



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

February 6, 2014

Ms. Denise Donohue, Director
County Road Association of Michigan
417 Seymour, Suite One
Lansing, Michigan 48933

Mr. Matt Bach, Director of Communications
Michigan Municipal League
320 N. Washington Square, Suite 100
Lansing, Michigan 48933-1288

Dear Ms. Donohue and Mr. Bach:

LOCAL BRIDGE PROGRAM
Deadline for Applications – MAY 1, 2014

The Michigan Department of Transportation (MDOT) is soliciting applications for candidate projects for the Local Bridge Program; selected projects will be funded during the 2017 fiscal year. Enclosed are the application requirements. Do not submit projects which cannot be committed to construction within the 2017 fiscal year. The applications can be submitted by the local agency owner or their consultant. The total number of applications from any one local agency is limited to five (5). Submitting more than five applications from one agency will be cause to reject all applications submitted.

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."

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

Enclosed is the current scoping document, dated 1/21/2014, which indicates per unit cost estimates of various rehabilitation and preventive maintenance options. This information will be helpful in determining estimated construction costs for different types of repairs. All estimates for projects to be constructed in 2017 should incorporate an annual inflationary factor of three percent. If the structure is over a railroad, include the railroad's flagging and construction fees.

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Bridge Scoping

To assist in the bridge scoping and fix selection process, refer to MDOT's Scoping Manual located at http://www.michigan.gov/mdot/0,1607,7-151-9622_11044_11367-243045--,00.html; 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 Agency Bridges in Michigan located at: http://www.michigan.gov/documents/mdot/Local_Bridge_Asset_ManagementGuide_and_Sample_Preservation_Plan_May_2011_353611_7.pdf?20140124101948.

All local agencies are encouraged to submit asset management plans for the 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. For replacement projects, the average cost per square foot (sft) of proposed deck area should be estimated, at a minimum, at \$200/sft for rural roadways and \$280/sft for urban roadways. 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 in order for them to be considered participating within the Local Bridge Program.

The approach costs should be estimated using a minimum of \$25,000 per station, with a minimum approach cost of \$100,000. 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. The minimum overall estimated cost for a replacement project including approach work should be \$400,000.

Rehabilitation

Rehabilitation is defined as the 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 the

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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 is allowed to 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:

- 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
- hot mix asphalt (HMA) overlay
- shallow deck overlay (removing and replacing concrete surface above the top mat of steel reinforcement)
- deep deck overlay (removing and replacing the concrete surface below the top mat of steel reinforcement)

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- temporary supports
- expansion or construction joint repair
- guard rail beam retrofit or installation
- substructure repairs

***NOTE:** If a bridge has a single load posting instead of the 3 truck posting, a Load Rating Summary sheet should be included in the application with an explanation as to why only a single load posting is shown.*

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. Conflicting information may be cause to reject an application.

MDOT bridge personnel will review submitted applications for completeness and determine the preliminary (computer generated) rating points. The Local Agency Program 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.

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.

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, 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 delay the project until the following year. Please take due diligence in getting the most reasonable application estimates.

All applications must include the requirements listed on the enclosed pages. All bridge applications submitted in previous years that have not been selected for funding have been discarded. Region Bridge Councils and the Local Bridge Advisory Board will only consider applications submitted during the current year's call. Incomplete applications will be rejected and will be returned to the local agency.

Applications can be submitted using the MDOT Website, at http://www.michigan.gov/mdot/0,4616,7-151-9625_25885_40558---,00.html. From this location you can access the electronic form to submit your application electronically. Please be sure your

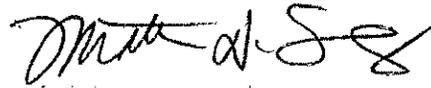
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Structure Number is correct and have your signed resolution, SI&A, Bridge Inspection Report, cost estimate, location and detour maps, project narrative, letters of support, and photos ready to include as attachments. If you are unable to submit your attachments electronically, please submit physical copies of your applications via mail or delivery service.

*Applications submitted via mail or delivery service **must be postmarked no later than May 1, 2014.** Applications postmarked or submitted on the MDOT Website after May 1, 2014, will be rejected and returned to the local agency. We encourage you to submit your applications early if they are complete.*

If you have any questions, or need further information, please contact Mr. Keith Cooper, Bridge Program Manager, at (517) 373-2346.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt DeLong". The signature is stylized and cursive.

Matthew W. DeLong, Administrator
Development Services Division

Enclosure

cc: Keith Cooper