

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

Research Administration Use Only

		REQUISITION NUMBER 1115	DUE DATE 2/25/2013	TIME DUE Noon EST
MDOT PROJECT MANAGER <b>Dean Kanitz</b>		JOB NUMBER (JN) tbd		CONTROL SECTION (CS) n/a

DESCRIPTION  
**Michigan Urban Trunkline Segments Safety Performance Function (SPFs) Development and Support**

Check all items to be included in RFP			Provide only checked items below in proposal
Check the appropriate Tier in the box below			
<input type="checkbox"/> <b>TIER I</b> (\$25,000-\$99,999)	<input type="checkbox"/> <b>TIER II</b> (\$100,000-\$250,000)	<input checked="" type="checkbox"/> <b>TIER III</b> (>\$250,000)	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Understanding of Service
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Past Performance
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Qualifications of Team
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Quality Assurance/Quality Control
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<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	<input type="checkbox"/>	Presentation
N/A	N/A	<input type="checkbox"/>	Technical Proposal (if Presentation is required)

The prime consultant must be a Michigan university. The prime consultant/vendor is responsible for the successful completion of the service and is expected to perform at least 40 percent of the services, by dollar value. The basis of payment is Actual Costs as defined in standard MDOT contracts.

If your organization is interested in providing services, please indicate your interest by submitting a proposal following the **research guidelines** near the top of MDOT's Request for Proposals Web page at [http://www.michigan.gov/mdot/0,1607,7-151-9625\\_32842--00.html](http://www.michigan.gov/mdot/0,1607,7-151-9625_32842--00.html).

**RFP SPECIFIC INFORMATION**

Problem Title: Michigan Urban Trunkline Segments Safety Performance Function (SPFs) Development and Support

OR Number: OR14-026

This is Best Value Selection which means the budget amount submitted with the proposal is a component of the proposal score, not the determining factor of the selection.

**PROPOSAL SUBMITTAL INFORMATION**

**PROPOSAL AND BID SHEET EMAIL ADDRESS –**

[mdot-rfp-response@michigan.gov](mailto:mdot-rfp-response@michigan.gov) with a CC to  
[mdot-research@michigan.gov](mailto:mdot-research@michigan.gov)

**GENERAL INFORMATION**

Any questions relative to the Research Problem Statement must be submitted by e-mail to:

[mdot-research@michigan.gov](mailto:mdot-research@michigan.gov). Questions must be received by 5 business days prior to the RFP due date at 5:00 p.m. EST. All questions and answers will be placed on the MDOT RFP Web site as soon as possible after receipt of the questions and at least three (3) days prior to the due date listed above. The names of organizations 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 AND RESEARCH FORMS REQUIRED AS PART OF PROPOSAL SUBMISSION:**

5100D- Request for Proposal Cover Sheet

Schedule of Research Activities Form- Appendix B

Deliverables Table- Appendix A

Initial Implementation Plan Form- Appendix C

5100J- Consultant Data and Presignature sheet is required for signatory on this proposal

Research Proposal Budget Form Worksheet Appendix D (Universities)

Or

Bid Sheet and Budget Exhibits required in [Priced Proposal Guidelines](#) (Consultants)

## MANDATORY ELECTRONIC SUBMITTAL

**Proposals submitted for this project must be submitted electronically.**

**The following are Requirements for Electronic Submittals:**

- Proposals must be prepared using the most current Research guidelines found at the top of the page- [MDOT – Research Proposal 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.
- 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](mailto: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 Proposer 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.

Proposers 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
    - i. Role of Firms
    - ii. Role of Key Personnel
- IV. Location
- V. Quality Assurance / Quality Control Plan
- VI. Resumes of Key Staff
- VII. Pricing Documents/Bid Sheet (if applicable)

# Michigan Department of Transportation

## SCOPE OF SERVICE FOR RESEARCH SERVICES Michigan Universities Only

**TITLE:** Michigan Urban Trunkline Segments Safety Performance Function (SPFs) Development and Support

**OR#:** OR14-026

**LOCATION:** Statewide

**WORK DESCRIPTION:** Research on Michigan Urban Trunkline Segments Safety Performance Function (SPFs) Development and Support

**ANTICIPATED START DATE:** 3/1/2014

**ANTICIPATED COMPLETION DATE:** 3/1/2016

### **MDOT RESEARCH PROJECT ADMINISTRATION MANAGER:**

Michael Townley, P.E.  
8885 Ricks Road  
Lansing, Michigan 48917  
E-MAIL: [mdot-research@michigan.gov](mailto:mdot-research@michigan.gov)

### **GENERAL INFORMATION:**

#### **1. PROBLEM TO ADDRESS:**

The Highways Safety Manual (HSM) is a document based on a decade of research utilizing information that has been collected from many states and countries from around the world. To have full functionality of the HSM for Michigan there is a need to develop safety performance functions (SPFs) tailored to segment, intersection and ramps of urban, rural and local agency facilities. SPFs will allow transportation professionals at all levels the ability to scientifically evaluate facilities prior to design for expected number of crashes, crash severities, crash types and return on investment from a safety perspective. There is a significant amount of data that needs to be collected to gain a full perspective for the development of SPFs for each site type in the HSM. Urban trunkline locations function differently from rural trunkline and local agency facility types. Gaining an understanding of information for the urban trunkline through the development of SPFs will improve safety for all users of this infrastructure and allow urban trunkline to function better, faster, smarter, safer, and cheaper.

The SPFs developed for Michigan will allow professionals to perform network surveillance on a more precise level which will benefit all roadway users. This research will result in better locations being selected that will generate safer roadways. In the long-term perspective it will be cheaper for tax payers by having more accurate returns on investment by reducing crashes which will make travel faster and better.

## **2. RESEARCH OBJECTIVES:**

1. Review and summarize of previous and existing efforts to generate Safety Performance Function(s) for agencies.
2. Identification of sites for the following urban intersection types from existing Safety Analyst output:
  - a. Urban Trunkline Two-Lane Arterial
  - b. Urban Trunkline Three-Lane Arterial (TWLTL)
  - c. Urban Trunkline Four-Lane Undivided
  - d. Urban Trunkline Four-Lane Divided
  - e. Urban Trunkline Five-Lane (TWLTL)
  - f. Urban Trunkline Greater Than Four-Lane Undivided
  - g. Urban Trunkline Greater Than Four-Lane Divided
  - h. Urban Trunkline Greater Than Five-Lane (TWLTL)
3. Development of the following SPFs:
  - a. Urban Trunkline Two-Lane Arterial
  - b. Urban Trunkline Three-Lane Arterial (TWLTL)
  - c. Urban Trunkline Four-Lane Undivided
  - d. Urban Trunkline Four-Lane Divided
  - e. Urban Trunkline Five-Lane (TWLTL)
  - f. Urban Trunkline Greater Than Four-Lane Undivided
  - g. Urban Trunkline Greater Than Four-Lane Divided
  - h. Urban Trunkline Greater Than Five-Lane (TWLTL)
4. Defined maintenance cycle and process for updating SPFs

## **3. URGENCY AND IMPLEMENTATION BENEFIT TO MDOT:**

Safety Performance Functions (SPFs) will be utilized in Safety Analyst for network surveillance and for analysis with the Highway Safety Manual (HSM). The technical report and presentation along with the demonstration presentation will be provided to safety and design personnel within MDOT, while the executive report and presentation will be provided to administration and management.

The SPFs developed for Michigan will allow professionals to perform network surveillance and site analysis on a more precise level which will benefit all roadway users. This will result in better

locations being selected that will generate safer roadways. In the long-term perspective it will be cheaper for tax payers by having more accurate returns on investment by reducing crashes which will make travel faster and better.

#### **4. RISKS OR OBSTACLES TO RESEARCH:**

There are a large quantity of locations that must be considered and a smaller but still a large number of sites that need data to be collected and analyzed to reach the point that SPFs can be developed. Doing a site visit for each site would not be an option and understanding must be obtained for each site. Limited information is available through MDOT sufficiency, but verification must occur.

#### **5. DESIRED QUALIFICATIONS IN AN INVESTIGATOR(S):**

- Proficient knowledge and use of the Highways Safety Manual
- Researchers are required to retain someone of the following level:
  - Bachelor's degree in statistics or higher
  - or,
  - Senior level statistics student with statistics professional guidance
- Proficient knowledge and use of spreadsheet and database formats
- Knowledge and use of various GIS programs and formats

#### **CONSULTANT RESPONSIBILITIES:**

1. Literature Review
2. Identification of Sites
3. Data Collection
4. Data Analysis
5. SPF Development
6. Develop Maintenance Cycle
7. Develop Maintenance Process
8. Develop Deliverables

## 9. Demonstration materials and meetings

Failure of any of the above will be found in noncompliance with the contract.

### **DELIVERABLES:**

- Technical report
  - Summary of literature review
  - Details on site selection
  - Details and example on data collection
  - Details and example on data analysis
  - Developed Michigan SPF's for:
    - i. Urban Trunkline Two-Lane Arterial
    - ii. Urban Trunkline Three-Lane Arterial (TWLTL)
    - iii. Urban Trunkline Four-Lane Undivided
    - iv. Urban Trunkline Four-Lane Divided
    - v. Urban Trunkline Five-Lane (TWLTL)
    - vi. Urban Trunkline Greater Than Four-Lane Undivided
    - vii. Urban Trunkline Greater Than Four-Lane Divided
    - viii. Urban Trunkline Greater Than Five-Lane (TWLTL)
  - Example problems utilizing the full HSM process including EB analysis for use of each developed Michigan SPF:
    - i. Urban Trunkline Two-Lane Arterial
    - ii. Urban Trunkline Three-Lane Arterial (TWLTL)
    - iii. Urban Trunkline Four-Lane Undivided
    - iv. Urban Trunkline Four-Lane Divided
    - v. Urban Trunkline Five-Lane (TWLTL)
    - vi. Urban Trunkline Greater Than Four-Lane Undivided
    - vii. Urban Trunkline Greater Than Four-Lane Divided
    - viii. Urban Trunkline Greater Than Five-Lane (TWLTL)
  - Summary of maintenance cycle
  - Summary of maintenance process
- Technical Presentation
- Executive Report
- Executive Presentation
- Demonstration Presentation
- There will be two meetings after finalizing the project to present an executive overview and examples of each site-type SPF use.

## **MDOT RESPONSIBILITIES:**

High-level locations will be provided by MDOT in both a spreadsheet and GIS format from Safety Analyst. The researcher will select a subset of locations from the MDOT list. These locations will be sent back to MDOT with a Physical Reference (PR) and Mile Point (MP) range for crash data which will come in the format of Traffic Crash Reporting System (TCRS).

## **COORDINATION PROCEDURES**

Work will be completed in compliance with the Research Implementation Manual

## **CONSULTANT PAYMENT**

All billings for services must be directed to the Department and follow the current Research Implementation Manual. 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.

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 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 project manager.

Compensation for services will be reimbursed on actual cost basis.

## **PROPOSAL INFORMATION AND SCORING**

Formal proposals are required and shall include the information as outlined in these Guidelines. This section is the information required in the proposal that will be used to score the qualifications of each consultant's proposal. The section numbering correlates to the score sheet. Therefore, the consultant should format their proposals consistent with the outline provided.

### **1. UNDERSTANDING OF SERVICE: 40 POINTS**

Describe understanding of the service intended to be proposed. This information is to be based on the scope of services.

**Problem Statement and Background Summary-** demonstrates good understanding of problem, looks objectively at problem, specifies problem limits and restricts scope appropriately, and cites relevant literature.

**Research Plan-** cites specific objectives clearly, technical approach responds to all written and implied requirements, difficult areas are identified and details to overcome are given, represents novel idea or technical approach, plan is feasible, and effort is consistent with scope of problem.

**Products and Implementation-** proposal clearly defines products to be delivered at completion, includes practical, realistic implementation plan.

**MDOT Involvement-** MDOT involvement is not excessive and is clearly defined and quantified.

## 2. **QUALIFICATIONS OF TEAM: 30 POINTS –**

Describe the structure of the project team including the roles of all key personnel and subcontractors. For each subcontractor describe role in service and include what percent of the task that the subcontractor is expected to provide. Provide résumés for each of the key staff of the prime and subcontractor.

**Facilities-** proposer has adequate access to equipment and/or laboratory required in study.

**Staffing-** personnel availability is clearly defined, shows a depth of qualified personnel, proposer has ability to manage a project of this size an sufficient resources to complete study, qualifications are directly related to the requirements of the project, plans for specific key personnel assignment included, and there is a reasonable balance between subcontractor and prime contractor.

**Statistical Qualification-** The required knowledge level for a research team in statistical analyses, if defined, will be in the RFP under the heading DESIRED QUALIFICATIONS IN AN INVESTIGATOR(S).

Proposals not documenting statistical training and experience levels required in the RFP may be classified as non-responsive.

## 3. **RELEVANT PAST PERFORMANCE: 30 POINTS**

The project manager will contact references and review relevant performance evaluations from the past 5 years.

**Record of past accomplishment-** proposer satisfactorily completed past projects, was cooperative and flexible, and ended past projects according to the original budget and time schedule.

## 4. **QUALITY ASSURANCE/QUALITY CONTROL (QAQC) PLAN: 5 POINTS**

The proposer provided an outline of a QA/QC process. The QA/QC Manager is experienced with MDOT standards and practices.

## 5. **LOCATION: 5 POINTS**

The percentage of work hours performed in Michigan will be used for all selections unless the project is for on-site inspection or survey activity. The combination of location and percentage of work performed in Michigan should not exceed 5 points.

Percentage of Work To Be Done in Michigan		Score
95% to 100%		5
80% to 94%		4
50% to 79%		3
25% to 49%		2
10% to 24%		1
Less than 10%		0

**6. PRICE: 40 POINTS**

Cost score is based on the lowest cost proposed divided by the current proposer cost multiplied by 40. Lowest bid shall receive 40 points.

**TOTAL POINTS: 150**

**Research Proposal Budget Form Worksheet**

Project Title	
Research Organization	
Date	

									FY1	FY2	FY3	FY4	TOTAL	
<b>SALARIES &amp; WAGES -- MUST COMPLY WITH OMB CIRCULAR A-21</b>														
Specify number of hours to be worked and hourly rate for each individual below:														
Examples of role of individual are Principal Investigator, Technician, Grad Student, etc. Annual wage increases must not exceed 2%														
<b>(role of individual)</b>														
<b>Name of individual</b>														
<b>Enter FY</b>	<b>FY1 rate</b>	<b>FY1 hrs</b>	<b>FY2 rate</b>	<b>FY2 hrs</b>	<b>FY3 rate</b>	<b>FY3 hrs</b>	<b>FY4 rate</b>	<b>FY4 hrs</b>						
<b>rate &amp; hrs</b>									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>(role of individual)</b>														
<b>Name of individual</b>														
<b>Enter FY</b>	<b>FY1 rate</b>	<b>FY1 hrs</b>	<b>FY2 rate</b>	<b>FY2 hrs</b>	<b>FY3 rate</b>	<b>FY3 hrs</b>	<b>FY4 rate</b>	<b>FY4 hrs</b>						
<b>rate &amp; hrs</b>									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>(role of individual)</b>														
<b>Name of individual</b>														
<b>Enter FY</b>	<b>FY1 rate</b>	<b>FY1 hrs</b>	<b>FY2 rate</b>	<b>FY2 hrs</b>	<b>FY3 rate</b>	<b>FY3 hrs</b>	<b>FY4 rate</b>	<b>FY4 hrs</b>						
<b>rate &amp; hrs</b>									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>(role of individual)</b>														
<b>Name of individual</b>														
<b>Enter FY</b>	<b>FY1 rate</b>	<b>FY1 hrs</b>	<b>FY2 rate</b>	<b>FY2 hrs</b>	<b>FY3 rate</b>	<b>FY3 hrs</b>	<b>FY4 rate</b>	<b>FY4 hrs</b>						
<b>rate &amp; hrs</b>									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>(role of individual)</b>														
<b>Name of individual</b>														
<b>Enter FY</b>	<b>FY1 rate</b>	<b>FY1 hrs</b>	<b>FY2 rate</b>	<b>FY2 hrs</b>	<b>FY3 rate</b>	<b>FY3 hrs</b>	<b>FY4 rate</b>	<b>FY4 hrs</b>						
<b>rate &amp; hrs</b>									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>(role of individual)</b>														
<b>Name of individual</b>														
<b>Enter FY</b>	<b>FY1 rate</b>	<b>FY1 hrs</b>	<b>FY2 rate</b>	<b>FY2 hrs</b>	<b>FY3 rate</b>	<b>FY3 hrs</b>	<b>FY4 rate</b>	<b>FY4 hrs</b>						
<b>rate &amp; hrs</b>									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>(role of individual)</b>														
<b>Name of individual</b>														
<b>Enter FY</b>	<b>FY1 rate</b>	<b>FY1 hrs</b>	<b>FY2 rate</b>	<b>FY2 hrs</b>	<b>FY3 rate</b>	<b>FY3 hrs</b>	<b>FY4 rate</b>	<b>FY4 hrs</b>						
<b>rate &amp; hrs</b>									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Sub-Total Salary &amp; Wages</b>									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

<b>FRINGE BENEFITS -- MUST COMPLY WITH OMB CIRCULAR A-21</b>										
Indicate Employee, appropriate negotiated rate for each and description of who the rate applies to. ( e.g. - Sam Smith, 25%, Summer Faculty. The rate is negotiated between the university and it's cognizant agency										
Name										
(Rate Description)										
(% rate)	FY1	FY2	FY3	FY4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Name										
(Rate Description)										
(% rate)	FY1	FY2	FY3	FY4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Name										
(Rate Description)										
(% rate)	FY1	FY2	FY3	FY4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Name										
(Rate Description)										
(% rate)	FY1	FY2	FY3	FY4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Name										
(Rate Description)										
(% rate)	FY1	FY2	FY3	FY4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Name										
(Rate Description)										
(% rate)	FY1	FY2	FY3	FY4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Name										
(Rate Description)										
(% rate)	FY1	FY2	FY3	FY4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Sub-Total Fringe Benefits</b>					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>SUBCONTRACTOR -- MUST COMPLY WITH OMB CIRCULAR A-21</b>										
A copy of the subcontractor's budget must be attached. An MDOT approved subcontract is required for subcontractor costs in excess of \$25,000 prior to payment of invoices that contain subcontractor work. List all subcontractors on a separate line.										
Subcontractor Name & Amt.										\$0.00
Subcontractor Name & Amt.										\$0.00
<b>Sub-Total Subcontractor</b>					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>TRAVEL -- MUST COMPLY WITH OMB CIRCULAR A-21</b>										
Must be in accordance with IDS contract requirements.										
<b>In-State Travel (Destinations within Michigan)</b>										
Provide a separate table itemizing costs.										\$0.00
<b>Out-of-State Travel (Prior approval required)</b>										
Provide a separate table itemizing costs.										\$0.00
<b>Sub-Total Travel</b>					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

**SUPPLIES -- MUST COMPLY WITH OMB CIRCULAR A-21 (Few items not allowed are: computers, printers, monitors, fax machines, printer paper, toner cartridges, pens, pencils, legal pads, clips, rubber bands, post-it notes, books, notebooks, binders, folders, diskettes, postage stamps, chairs, office furniture, calendars, paper punches, business cards, staplers, waste cans, etc.)**

Provide details if cost exceeds \$2,000. Individual line items in excess of \$1,000 require a detailed explanation regardless of total cost

(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
<b>Sub-Total Supplies</b>		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

**CAPITAL EQUIPMENT -- MUST COMPLY WITH OMB CIRCULAR A-21 - Purchased specifically for this project**

List items with a value in excess of \$500. Equipment in excess of \$5,000 requires prior approval.

(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
<b>Sub-Total Equipment</b>		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

**OTHER EXPENSES -- MUST COMPLY WITH OMB CIRCULAR A-21 (Few items not allowed are: memberships in professional & scientific organizations, local telephone lines, cell phones, etc.) Any project expense which does not fall into another category. Provide detailed explanation of the expense and applicable breakdown of costs (e.g. graduate student tuition).**

(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
(Description)						\$0.00
<b>Sub-Total Other Expenses</b>		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

**Total Sub-Totals** \$0.00 \$0.00 \$0.00 \$0.00 \$0.00

**INDIRECT COSTS -- MUST COMPLY WITH OMB CIRCULAR A-21**

Indirect cost rates are negotiated between the university and it's cognizant agency. Indicate the type of negotiated indirect rate used and the percentage (e.g. On Campus Research, 52%)

(Type)		(%)								
			FY1	FY2	FY3	FY4				
Enter \$ Amt per FY							\$0.00	\$0.00	\$0.00	\$0.00
<b>Total Indirect Costs</b>			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	

<b>TOTAL PROJECT COSTS</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>UNIVERSITY MATCHING FUNDS</b>					\$0.00
<b>TOTAL MDOT PROJECT COSTS</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00