stiffeners use \$1,200 ea)		EA	\$3,000.00 EA	
SUBSTRUCTURE REPAIR					
Substructure Patching	(measured x 2) replace if repair area > 30%		CFT	\$300.00 /CFT	
Substructure Replacement	(incl. temporary supports, excavation)		CFT	\$180.00 /CFT	
Substructure Horizontal Surface Sealer			SYD	\$40.00 /SYD	
Temporary Supports	(add \$1,200 for ea steel beam - stiffeners)		EA	\$2,500.00 EA	
MISCELLANEOUS					
Articulating Concrete Block System (ACB)			SYD	\$150.00 /SYD	
Concrete Surface Coating			SYD	\$28.00 /SYD	
Culvert Cleanout			FT	\$30.00 /FT	
Epoxy Crack Injection	(structural crack repair)		FT	\$50.00 /FT	
Metal Mesh Panels	(48" width, max 6'-6" length)		SFT	\$20.00 /SFT	
Pressure Relief Joint	(use when approach concrete roadway exceeds 1,000ft)		FT	\$100.00 /FT	
Riprap	(assume 10ft distance around perimeter of substructure)		SYD	\$175.00 /SYD	
Silane Treatment	(penetrating sealer for concrete surfaces)		SFT	\$4.50 /SFT	
Slope Protection Repairs			SYD	\$100.00 /SYD	
Other					

STRUCTURE CONSTRUCTION BUDGET \$0

ROAD WORK					
Approach Pavement, 12" RC	(incl. removal; add curb, gutter, guardrail) 20' ea. end		SYD	\$175.00 /SYD	
Approach Curb & Gutter	(incl. removal) 20' ea. quadrant		FT	\$56.00 /FT	
Guardrail Anchorage to Bridge	(each quadrant)		EA	\$1,600.00 /EA	
Guardrail	(incl. removal) < 200ft beyond reference line		FT	\$28.00 /FT	
Guardrail Terminal	(each quadrant)		EA	\$2,300.00 /EA	
Roadway Approach Work	(beyond approach pavement)		LSUM	LSUM	
Utilities			LSUM	LSUM	
TRAFFIC CONTROL <i>Unit Cost to be determined by Region or TSC Traffic & Safety</i>					
Part Width Construction			LSUM	LSUM	
Crossovers			EA	\$300,000.00 /EA	
Temporary Traffic Signals			set	\$25,000.00 /set	
RR Flagging			LSUM	LSUM	
Detour			LSUM	LSUM	

RELATED ROAD/TRAFFIC CONSTRUCTION BUDGET \$0

CONTINGENCY	(10% - 20%) (use higher contingency for small projects)	10	%	\$0.00	\$0
MOBILIZATION	(estimate at 10%)	10	%	\$0.00	\$0
INFLATION	(assume 3% per year, beginning in 2020)	3	%	\$0.00	\$0

(Does not include PE or CE)

TOTAL CONSTRUCTION BUDGET \$0

LOCAL BRIDGE PROGRAM CALL FOR APPLICATIONS FUNDING YEAR 2023

NOTE TO USERS: Please be sure that all structure information is correct on your SI&A form in MiBridge before submitting your application. Applications received after May 1, 2020 will not be accepted. For assistance, please call Keith Cooper at (517) 335-4526 or Rita Levine at (517) 335-4528.

Instructions: (This form requires Adobe Acrobat Standard or Professional and is not enabled for use in the free Adobe Reader. If you only have access to Adobe Reader, please submit paper documents.)

1. Complete the required application information below.
2. Click on ADD APPLICATION DOCS button to add your signed resolution, cost estimate, map showing structure location and detour route, narrative description of project, bridge inspection documents and photos of the structure.
3. When you have finished, click on SAVE AS to keep a copy for each structure you are submitting.
4. Click on SUBMIT to email your application to MDOT-DesignLAP@michigan.gov.

*** Multiple structure applications need to be applied for as individual structures and choose "Multiple PM" for "Type of Work".**

APPLICATION INFORMATION (REQUIRED)

Agency Name: _____

Structure Number: _____ County: _____ Region: _____

Facility Carried: _____

Feature Intersected: _____

Cost Estimate (Bridge and Approach construction cost): _____

Type of Work: _____ Local Match(If Greater than 5%): _____

(This form requires Adobe Acrobat Standard or Professional and is not enabled for use in the free Adobe Reader. If you only have access to Adobe Reader, please submit paper documents.)