

**Genesee County Metropolitan Planning Commission
Technical Advisory Committee (TAC)**

**Genesee County Administration Building
GCMPC Conference Room
1101 Beach Street, 2nd Floor
Flint, Michigan 48502**

**Thursday, March 5, 2020
1:30 P.M.**

A-G-E-N-D-A

- I. Call to Order
- II. Roll Call
- III. Minutes
 - ***A. Minutes of the February 6, 2020 Regular Meeting (attached)
- IV. Old Business
 - A. Roundabout Implementation Study for Genesee County Intersections Update
 - ***B. Genesee: Our County, Our Future Plan Approval to begin Public Comment (attached)
- V. New Business
 - ***A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #6 (attached)
 - B. Call for FY 2023 Local Bridge Program Applications (attached)
- VI. Other Business
- VII. Announcements
 - A. 2019 Genesee County Annual Report
<http://gcmnpc.org/reports-data/>
- VIII. Adjournment

***** Action Item**

NEXT MEETING – April 2, 2020 at 1:30 P.M.

**TECHNICAL ADVISORY COMMITTEE MEETING
MINUTES
February 6, 2020**

The Technical Advisory Committee met at 1:30 p.m. on Thursday, February 6, 2020, in the Conference Room of the Genesee County Metropolitan Planning Commission (GCMPC), 1101 Beach Street, Room 223, Flint, Michigan.

I.  **Call to Order**

Chairperson Markland called the meeting to order at 1:30 p.m.

II. **Roll Call**

Present: Alex Patsy, Andrea Schroeder, Andy Harris, Chad Young, Derek Bradshaw, Ellen R Glass, Fred Peivandi, Jay Reithel, Larry Green, Lynn Markland, Mark Adas, Mary Ann Price, Michael Pifer, Robert Johnson, Shawnice Dorsey, and Tim Elkins.

Absent/Excused: Aaron Dawson, Adam Zettel, Betty Wideman, Bonnie Mathis, Brad Barrett, Brian Saad, Chris Yeates, Craig Williams, Curtis Armstrong, Dave Miller, David Dorr, Don Mayle, Ed Benning, Emily Alexander, Eric Johnston, Eric Weiderhold, Frederick Thorsby, Gary Stevens, Joseph Madore, Joseph Rizk, Karyn Miller, Mark Emmendorfer, Neil Rankin, Paul Fortino, Sam Stiff, Scott Bennett, Sheri Wilkerson, Steven Furh, Steven Katenhus, Teresa Onica, Thomas Spillane, Trevor Block, Vicki Fishell and Wendy Jean-Buhrer.

Others Present: Amber Abbey, Peter Wingblad, Jason Nordberg, Sharon Gregory, Jacob Maurer, Zachary Sompels, and Debby Compton.

III.  **Minutes**

***A. **Minutes of the January 9, 2020 Regular Meeting**

Motion: Action: Approve, **moved by** Andrea Schroeder, **supported by** Ellen Glass with the following corrections.

- Ellen Glass was present at the meeting
- Scott Sutter is no longer on the Technical Advisory Committee.

Motion carried unanimously with corrections.

IV.  **Old Business**

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

Sharon Gregory advised that MDOT reviewed and approved the Roundabout Study RFP for release. Risk Management and Purchasing have both looked at it and said it's okay. The study is at Genesee County Purchasing waiting to be published.

B.  **2020 PASER Training**

Zachary Sompels reminded the committee about the 2020 PASER Training. Staff will be attending the February 25th session in Saginaw. In 2020, GCMPC staff will be working with MDOT and local road agencies in Genesee County to survey the federal-aid and local roads within the county. Local road agencies 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 mentioned that the training is beneficial and the Saginaw venue is nice, plus it is the closest one being held in this area.

V.  **New Business**

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

Sharon Gregory stated that hopefully everyone received the revised Amendment #5 that went out by email yesterday, but if not copies were available at the meeting. Staff had to revise the amendment because of the bonded projects that were announced. Amendment #5 is mostly MDOT projects. There are a couple of Genesee County Road Commission projects. There are two (2) new projects that are being added that are being funded by the state bond program and there are three (3) existing projects that are being changed (the federal funds are being removed and they will also be funded with the bond program). At this time staff is recommending endorsement of the FY 2020-2023 Transportation Improvement Program (TIP)

Amendment #5 from the Technical Advisory Committee to the Genesee County Metropolitan Alliance. Discussion ensued.

Motion: Action: Approve, **moved by** Robert Johnson, **supported by** Andrea Schroeder, to recommend endorsement of the FY 2020-2023 Transportation Improvement Program (TIP) Amendment #5 to the Genesee County Metropolitan Alliance.

Motion carried unanimously.

B.  **2020 Trail Count Survey Request**


Jacob Maurer presented information on the trail counters. Anyone wishing to get on the schedule can contact Jacob Maurer.

***C.  **Draft Genesee: Our County, Our Future – Approval to Begin 30-Day Public Comment Period**

Jason Nordberg stated that staff had a meeting recently with MDOT and FHWA to present the Draft Genesee: Our County, Our Future planning document. They were positive about the plan but they felt we needed to expand on some sections. Staff is going to take some time and incorporate the comments and then start the public comment in another month. There is no action required at this time.

D.  **2020 MDOT Projects in Genesee County**

Jay Reithel presented a PowerPoint on the 2020 MDOT construction projects, and the 2021 through 2025 future projects. Discussion ensued.

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

Sharon Gregory stated that staff has highlighted the list and the map for the 2020 MDOT projects in Genesee County that Jay Reithel just presented on.

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

Jacob Maurer presented a tutorial on the Regional Trails mapping. Discussion ensued.

VI.  **Other Business**

None

VII.  **Announcements**

Derek Bradshaw reminded the committee and passed out flyers regarding the Friday, February 21st workshop on “How to Negotiate a Waste Contract for your Community”. Discussion ensued.

VIII. **Adjournment**

Chairperson Markland adjourned the meeting at 3:07 p.m.

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

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: March 5, 2020

SUBJECT: Genesee: Our County, Our Future Plan Approval to begin Public Comment

On January 31st, staff met with representatives from the Michigan Department of Transportation (MDOT) and the Federal Highway Administration (FHWA) to receive their initial feedback on the Plan. The Plan was well received and met federal requirements for a long range transportation plan, however, FHWA and MDOT did provide staff with suggestions to expand upon specific topics including freight, transit, non-motorized, and overall unmet financial need.

These comments have been incorporated into the latest plan draft and the next step is for the draft document to undergo a 30-day public comment period scheduled to begin March 9, 2020, followed by a public hearing in April. Three public input sessions will be held the week of March 23rd. Public notice for the dates and times of these public input sessions will be advertised shortly. After the public hearing, staff will incorporate comments received. Local approval for the final plan will be requested in May.

A draft of the Plan can be found at the following link:
https://issuu.com/gcmnpc/docs/the_plan_web

To view the supplemental technical reports and maps, please visit:
<http://ourfuturegenesee.org/>

At this time, staff is requesting that the Technical Advisory Committee provide approval for staff to begin the 30-day public comment period.

MEMORANDUM

TO: Members of the Technical Advisory Committee

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

DATE: March 5, 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 six (6) 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, staff is recommending endorsement of attached Amendment #6 to the FY 2020-2023 Transportation Improvement Program from the Technical Advisory Committee 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	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.

IM--Interstate Maintenance - No Added Lanes
 RBMP--Rebuilding Michigan Bond Program
 ST--Surface Transportation Program (STP) - Any Area

MEMORANDUM

TO: Members of the Technical Advisory Committee

FROM: Zachary Sompels, Planner
Genesee County Metropolitan Planning Commission

DATE: March 5, 2019

SUBJECT: **Call for FY 2023 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: PR: MP: WIDTH WIDTH ENGINEER:
 TSC: LOCATION: over DECK AREA: SFT STRUCTURE ID:
 PRIMARY WORK ACTIVITY OTHER WORK: CLEAR ROADWAY: SFT BRIDGE ID:
 STR. TYPE:

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.)