

CHECKLIST TO DESIGNATE AREAS OF EVALUATION FOR REQUESTS FOR PROPOSAL (RFP)

	REQUISITION NUMBER	DUE DATE	TIME DUE
MDOT PROJECT MANAGER	JOB NUMBER (JN)	CONTROL SECTION (CS)	
DESCRIPTION			
MDOT PROJECT MANAGER: Check all items to be included in RFP WHITE = REQUIRED GRAY SHADING = OPTIONAL Check the appropriate Tier in the box below		CONSULTANT: Provide only checked items below in proposal	
<input type="checkbox"/> TIER I (\$25,000-\$99,999)	<input type="checkbox"/> TIER II (\$100,000-\$250,000)	<input type="checkbox"/> TIER III (>\$250,000)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Understanding of Service
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Innovations</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Organizational Chart
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Qualifications of Team
Not required as part of Official RFP	Not required as part of Official RFP	<input type="checkbox"/>	Quality Assurance/Quality Control
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Location: The percentage of work performed in Michigan will be used for all selections unless the project is for on-site p=inspection or survey activities, then location should be scored using the distance from the consultant office to the on-site inspection or survey activity.
N/A	N/A	<input type="checkbox"/>	Presentation
N/A	N/A	<input type="checkbox"/>	Technical Proposal (if Presentation is required)
3 pages (MDOT Forms not counted) (No Resumes)	7 pages (MDOT Forms not counted)	14 pages (MDOT forms not counted)	Total maximum pages for RFP not including key personnel resumes . Resumes limited to 2 pages per key staff personnel.

PROPOSAL AND BID SHEET EMAIL ADDRESS – mdot-rfp-response@michigan.gov

GENERAL INFORMATION

Any questions relative to the scope of services must be submitted by e-mail to the MDOT Project Manager. Questions must be received by the Project Manager at least five (5) working days prior to the due date and time specified above. All questions and answers will be placed on the MDOT website as soon as possible after receipt of the questions, and at least three (3) days prior to the RFP due date deadline. The names of vendors submitting questions will not be disclosed.

MDOT is an equal opportunity employer and MDOT DBE firms are encouraged to apply. The participating DBE firm, as currently certified by MDOT's Office of Equal Opportunity, shall be listed in the Proposal.

MDOT FORMS REQUIRED AS PART OF PROPOSAL SUBMISSION

5100D – Request for Proposal Cover Sheet

5100J – Consultant Data and Signature Sheet (Required only for firms not currently prequalified with MDOT)

(These forms are not included in the proposal maximum page count.)

REQUEST FOR PROPOSAL

The Michigan Department of Transportation (MDOT) is seeking professional services for the project contained in the attached scope of services.

If your firm is interested in providing services, please indicate your interest by submitting a Proposal, Proposal/Bid Sheet or Bid Sheet as indicated below. The documents must be submitted in accordance with the latest ("Consultant/Vendor Selection Guidelines for Services Contracts" and "Guideline for Completing a Low Bid Sheet(S)*", if a low bid is involved as part of the selection process. **Reference Guidelines are available on MDOT's website under Doing Business > Vendor/Consultant Services > Vendor/Consultant Selections.**

RFP SPECIFIC INFORMATION

BUREAU OF HIGHWAYS BUREAU OF TRANSPORTATION PLANNING OTHER

THE SERVICE WAS POSTED ON THE ANTICIPATED QUARTERLY REQUESTS FOR PROPOSALS

NO YES DATED _____ THROUGH _____

Prequalified Services – See page ____ of the attached Scope of Services for required Prequalification Classifications.

Non-Prequalified Services – If selected, the vendor must make sure that current financial information, including labor rates, overhead computations, and financial statements, if overhead is not audited, is on file with MDOT's Office of Commission Audits. This information must be on file for the prime vendor and all sub vendors so that the contract will not be delayed. **Form 5100J is required with Proposal for firms not currently prequalified with MDOT**

Qualifications Based Selection – Use Consultant/Vendor Selection Guidelines

For all Qualifications Based Selections, the section team will review the information submitted and will select the firm considered most qualified to perform the services based on the proposals. The selected vendor will be contacted to confirm capacity. Upon confirmation, that firm will be asked to prepare a priced proposal. Negotiations will be conducted with the firm selected.

For a cost plus fixed fee contract, the selected vendor must have a cost accounting system to support a cost plus fixed fee contract. This type of system has a job-order cost accounting system for the recording and accumulation of costs incurred under its contracts. Each project is assigned a job number so that costs may be segregated and accumulated in the vendor's job-order accounting system.

Qualification Review / Low Bid – Use Consultant/Vendor Selection Guidelines. See Bid Sheet instructions for additional information.

For Qualification Review/Low Bid selections, the selection team will review the proposals submitted. The vendor that has met established qualification threshold and with the lowest bid will be selected. The selected vendor may be contacted to confirm capacity.

Best Value – Use Consultant/Vendor Selection Guidelines, See Bid Sheet Instructions below for additional information. The bid amount is a component of the total proposal score, not the determining factor of the selection.

Low Bid (no qualifications review required – no proposal required.) See Bid Sheet Instructions below for additional instructions.

BID SHEET INSTRUCTIONS

Bid Sheet(s) must be submitted in accordance with the "Guidelines for Completing a Low Bid Sheet(s)*" (available on MDOT's website). Bid Sheet(s) are located at the end of the Scope of Services. Submit bid sheet(s) separate from the proposal, to the email address: mdot-rfp-response@michigan.gov. Failure to comply with this procedure may result in your bid being rejected from consideration.

PARTNERSHIP CHARTER AGREEMENT

MDOT and ACEC created a Partnership Charter Agreement which establishes guidelines to assist MDOT and Consultants in successful partnering. Both the Consultant and MDOT Project Manager are reminded to review the [ACEC-MDOT Partnership Charter Agreement](#) and are asked to follow all communications, issues resolution and other procedures and guidance's contained therein.

**NOTIFICATION
MANDATORY ELECTRONIC SUBMITTAL**

Proposals submitted for this project must be submitted electronically.

The following are changes to the Proposal Submittal Requirements:

- Eliminated the Following Requirements:
 - Safety Program
 - Communication Plan
 - Past Performance as *a separate section*
 - Separate section for DBE Statement of goals. Include information in Qualification of Team section

- Implemented the Following Changes:
 - All proposals require an Organization Chart
 - Resumes must be a maximum of two pages
 - Only Key (lead) staff resumes may be submitted
 - Tier III proposal reduced from 19 to 14 pages
 - Forms 5100D, 5100I, and 5100G combined – 5100D
 - Forms 5100B and 5100H combined – 5100B
 - RFP's will be posted on a weekly basis -- on Mondays

The following are Requirements for Electronic Submittals:

- Proposals must be prepared using the most current guidelines
- The proposal must be bookmarked to clearly identify the proposal sections (See Below)
- For any section not required per the RFP, the bookmark must be edited to include “N/A” after the bookmark title.
Example: Understanding of Service – N/A
- Proposals must be assembled and saved as a single PDF file
- PDF file must be 5 megabytes or smaller
- PDF file must be submitted via e-mail to MDOT-RFP-Response@michigan.gov
- MDOT's requisition number and company name must be included in the subject line of the e-mail. The PDF shall be named using the following format:
 - Requisition#XXX_Company Name.PDF
- MDOT will not accept multiple submittals
- Proposals must be *received* by MDOT on or before the due date and time specified in each RFP

If the submittals do not comply with the requirements, they may be determined unresponsive.

The Consultant's will receive an e-mail reply/notification from MDOT when the proposal is received. Please retain a copy of this e-mail as proof that the proposal was received on time. **Consultants are responsible for ensuring the MDOT receives the proposal on time.**

****Contact Contract Services Division immediately at 517-373-4680 if you do not get an auto response****

Required Bookmarking Format:

- I. Request for Proposal Cover Sheet Form 5100D
 - A. Consultant Data and Signature Sheet, Form 5100J (if applicable)
- II. Understanding of Service
 - A. Innovations
- III. Qualifications of Team
 - A. Structure of Project Team
 - 1. Role of Firms
 - 2. Role of Key Personnel
 - B. Organization Chart
 - C. Location
- IV. Quality Assurance / Quality Control Plan
- V. Resumes of Key Staff
- VI. Pricing Documents/Bid Sheet (if applicable)

2/14/12

**NOTIFICATION
E-VERIFY REQUIREMENTS**

E-Verify is an Internet based system that allows an employer, using information reported on an employee's Form I-9, Employment Eligibility Verification, to determine the eligibility of that employee to work in the United States. There is no charge to employers to use E-Verify. The E-Verify system is operated by the Department of Homeland Security (DHS) in partnership with the Social Security Administration. E-Verify is available in Spanish.

The State of Michigan is requiring, under Public Act 200 of 2012, Section 381, that as a condition of each contract or subcontract for construction, maintenance, or engineering services that the pre-qualified contractor or subcontractor agree to use the E-Verify system to verify that all persons hired during the contract term by the contractor or subcontractor are legally present and authorized to work in the United States.

Information on registration for and use of the E-Verify program can be obtained via the Internet at the DHS Web site: <http://www.dhs.gov/E-Verify>.

The documentation supporting the usage of the E-Verify system must be maintained by each consultant and be made available to MDOT upon request.

It is the responsibility of the prime consultant to include the E-Verify requirement documented in this NOTIFICATION in all tiers of subcontracts.

9/13/12

Michigan Department of Transportation

**SCOPE OF SERVICE
FOR
PRE-DESIGN SERVICES**

Evaluation of Bridge Decks ~~using Infrared Thermography Systems or
Ground Penetrating Radar at or near highway speeds~~

Revised as of 3.14.13

CONTROL SECTION:

84900

JOB NUMBER:

117749

PROJECT LOCATION(S):

The bridges are in various locations in Allegan, Berrien, Branch, Calhoun, Kalamazoo, St. Joseph and Van Buren Counties, Michigan in the Southwest Region (see **Attachment No. 1, Work Package Listing**, for specific bridge numbers and locations).

DESCRIPTION OF WORK:

The work associated with this project is broken into two phases: Site inspection and data gathering, and the completion of the report writing and communication of the information to MDOT. Both phases must be complete for successful completion of the project.

The Southwest Region Bridge Team will incorporate the results of the evaluations into the Bridge Safety Inspection Report, the Pontis inspection report and the detailed scoping documents.

ANTICIPATED START DATE:

June 1, 2013

ANTICIPATED COMPLETION DATE:

September 1, 2013

DBE REQUIREMENT:

N/A

PRIMARY PREQUALIFICATION CLASSIFICATION:

Bridge Project Scoping

SECONDARY PREQUALIFICATION CLASSIFICATION:

None

PREFERENCES:

Experience using infrared thermography technology on bridges or experience using Ground Penetrating Radar technology on bridges.

NOTE: Infrared Thermography Systems or Ground Penetrating Radar to evaluate the surface condition of several bridge decks in the Southwest Region. The Infrared Thermography or Ground Penetrating Radar will be used to identify delamination, de-bonding, spalling, existing concrete and hot mix asphalt patches and any other subsurface anomalies on the bridge deck that will be visible at or near highway speed (near highway speed being 45 MPH or greater) without the use of lane closures or hands on contact.

MDOT PROJECT MANAGER

Mike Halloran, P.E.
Southwest Region Bridge Engineer
6345 American Avenue
Portage, MI 49002
(269) 327-4499
(269) 327-6285 fax
HalloranM@michigan.gov

Any questions regarding this Scope of Service are to be directed to the MDOT Project Manager.

DURATION & SCHEDULE

A. Work Plan & Schedule

The consultant must review the **Work Package Listing** to develop a work plan that details the process of inspecting the specific elements for each bridge listed. The Work Plan will be submitted as a part of the Priced Proposal. Changes to the Work Plan will be submitted to MDOT's Project Manager for approval.

B. Meeting Dates

The consultant is required to participate in a Pre Price Proposal Meeting approximately one week after the selection is announced, and will be held via phone conference or at the MDOT Specialty Crews, or at a location that is mutually agreed to. If necessary, Progress Meetings and a Project Closeout Meeting will be held, as specified by the Project Manager.

GENERAL INFORMATION:

INNOVATIVE TECHNOLOGIES:

A. INFRARED THERMOGRAPHY

Infrared thermography is used to locate and map delamination in bridge decks. Using an infrared scanner and a video camera, infrared thermography senses temperature differences between delaminated and non-delaminated areas. Thermography operates on the principal

that when the sun warms the deck, the delaminated area heats up at a faster rate and reaches a higher temperature than the solid areas. A temperature difference between delaminated and solid areas is normally established only on sunny or partially sunny days. Temperature difference is primarily related to the amount of sun not the ambient air temperature, so inspections can be undertaken under various temperatures. Generally, these inspections are made between March and November with the use of a moving vehicle.

This technology is weather sensitive and the Consultant is responsible for determining the optimum conditions for the collection of the data.

Analysis of the infrared data is completed with the aid of a computer digitization program. During the analysis, the recorded temperature variations are interpreted to identify specific, delaminated areas. Each delamination is identified and plotted onto plan view drawings of the bridge deck. Square footage and percentage of delaminated deck are calculated. The video control data is examined to make sure that temperature variations were not caused by concrete spalls, discoloration, patches, tar, or debris. In addition, the video control data is used to plot patches or spalls.

Temperature variations in the deck caused by heat transfer from the beams and passing vehicles should also be differentiated from the deck deficiencies.

Work shall be performed and data interpreted by a certified technician in the technology.

B. GROUND PENETRATING RADAR (GPR)

Ground penetrating radar operates by transmitting short pulses of electromagnetic energy into the pavement using an antenna attached to a survey vehicle. These pulses are reflected back to the antenna with an arrival time and amplitude that is related to the location and nature of dielectric discontinuities in the material (air/asphalt or asphalt/concrete, reinforcing steel, etc.). The reflected energy is captured and may be displayed on an oscilloscope to form a series of pulses that are referred to as the radar waveform.

Concrete with high moisture and chloride content, as associated with scaled concrete, will produce highly variable reflections at the overlay/concrete or concrete surface boundary. This reflection is related to the higher dielectric permittivity produced by the moisture and chloride.

The attenuation (loss of signal strength) of the radar signal, as measured from the top rebar reflection and/or the bottom of the slab, is used as an additional measure of concrete deterioration. Contaminated and delaminated concrete will cause the GPR signal to dissipate and lose strength as it travels through the slab and reflects back from the rebar and the bottom.

Work shall be performed and data interpreted by a certified technician in the technology.

GENERAL DESCRIPTION:

A. REPORT

The Inspection Team will take the information and data obtained in the field and assemble it into a report for delivery to MDOT. The report will contain a written description of the conditions found at the site and contain a statement as to the condition of the bridge deck. The consultant shall also furnish a detailed write up identifying the condition in the deck surface and provide any detailed graphs, pictures, videos and sketches of the bridge deck surface identifying surface defects and any existing concrete and hot mix asphalt patches. The consultant shall include the total area of deficiencies as square footage and as a percentage. The consultant shall also provide individual areas of each type of deficiency as a square footage and as a percentage.

The consultant report will contain a number of standard observations and measurements as follows:

1. Date and time of inspection.
2. Bridge Number
3. Roadway
4. Feature Intersected
5. Location of Structure
6. Map of the Location
7. Air Temperature / Wind Speed
8. Type of Bridge Deck (Original Concrete / Latex Modified / Asphalt)
9. Present visible condition of bridge deck
10. Consultant PM's Name
11. Type of equipment used
12. All images and video of the bridge collected during field work

Two (2) draft copies of each report will be provided to the MDOT Project Manager. One of these will be marked up by MDOT with comments and returned to the consultant for review. A progress meeting will be held with the MDOT representatives and the consultant to review and discuss comments. The consultant will then incorporate revisions into the final reports. MDOT reserves the right to request additional drafts for review if, in the opinion of MDOT's Project Manager, the changes required are extensive. The contract will be unsatisfactory if the consultant fails to make changes to the reports as required by MDOT's Project Manager.

The consultant will submit three bound copies of the final report for each bridge. The

final report will also contain one Compact Disk (CD) with electronic copies of the final report, photographs and videos.

B. EQUIPMENT

The consultant will be responsible for providing all equipment necessary to complete the project in an efficient and safe manner. The consultant will be responsible for selecting the Infrared Thermography or Ground Penetrating Radar equipment/software that will best be suited for the work at a given site. The vehicle used for the project must have room to accommodate MDOT staff as necessary.

The consultant must provide all of the necessary inspection tools for completion of the inspection.

The consultant must provide all of the necessary personal safety equipment for each employee at the work site.

All equipment must be in sound working order, meeting applicable inspections for safe operation. Lost time due to equipment failures will not be paid for.

C. MAINTENANCE OF TRAFFIC

At no time, shall there be any lane or shoulders closures. All work shall be completed at or near highway speeds, near highway speed being 45 MPH or greater.

The consultant shall, at no times be allowed to impede traffic with or without the use of a vehicle.

Any traffic control issues/comments/concerns shall be addressed with the Project Manager.

D. SAFETY

MDOT requires safe working operations. The consultant and it's employees must be trained in all the applicable state and federal regulations as well as industry practices for the work being performed. It is not the responsibility of MDOT or the MDOT PM to regulate the consultant's safety practices, however, the MDOT PM has the authority to have any individual who is found working unsafely removed from MDOT right of way. If the consultant is found to be working unsafely, the MDOT PM can stop all operations and terminate the contract.

Some, but not all, of the regulations that can be expected to apply are the latest revisions of:

1. Michigan Occupational Safety and Health Administration regulations

- (MIOSHA)
2. Occupational Safety and Health Administration regulations (OSHA)

Consultant is responsible for completing the work in a manner that is as efficient as possible. This means to schedule and organize field visits so that the scanning and evaluating of the bridge decks is continuous.

EXISTING RECORDS AND DATA

MDOT will furnish the consultant access to any available pertinent information related to the structure(s) being inspected.

Information furnished to the consultant is not to be released or distributed to any outside agency without written permission from MDOT's Project Manager.

CONSULTANT PAYMENT – Actual Cost Plus Fixed Fee:

Compensation for this project shall be on an **actual cost plus fixed fee** basis. This basis of payment typically includes an estimate of labor hours by classification or employee, hourly labor rates, applied overhead, other direct costs, subconsultant costs, and applied fixed fee.

All billings for services must be directed to the Department and follow the current guidelines. The latest copy of the "Professional Engineering Service Reimbursement Guidelines for Bureau of Highways" is available on MDOT's website. This document contains instructions and forms that must be followed and used for billing. Payment may be delayed or decreased if the instructions are not followed.

Payment to the Consultant for services rendered shall not exceed the maximum amount unless an increase is approved in accordance with the contract with the Consultant. Typically, billings must be submitted within 60 days after the completion of services for the current billing. The final billing must be received within 60 days of the completion of services. Refer to your contract for your specific contract terms.

Direct expenses, if applicable, will not be paid in excess of that allowed by the Department for its own employees in accordance with the State of Michigan's Standardized Travel Regulations. Supporting documentation must be submitted with the billing for all eligible expenses on the project in accordance with the Reimbursement Guidelines. The only hours that will be considered allowable charges for this contract are those that are directly attributable to the activities of this project.

Compensation for services will be reimbursed on actual cost basis.

The use of overtime hours is not acceptable unless prior written approval is granted by the MDOT Region Engineer/Bureau Director and the MDOT Project Manager. Reimbursement for overtime hours that are allowed will be limited to time spent on this project in excess of forty hours per person per week. Any variations to this rule should be included in the priced proposal submitted by the Consultant and must have prior written approval by the MDOT Region Engineer/Bureau Director and the MDOT Project Manager.

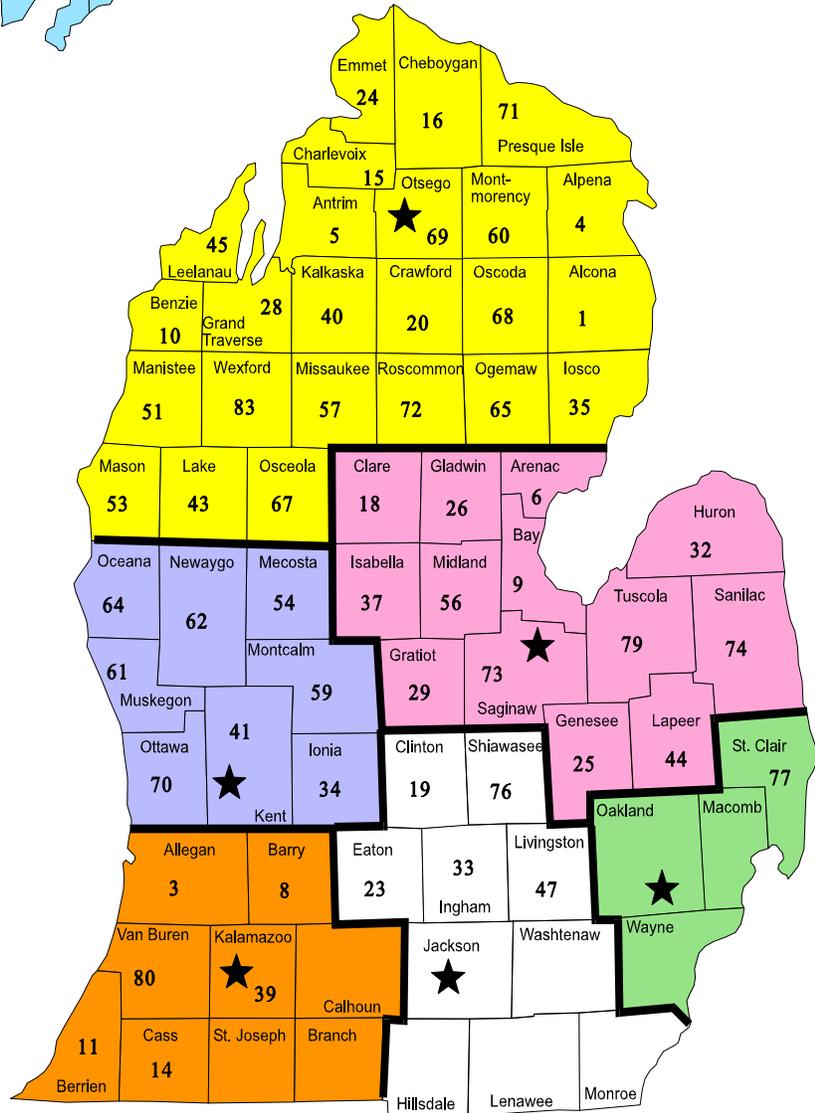
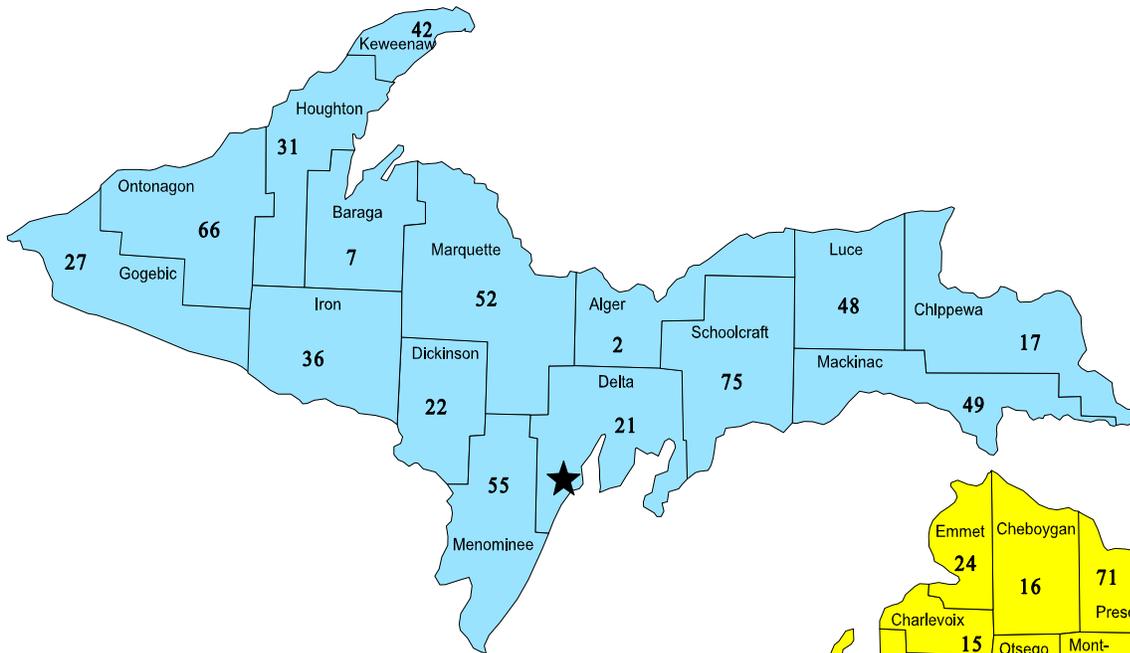
The fixed fee for profit allowed for this project is 11.0% of the cost of direct labor and overhead.

APPENDICES

Attachment No. 1 - Work Package Listing

Attachment No. 1 - Work Package Listing

<u>#Bridges</u>	<u>County (No.)</u>
6	Allegan (03)
21	Berrien (11)
1	Branch (12)
16	Calhoun (13)
4	Kalamazoo (39)
2	St. Joseph (78)
6	Van Buren (80)



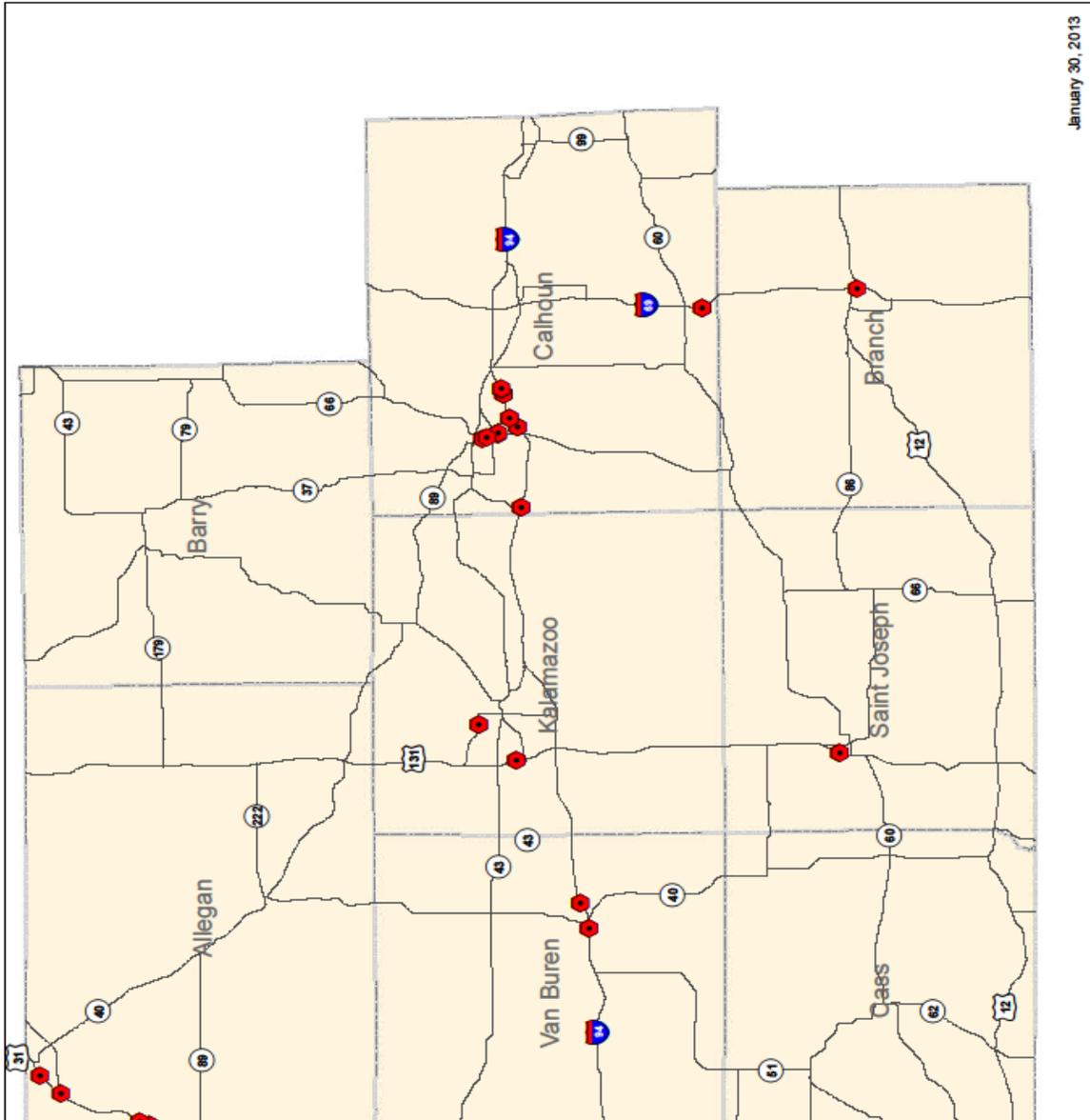
# Bridges	County (No.)
6	Allegan (03)
21	Berrien (11)
1	Branch (12)
16	Calhoun (13)
4	Kalamazoo (39)
2	St. Joseph (78)
6	Van Buren (80)

Deck Scan List Locations

	Bridge	Structure #	Facility Carried	Feature Intersected	Location	Deck Width (Ft)	Deck Length (Ft)	Deck Area (Sft)
1	03103032000S030	103	US-31 SB	US-31 BR (58 TH STREET)	IN HOLLAND	43.80	190.92	8362.61
2	03103034000B011	115	I-196 E & US-31 N	KALAMAZOO RIVER	IN SAUGATUCK	36.42	560.03	20395.93
3	03103034000B012	116	I-196 W & US-31 S	KALAMAZOO RIVER	IN SAUGATUCK	36.42	560.03	20395.93
4	03103034000S031	119	I-196 & US-31NB	OLD ALLEGAN RD	0.3 MI E OF SAUGATUCK	42.65	116.80	4982.02
5	03103034000S032	120	I-196 & US-31SB	OLD ALLEGAN RD	0.3 MI E OF SAUGATUCK	42.65	116.80	4982.02
6	03103035000S010	127	I-196 WB	US-31 NB	6.6 MI SW OF OTTAWA COL	44.00	250.01	11000.91
7	11111015000R043	792	I-94 EB	CSX RR SPUR (ABN)	0.2 MI N OF BRIDGEMAN	55.77	30.80	1717.94
8	11111015000R044	793	I-94 WB	CSX RR SPUR (ABN)	0.2 MI N OF BRIDGEMAN	55.77	30.80	1717.94
9	11111015000R053	794	I-94 EB	CSX RR	1.0 MI N OF STEVENSVILLE	70.21	195.91	13755.40
10	11111015000R054	795	I-94 WB	CSX RR	1.0 MI N OF STEVENSVILLE	58.20	195.91	11402.20
11	11111015000S010	798	I-94 EB	US-12	0.7 MI NE OF NEW BUFFALO	75.13	239.81	18018.22
12	11111015000S163	816	I-94 EB	PUETZ RD	N LTS OF STEVENSVILLE	55.78	154.90	8639.63
13	11111015000S164	817	I-94 WB	PUETZ RD	N LTS OF STEVENSVILLE	55.78	154.90	8640.32
14	11111015000S173	818	I-94 EB	I-94 BL (LAKESHORE DR)	1.2 MI N OF STEVENSVILLE	101.90	190.91	19454.43
15	11111015000S213	823	I-94 EB	LINCOLN AVE	2.2 MI S OF ST JOSEPH	55.77	118.81	6626.20
16	11111016000B013*	827	I-94 EB	ST JOSEPH RIVER	3.0 MI S OF BENTON HARBOR	47.57	644.03	30637.33
17	11111016000B014*	828	I-94 WB	ST JOSEPH RIVER	3.0 MI S OF BENTON HARBOR	47.57	644.03	30637.33
18	11111016000S033*	835	I-94 EB	PIPESTONE ROAD	1.2 MI N OF M-139	47.57	220.81	10504.26
19	11111016000S034*	836	I-94 WB	PIPESTONE ROAD	1.2 MI N OF M-139	47.57	227.01	10799.26
20	11111017000S063**	850	I-94 EB	HENNESSY ROAD	5.6 MI E OF I-196	47.24	134.00	6330.16
21	11111017000S064**	851	I-94 WB	HENNESSY ROAD	5.6 MI E OF I-196	47.24	134.00	6330.16
22	11111017000S073	852	I-94 EB	M-140	6.6 MI E OF I-196	61.35	157.00	9631.95
23	11111017000S074**	853	I-94 WB	M-140	6.6 MI E OF I-196	47.24	157.00	7416.68
24	11111056000S040	887	US-31 SB	US-12	2.0 MI SW OF NILES	56.11	246.08	13806.06
25	11111056000S050	888	US-31 NB	US-12	2.0 MI SW OF NILES	56.11	246.08	13806.06
26	11111057000S030**	12750	US-31 NB	MATTHEW ROAD	5.6 MI N OF US-12	47.25	93.84	4433.44
27	11111057000S040**	12751	US-31 SB	MATTHEW ROAD	5.6 MI N OF US-12	47.25	93.84	4433.44
28	12112033000R010	1077	I-69 SB	INDIANA NE RR, SAUK R RD	0.2 MI S OF US-12	47.70	196.91	9393.05
29	13113033000B010	1200	I-194	KALAMAZOO RIVER	2.5 MI N OF I-94	86.95	372.03	32346.93
30	13113033000S011	1205	I-194 NB	GOLDEN AVE	1.7 MI N OF I-94	43.00	124.02	5333.03
31	13113033000S012	1206	I-194 SB	GOLDEN AVE	1.7 MI N OF I-94	47.25	124.02	5859.58
32	13113033000S030	1208	I-194	BURNHAM ST	2.8 MI N OF I-94	97.77	132.91	12995.44
33	13113073000B010	1213	I-69 SB	ST JOSEPH RIVER	1.2 MI N OF BRANCH COL	42.32	132.91	5625.54
34	13113073000B050	1215	I-69 NB	ST JOSEPH RIVER	1.2 MI N OF BRANCH COL	42.32	129.89	5497.78
35	13113081000R013	1246	I-94 EB	GTW RR	0.5 MI E OF KALAMAZOO COL	47.25	191.91	9066.85
36	13113081000R014	1247	I-94 WB	GTW RR	0.5 MI E OF KALAMAZOO COL	47.25	191.91	9066.85
37	13113082000B013	1256	I-94 EB	KALAMAZOO RIVER	3.7 MI E OF M-66	37.40	275.41	10301.41
38	13113082000B014	1257	I-94 WB	KALAMAZOO RIVER	3.7 MI E OF M-66	37.40	275.41	10301.41
39	13113082000S013	1261	I-94 EB	6 1/2 MILE ROAD	0.5 MI E OF M-66	47.40	155.31	7362.11
40	13113082000S014	1262	I-94 WB	6 1/2 MILE ROAD	0.5 MI E OF M-66	47.40	155.31	7362.11
41	13113082000S023	1263	I-94 EB	M-294 BEADLE LAKE	1.5 MI E OF M-66	47.00	121.61	5715.97
42	13113082000S024	1264	I-94 WB	M-294 BEADLE LAKE	1.5 MI E OF M-66	47.00	121.61	5715.97
43	13113082000S033	1265	I-94 EB	9 MILE ROAD	3.2 MI E OF M-66	47.40	117.21	5556.08
44	13113082000S034	1266	I-94 WB	9 MILE ROAD	3.2 MI E OF M-66	47.40	117.21	5556.08
45	39139014000R011**	4556	US-131 NB	AMTRAK & KL AVE	3.0 MI N OF I-94	36.42	304.80	11100.72
46	39139014000R012**	4557	US-131 SB	AMTRAK & KL AVE	3.0 MI N OF I-94	36.42	304.80	11100.72
47	39139051000S011**	4607	US-131 BR NB	DOUGLAS AVE	3.2 MI E OF US-131	47.90	137.81	6601.23
48	39139051000S012**	4608	US-131 BR SB	DOUGLAS AVE	3.2 MI E OF US-131	42.65	137.80	5877.67
49	78178014000B011	10264	US-131 NB	ROCKY RIVER	0.3 MI W OF THREE RIVERS	47.57	89.90	4276.92
50	78178014000B012	10265	US-131 SB	ROCKY RIVER	0.3 MI W OF THREE RIVERS	49.22	89.90	4424.40
51	80180012000S021	10686	I-196 NB	32 ND AVE (CR378)	5.2 MI NE OF BERRIEN COL	42.65	109.91	4687.86
52	80180012000S022	10687	I-196 SB	32 ND AVE (CR378)	5.1 MI NE OF BERRIEN COL	42.65	109.91	4687.86
53	80180024000B013**	10709	I-94 EB	PAW PAW RIVER	0.6 MI W OF M-40	47.00	145.71	6848.70
54	80180024000B014**	10710	I-94 WB	PAW PAW RIVER	0.6 MI W OF M-40	47.00	145.71	6848.70
55	80180024000B023**	10711	I-94 EB	E BR OF PAW PAW RIVER	1.4 MI E OF M-40	47.40	36.00	1706.65
56	80180024000B024**	10712	I-94 WB	E BR OF PAW PAW RIVER	1.4 MI E OF M-40	47.40	36.00	1706.65

* Structures with stay in place forms

** Structures with hot mix asphalt, healer sealed or epoxy floodcoat surfaces



January 30, 2013