

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

MDOT PROJECT MANAGER			JOB NUMBER (JN)	CONTROL SECTION (CS)
DESCRIPTION				
<b>MDOT PROJECT MANAGER:</b> Check all items to be included in RFP  WHITE = REQUIRED GRAY SHADING = OPTIONAL			<b>CONSULTANT:</b> Provide only checked items below in proposal	
Check the appropriate Tier in the box below				
<b>TIER I</b> <b>(\$25,000-\$99,999)</b>	<b>TIER II</b> <b>(\$100,000-\$250,000)</b>	<b>TIER III</b> <b>(&gt;\$250,000)</b>		
			Understanding of Service	
			<i>Innovations</i>	
			<i>Safety Program</i>	
N/A			Organizational Chart	
			Qualifications of Team	
			Past Performance	
Not required As part of Official RFP	Not required As part of Official RFP		Quality Assurance/Quality Control	
			<b>Location:</b> The percentage of work performed in Michigan will be used for all selections unless the project is for on-site 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		Presentation	
N/A	N/A		Technical Proposal (if Presentation is required)	
3 pages (MDOT Forms not counted) <b>(No Resumes)</b>	7 pages (MDOT Forms not counted)	19 pages (MDOT Forms not counted)	<b>Total maximum pages for RFP not including key personnel resumes</b>	

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 Service Contracts" and "Guideline for Completing a Low Bid Sheet(s)", if a low bid is involved as part of the selection process. **Referenced 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 Required with Proposal)**

**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 RFP's that originate in Bureau of Transportation Planning only**, a priced proposal must be submitted at the same time as, but separate from, the proposal. Submit directly to the Contract Administrator/Selection Specialist, Bureau of Transportation Planning (see address list, page 2). The priced proposal must be submitted in a sealed envelope, clearly marked "**PRICE PROPOSAL.**" The vendor's name and return address **MUST** be on the front of the envelope. The priced proposal will only be opened for the highest scoring proposal. Unopened priced proposals will be returned to the unselected vendor(s). Failure to comply with this procedure may result in your priced proposal being opened erroneously by the mail room.

**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.

**Qualifications 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 and post the date of the bid opening on the MDOT website. The notification will be posted at least two business days prior to the bid opening. Only bids from vendors that meet proposal requirements will be opened. The vendor 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

A bid sheet(s) must be submitted in accordance with the "Guideline for Completing a Low Bid Sheet(s)" (available on MDOT's website). The Bid Sheet(s) is located at the end of the Scope of Services. Submit bid sheet(s) separate from the proposal, to the address indicated below. The bid sheet(s) must be submitted in a sealed manila envelope, clearly marked "**SEALED BID.**" The vendor's name and return address **MUST** be on the front of the envelope. Failure to comply with this procedure may result in your bid being opened erroneously by the mail room and the bid being rejected from consideration.

**PROPOSAL SUBMITTAL INFORMATION**

REQUIRED NUMBER OF COPIES FOR PROJECT MANAGER	PROPOSAL/BID DUE DATE	TIME DUE
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**PROPOSAL AND BID SHEET MAILING ADDRESSES**

Mail the multiple proposal bundle to the MDOT Project Manager or Other indicated below.

MDOT Project Manager

MDOT Other

Mail one additional stapled copy of the proposal to the Lansing Office indicated below.

Lansing Regular Mail	OR	Lansing Overnight Mail
Secretary, Contract Services Div - B470 Michigan Department of Transportation PO Box 30050 Lansing, MI 48909		Secretary, Contract Services Div - B470 Michigan Department of Transportation 425 W. Ottawa Lansing, MI 48933
Contract Administrator/Selection Specialist Bureau of Transportation Planning B470 Michigan Department of Transportation PO Box 30050 Lansing, MI 48909		Contract Administrator/Selection Specialist Bureau of Transportation Planning B470 Michigan Department of Transportation 425 W. Ottawa Lansing, MI 48933

**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 four (4) 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 Non-Prequalified Work)

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

**Michigan Department of Transportation**

**SCOPE OF SERVICE  
FOR  
EARLY PRELIMINARY ENGINEERING/DESIGN SERVICES  
Streambed Cross-Section Measurement**

**CONTROL SECTION(S):** 84917

**JOB NUMBER(S):** 108198C

**PROJECT LOCATION(S):**

The bridges are in various locations in Oakland, St. Clair, and Wayne Counties, Michigan in the Metro Region (see **Attachment C, Work Package Listings**, for specific bridge numbers and locations).

**DESCRIPTION OF WORK:**

The work defined in this scope is limited to recording the hydraulic stream bed cross-section information for up to 100 structures throughout the Metro Region for bridge inspection and scour analysis.

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.

**Up to two Consultants will be selected for this work.**

**PRIMARY PREQUALIFICATION CLASSIFICATION:**

Bridge Safety Inspection

**SECONDARY PREQUALIFICATION CLASSIFICATION:**

None

**ANTICIPATED START DATE:** September 12, 2011

**ANTICIPATED COMPLETION DATE:** December 30, 2011

**DBE REQUIREMENT:** N/A

**MDOT PROJECT MANAGER**

Olukayode (Kay) Adefeso, P.E.

Metro Region Bridge Management Engineer

18101 W. Nine Mile Road

Southfield, Michigan 48075

PM Office: (248) 483-5214

Fax: (248) 569-7718

PM E-mail [adefesoo@michigan.gov](mailto:adefesoo@michigan.gov)

Any questions regarding this Scope of Service please contact the MDOT Project Manager.

## **DURATION & SCHEDULE**

### **Project Schedule**

By submittal of the priced proposal, the CONSULTANT is verifying that they can meet the schedule identified in this scope of work. The CONSULTANT is required to develop a project schedule for the inspection of the bridges shown on the attached WORK PACKAGE LIST. The Project Schedule must be submitted in the form of a Gantt Chart also showing the meeting dates as milestones.

Any changes to the schedule must be submitted to the MDOT PM for approval prior to the change. Failure to progress in alignment with the schedule will be considered as failing to meet the terms of the authorization and may result in the cancellation of the contract.

The CONSULTANT must be prepared to begin the field inspection work within one week after receiving the notice to proceed.

## **DESCRIPTION OF THE WORK:**

### **Site Inspection**

Briefly stated, the CONSULTANT Team will go to each of the bridge location to measure the cross-section information from the assigned Bridge Work Package.

No formal control needs to be set for this project. An assumed benchmark based on the top of a wingwall or a reference point must be clearly defined. GPS RTK Northing, Easting and elevations are required at the benchmark.

Cross-sections are required at the drip line of the deck on the upstream and downstream sides of the bridge.

- Cross-sections are to be between the abutment faces, and observations given at all critical breakpoints and a maximum 10 foot spacing.
- Elevations taken are to the hard pan of the stream with a note to the sediment depth. These measurements must be taken at the previous locations along the length of the bridge that is over the water and recorded on the “*Stream Cross Section Report*” form. This information must be compared to the previous data, if available, in the form of a graph. The form is set up to automatically graph the new data with the old for comparison. With the approval of the MDOT PM, the CONSULTANT may contact ***Christopher Potvin, P.E., of the MDOT Hydraulics Unit in Design*** for additional information.
- Span width must be field measured.
- An elevation must be provided roughly at the center of the span to reference the top of road elevation, bottom of beam elevation and water elevation.
- If a location requires a boat to collect cross-section information, MDOT will be notified and the measurements at that location will not be completed.
- No permanent paint or chisel marks will be made at the structures.
- A digital picture of the structure elevation is to be taken roughly 100 feet upstream. Other pictures of any problems would be appreciated.

**Problems, which could affect the continued safe operation of the bridge, must be brought to the attention of the MDOT PM before the Diver Inspection Team leaves the site.**

### **Project Deliverables:**

The CONSULTANT 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 the followings:

- “Stream Cross Section Report” - Streambed profile measurements shall be provided on the standardized forms provided on the MDOT Bridge Operations website – Attachment-A. These profile measurements must be compared to the previous data, if available, in the form of a graph. The spreadsheet form provided on MDOT Bridge Operations website is set up to automatically graph the new data with the old for comparison.
- Upstream and Downstream Graphs of each bridge’s cross-section – Attachment-B.
- Bridge Elevation Picture from about 100 feet upstream.
- Area Map.

A report of each structure should be set up like Attachment-A in an Excel spreadsheet. The spreadsheet, Upstream and Downstream Graphs, the area map, and any pictures must be grouped in a folder for each structure in electronic format.

**One (1) Compact Disk (CD)** with electronic copies of the spreadsheet, graphs, the area map, and elevation pictures and other pertinent information for each bridge and **Two (2) Hardcopy Printouts** of will be submitted as the final submittals to the MDOT Project Manager.

### **TRAFFIC CONTROL**

CONSULTANT staff must remain out of the travelled roadway as much as possible. If operations require being in the roadway for more than 3 minutes, contact the traffic & safety engineer in the appropriate TSC for guidance.

### **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:

Michigan Occupational Safety and Health Administration regulations (MIOSHA) Part 79 & Part 504, Diving Operations.

Occupational Safety and Health Administration regulations (OSHA) Subpart N, Commercial Diving Standards.

Marine Occupational Safety and Health Standards (USCG Regulations), 46 CFR 197.200-197.488 plus Appendix A, Subchapter V.

Consensus Standards for Commercial Diving Operations, Association of Diving Contractors, latest edition (ADC Standards)

### **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.

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. **The hours billed for inspectors will not begin until the inspectors report to the project site.**

**GENERAL**

**Release of information:** The consultant may not release any information about the bridge or the inspection to anyone outside of MDOT. The consultant is not allowed to make copies of the information in the bridge files unless given written approval from the MDOT Project Manager.

**References and Guidelines:** The consultant is expected to be familiar with the following reference material:

- AASHTO Publications:

Manual for Condition Evaluation of Bridges

AASHTO Manual for Maintenance Inspection of Bridges

- Federal Highway Administration (FHWA) Publications:
  - Inspection of Fracture Critical Bridge Members
- Manual on Uniform Traffic Control Devices for Streets and Highways
- National Bridge Inspection Standards (NBIS)
- Bridge Inspectors Reference Manual (BIRM)

**Attachment A**

**BRIDGE CROSS-SECTIONS**

DATE:  
 STRUCTURE NO.:  
 CONTROL SECTION:  
 ROUTE:  
 WATERCOURSE:

**PREVIOUS CROSS SECTION**

**CURRENT CROSS SECTION**

**DOWNSTREAM FACE**

**DOWNSTREAM FACE**

BENCHMARK ELEVATION: 588.5  
 DESCRIPTION OF BENCHMARK: Top of cap  
 Pier 1  
 UNDERCLEARANCE ELEVATION: N/A  
 TOP OF ROAD ELEVATION: N/A  
 WATER SURFACE ELEVATION: 576.3

BENCHMARK ELEVATION: 588.4  
 DESCRIPTION OF BENCHMARK: Top of pier 1s  
 UNDERCLEARANCE ELEVATION: N/A  
 TOP OF ROAD ELEVATION: N/A  
 WATER SURFACE ELEVATION: 575.2

DATE: 10/27/01

REFERENCE ELEV: 576.3

STATION	READING	ELEVATION	DESCRIPTION	STATION
0	0.0	576.3	S abutment	0
22.5	0.0	576.3		20
45	4.1	572.2		38
67.5	6.1	570.2		40
90	7.2	569.1	Pier 1	60
112.5	7.2	569.1		80
135	7.1	569.2		81
157.5	7.5	568.8		84
180	8.0	568.3	Pier 2	100
202.5	7.7	568.6		120
225	2.1	574.2		140
247.5	0.0	576.3		160
270	0.0	576.3	N abutment	180

DATE: 11/20/09

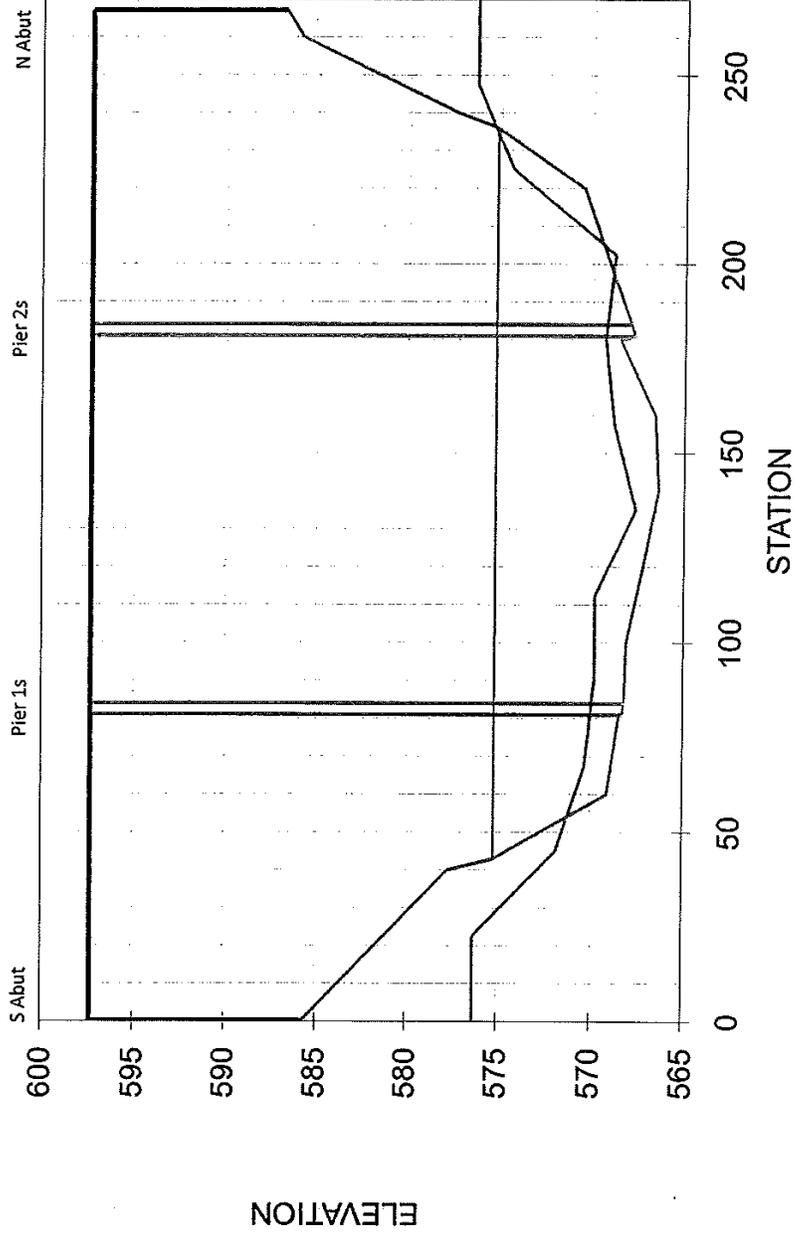
REFERENCE ELEV: 575.2 (water surface)

STATION	READING	ELEVATION	DESCRIPTION	STATION
0	-12.0	587.2	S abutment	0
20	-6.4	581.6	S slope	20
38	0.0	575.2	S edge of water	38
40	0.2	575.0	Channel	40
60	4.0	571.2	Channel	60
80	4.5	570.7	Channel	80
81	4.5	570.7	Pier 1s, S side	81
84	7.3	567.9	Pier 1s, N side	84
100	7.2	568.0	Channel	100
120	6.6	568.6	Channel	120
140	7.8	567.4	Channel	140
160	8.5	566.7	Channel	160
180	7.2	568.0	Channel	180
181	7.2	568.0	Pier 2s, S side	181
184	7.5	567.7	Pier 2s, N side	184
200	7.4	567.8	Channel	200
220	4.3	570.9	Channel	220
231	0.0	575.2	N edge of water	231
240	-3.8	579.0	N slope	240
260	-10.2	585.4	N slope	260
267	-10.8	586.0	N abutment	267

Attachment B

# UPSTREAM FACE (W)

Structure:  
Date:



— Water Surface    - - - Previous Cross Section, 10/27/01    — Current Cross Section, 11/20/09

Attachment C

## Work Package Listings

No.	Structure Number	CS Structure Number	County	Facility	Feature Intersected	Location	Year Built	Year Reconst	Waterway Adequacy
1	8030	63173-B01	Oakland	I-75	DEERLAKE CREEK	1.4 MI W OF M-15	1962		7
2	8041	63174-B02-1	Oakland	I-75 NB	RED RUN DRAIN	IN MADISON HTS	1963	2001	8
3	8042	63174-B02-2	Oakland	I-75 SB	RED RUN DRAIN	IN MADISON HTS	1963	2001	8
4	8043	63174-B04-1	Oakland	I-75 NB	CLINTON RIVER	0.6 MI S OF M-59	1964	2001	8
5	8044	63174-B04-2	Oakland	I-75 SB	CLINTON RIVER	0.6 MI S OF M-59	1964	2001	8
6	8137	63201-B02	Oakland	M-10 BR	CLINTON RIVER	IN PONTIAC	1964		8
7	7786	63821-C01	Oakland	OLD I-96 (BL)	ROUGE RIVER	IN FARMINGTON (E GRAND RI	2006		8
8	9896	77011-B01	St. Clair	M-19	BELLE RIVER	0.3 MI N OF MACOMB COL	2005		8
9	9897	77011-B02	St. Clair	M-19	COWHEY CREEK	1.8 MI S OF M-21	2007		8
10	9900	77012-B01	St. Clair	M-19	EMMETT DRAIN	0.5 MI N OF M-21	1987		8
11	9901	77012-B02	St. Clair	M-19	SULLIVAN DRAIN	1.7 MI N OF M-21	1987		8
12	9902	77012-B03	St. Clair	M-19	PINE RIVER	2.8 MI N OF M-21	2008		8
13	9903	77012-B04	St. Clair	M-19	MILL CREEK	0.1 MI S OF M-136	2008		8
14	9925	77023-B01	St. Clair	I-69 EB	S BR PINE RIVER	1.2 MI SE OF GOODELLS	1980		9
15	9926	77023-B02	St. Clair	I-69 WB	SOUTH BRANCH PINE RIVER	1.2 MI SE OF GOODELLS	1980		9
16	9927	77023-B03	St. Clair	I-69 EB	PINE RIVER	2.6 MI SE OF GOODELLS	1980		9
17	9928	77023-B04	St. Clair	I-69 WB	PINE RIVER	2.6 MI SE OF GOODELLS	1980		9
18	9945	77024-B05	St. Clair	I-69 EB	COX-DOTY DRAIN	2.7 MI E OF CAPAC	1982		8
19	9946	77024-B06	St. Clair	I-69 WB	COX-DOTY DRAIN	2.7 MI SE OF CAPAC	1982		7
20	9958	77033-B04	St. Clair	M-25	DOE CREEK	3.5 MI N OF M-136	1948		8
21	9959	77033-B05	St. Clair	M-25	BURTCH CREEK	0.4 MI S OF SANILAC COL	1948	2000	5
22	9960	77033-B06	St. Clair	M-25	MILWAUKEE CREEK	IN LAKEPORT	1986		8
23	9966	77041-B01	St. Clair	M-136	BLACK RIVER	9.8 MI SE OF M-19	1999		8
24	9968	77051-B02	St. Clair	M-29	SWAN CREEK	3.9 MI SE OF MACOMB COL	1973		8
25	9969	77051-B03	St. Clair	M-29	BEAVBIEN CREEK	3 MI SE FAIR HAVEN	1986		6

26	9970	77051-B04	St. Clair	M-29	COX'S DRAIN	IN ALGONAC	1952	1997	8
27	9971	77051-B05	St. Clair	M-29	MARINE CITY DRAIN	IN ALGONAC	1942	1997	8
28	9981	77091-B01	St. Clair	M-136	BLACK RIVER SPILLWAY	IN PORT HURON	2000		4
29	9982	77111-B01-3	St. Clair	I-94 EB	BELLE RIVER	6.6 MI NE OF MACOMB COL	2009		8
30	9983	77111-B01-4	St. Clair	I-94 WB	BELLE RIVER	6.6 MI NE OF MACOMB COL	2009		8
31	9984	77111-B02-3	St. Clair	I-94 EB	PINE RIVER	13.4 MI NE OF MACOMB COL	1964	2008	8
32	9985	77111-B02-4	St. Clair	I-94 WB	PINE RIVER	13.4 MI NE OF MACOMB COL	1964	2008	8
33	13579	77111-B03-1	St. Clair	PINE GROVE AV CONN	BLACK R & RIVERSIDE DRV	W CITY LIMITS	2011		9
34	13580	77111-B03-2	St. Clair	I-94 & I-69 EB	BLACK R & RIVERSIDE DRV	W CITY LIMITS	2011		9
35	13581	77111-B03-3	St. Clair	I-94 & I-69 WB	BLACK R & RIVERSIDE DRV	W CITY LIMITS	2011		9
36	9993	77111-C05	St. Clair	I-94	STOCKS CREEK DRAIN	1.1 MI N OF LAPEER RD	2011		6
37	10023	77132-B01	St. Clair	M-25	HOWE DRAIN	1.9 MI NW OF PORT HURON	1981		8
38	11103	82022-B01	Wayne	I-94 EB	ECORSE CREEK	IN ALLEN PARK	1943		8
39	11104	82022-B02	Wayne	I-94 WB	ECORSE CREEK	IN ALLEN PARK	1943		8
40	11273	82051-B01	Wayne	US-24	SILVER CREEK	1.3 MI NE OF MONROE COL	2005		8
41	11276	82052-B01	Wayne	US-24	BLAKLEY DRAIN	IN TAYLOR	1986		8
42	11277	82052-B02-1	Wayne	US-24 NB	SEXTON KILFOIL DRAIN	IN TAYLOR	1986	2001	8
43	11278	82052-B02-2	Wayne	US-24 SB	SEXTON KILFOIL DRAIN	IN TAYLOR	1964	2001	8
44	11279	82052-B03-1	Wayne	US-24 NB	ECORSE CREEK	IN DEARBORN HTS	1987		8
45	11280	82052-B03-2	Wayne	US-24 SB	ECORSE CREEK	IN DEARBORN HTS	1958	1990	8
46	11281	82052-B04	Wayne	US-24 SB	FRANK & POET DRAIN	IN TAYLOR	1964	2001	8
47	11287	82053-B01	Wayne	US-24	ROUGE RIVER	IN DEARBORN	1937	2006	8
48	11288	82053-B02-1	Wayne	US-24 NB	MIDDLE ROUGE R	IN DEARBORN HTS	1959	2006	8
49	11289	82053-B02-2	Wayne	US-24 SB	MIDDLE ROUGE R	IN DEARBORN HTS	1959	2006	7
50	11290	82053-B03-1	Wayne	US-24 NB	ROUGE RIVER	2.1 MI S OF M-5	1960	1972	7
51	11291	82053-B03-2	Wayne	US-24 SB	ROUGE RIVER	2.1 MI S OF M-5	1960	1972	7
52	11292	82053-B04	Wayne	US-24 TELEGRAPH RD	ROUGE RIVER	0.1 MI S OF M-102	1967		8
53	11299	82061-B01	Wayne	US-12 EB	APPLE RUN DRAIN	2.3 MI E OF WASHTENAW COL	2003		8
54	11300	82061-B02	Wayne	US-12 WB	APPLE RUN DRAIN	2.5 MI E OF WASHTENAW COL	2003		8
55	11309	82062-B01	Wayne	US-12 WB	ROUGE RIVER	IN DEARBORN	2009		8

56	11310	82062-B02	Wayne	US-12 EB	ROUGE RIVER	IN DEARBORN	2009		8
57	11327	82081-B01	Wayne	M-153	FELLOWS CREEK	3.3 MI E OF WASHTENAW COL	2006		8
58	11343	82101-B01	Wayne	OLD M-14	FELLOWS CREEK	0.3 MI E OF WASHTENAW COL	2003		6
59	11344	82101-B02	Wayne	M-14	WILLOW CREEK	2.7 MI E OF WASHTENAW COL	2003		6
60	11345	82101-B03	Wayne	OLD M-14	MIDDLE ROUGE RIVER	IN LIVONIA	1925		4
61	11346	82101-C01	Wayne	M-14 (OLD)	TONQUISH CREEK	0.3 MI E MAIN ST,PLYMOUTH	1926		6
62	11350	82102-B01	Wayne	M-14	ROUGE RIVER	0.3 MI WEST OF PLYMOUTH	1976		8
63	11480	82122-B02	Wayne	I-96	ROUGE RIVER	IN DETROIT	1970	2003	8
64	11619	82141-B01	Wayne	M-102 EB	ROUGE RIVER	0.1 MI W OF US-24	1931	1987	8
65	11620	82141-B02	Wayne	M-102 WB	ROUGE RIVER	0.1 MI W OF US-24	1987		8
66	11621	82141-B03	Wayne	M-102	PLUM CR	0.5 MI E OF US-24	1931		8
67	11625	82191-B01	Wayne	I-75 SB	BLAKELY DRAIN	0.2 MI S OF TAYLOR	1964	2006	8
68	11626	82191-B02	Wayne	I-75 NB	BLAKELY DRAIN	0.2 MI S OF TAYLOR	1964	2006	8
69	11627	82191-B03-1	Wayne	I-75 NB	GODDARD RD, SXTN-KIL DRN	IN ALLEN PARK	1966		6
70	11628	82191-B03-2	Wayne	I-75 SB	GODDARD RD, SXTN-KIL DRN	IN ALLEN PARK	1966		7
71	11629	82191-B06	Wayne	I-75 RAMP C	FRANK & POET DRAIN	IN TAYLOR	1966		8
72	11630	82191-B07	Wayne	I-75 & RAMP A	FRANK & POET DRAIN	IN TAYLOR	1966		8
73	11670	82192-B01	Wayne	M-39	ECORSE CREEK	IN ALLEN PARK	1963		6
74	11673	82192-B02	Wayne	M-39	ROUGE RIVER	IN DEARBORN	1963		8
75	11674	82192-B02-5	Wayne	M-39 NB SERV RD	ROUGE RIVER	IN DEARBORN	1963		8
76	11675	82192-B02-6	Wayne	M-39 SB SERV RD	ROUGE RIVER	IN DEARBORN	1963		8
77	11719	82194-B02	Wayne	I-75	ECORSE RIVER	IN LINCOLN PARK	1966		8
78	11785	82211-B01-1	Wayne	M-85 NB	MARSH CREEK	0.5 MI SW OF TRENTON	1982		8
79	11786	82211-B01-2	Wayne	M-85 SB	MARSH CREEK	.5 MI SW OF TRENTON	1958		8
80	11787	82211-B02-1	Wayne	M-85 NB	FRANK & POET DRAIN	IN TRENTON	1958		8
81	11788	82211-B02-2	Wayne	M-85 SB	FRANK & POET DRAIN	IN TRENTON	1958		8
82	11789	82211-B03-1	Wayne	M-85 NB	SEXTON-KILFOIL DRAIN	IN LINCOLN PARK	1959		8
83	11790	82211-B03-2	Wayne	M-85 SB	SEXTON-KILFOIL DRAIN	IN LINCOLN PARK	1959		8
84	11791	82211-B04	Wayne	M-85 SB	ECORSE CREEK	IN LINCOLN PARK	1970		8
85	11792	82211-B05	Wayne	M-85 NB	ECORSE CREEK	IN LINCOLN PARK	1970		8
86	11884	82291-B01	Wayne	I-275 SB	HURON R & METROPARK PATH	NEW BOSTON VILLAGE	1974	1998	7

87	11885	82291-B02	Wayne	I-275 NB	HURON R & METROPARK PATH	NEW BOSTON VILLAGE	1974		8
88	11918	82292-B01	Wayne	I-275 SB EXIT RAMP	LOWER ROUGE R/BIKE PATH	2.5 MI W OF WAYNE	1974	2006	8
89	11919	82292-B02	Wayne	I-275 SB	LOWER ROUGE R/BIKE PATH	2.5 MI W OF WAYNE	1974		8
90	11920	82292-B03	Wayne	I-275 NB	LOWER ROUGE R/BIKE PATH	2.5 MI W OF WAYNE	1974		8
91	11921	82292-B04	Wayne	I-275 SB	FELLOWS CREEK	2.0 MI NW OF WAYNE	1974		8
92	11922	82292-B05	Wayne	I-275 NB ON RAMP	LOWER ROUGE R/BIKE PATH	0.25 MI W OF WAYNE	1974		8
93	11923	82292-B06	Wayne	I-275 NB	FELLOWS CREEK	2.0 MI NW OF WAYNE	1974		8
94	11924	82292-B07	Wayne	I-275 RAMP	MCCLAUGHREY DRAIN	1 MI SW OF WAYNE	1974		8
95	11925	82292-B08	Wayne	I-275 SB	MCCLAUGHREY DRAIN	1 MI SW OF WAYNE	1974		8
96	11926	82292-B09	Wayne	I-275 NB	MCCLAUGHREY DRAIN	1 MI SW OF WAYNE	1974		8
97	11927	82292-B10	Wayne	I-275 RAMP	MCCLAUGHERY DRAIN	1 MI SW OF WAYNE	1974		8
98	11954	82293-B01	Wayne	I-275 SB	TONQUISH CR	3.5 MI SE OF PLYMOUTH	1972		8
99	11955	82293-B02	Wayne	I-275 SB	MIDDLE ROUGE RIVER	.3 MI W OF LIVONIA LTS	1972		8
100	11956	82293-B03	Wayne	I-275 NB	MIDDLE ROUGE RIVER	.3 MI W OF LIVONIA LTS	1972		8
101	11957	82293-B04	Wayne	I-275 NB	TONQUISH CR	3.5 MI SE OF PLYMOUTH	1972		8