

**CHECKLIST TO DESIGNATE AREAS OF EVALUATION
FOR REQUESTS FOR PROPOSAL (RFP)**
Research Administration Use Only

		REQUISITION NUMBER 1162	DUE DATE 4/15/2013	TIME DUE Noon EST
MDOT PROJECT MANAGER Michael Eacker		JOB NUMBER (JN) tbd		CONTROL SECTION (CS) n/a
DESCRIPTION Improvement of Michigan Climatic Files in Pavement ME Design				
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"/> TIER I (\$25,000-\$99,999)	<input checked="" type="checkbox"/> TIER II (\$100,000-\$250,000)	<input type="checkbox"/> TIER III (>\$250,000)		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Understanding of Service	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Past Performance	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Qualifications of Team	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Quality Assurance/Quality Control	
<input type="checkbox"/>	<input checked="" 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 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.

RFP SPECIFIC INFORMATION

Problem Title: Improvement of Michigan Climatic Files in Pavement ME Design
OR Number: OR14-010

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 with a CC to
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. 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

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

Research Proposal Budget Form Worksheet Appendix C (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 with a cc to mdot-research@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 for RESEARCH ADMINISTRATION PROPOSALS ONLY:

1. Request for Proposal Cover Sheet Form 5100D
 - A. Consultant Data and Signature Sheet, Form 5100J (if applicable)
2. Understanding of Service
3. Qualifications of Team
4. Past Performance
5. Quality Assurance / Quality Control Plan
6. Location
7. Pricing Documents/Bid Sheet (if applicable)
8. Appendices

Michigan Department of Transportation

SCOPE OF SERVICE FOR RESEARCH SERVICES Universities Only

TITLE: Improvement of Michigan Climatic Files in Pavement ME Design
OR#: OR14-010

WORK DESCRIPTION: Research on Improvement of Michigan Climatic Files in Pavement ME Design

ANTICIPATED START DATE: 10/1/2013

ANTICIPATED COMPLETION DATE: 4/1/2015

MDOT RESEARCH PROJECT ADMINISTRATION MANAGER:

Andre Clover, P.E.
8885 Ricks Road
Lansing, Michigan 48917
E-MAIL: mdot-research@michigan.gov

GENERAL INFORMATION:

1. PROBLEM TO ADDRESS:

The new mechanistic-empirical pavement design software, Pavement ME Design, comes with climatic files from weather stations around the country. For Michigan, there are 19 weather stations. The software uses this data in the Enhanced Integrated Climatic Model (EICM) to vary material properties over the design life according to weather and moisture conditions. The EICM plays a critical role in the performance predictions of the software. Michigan needs to know that the existing data in the software is of sufficient quantity and quality that weather effects are being accurately used in the performance analysis. Individual station data contains a maximum of 10 years of data (1996 to 2006). An increase in the timeframe represented by data would make designs less susceptible to shorter term outlier weather patterns. While geographically, most weather stations are concentrated in the lower half of the lower peninsula leaving some areas of the state under represented. We need to determine how this impacts the pavement design.

2. RESEARCH OBJECTIVES:

1. Check the quantity and quality of existing data for weather stations in Pavement ME Design. The weather data input files for Pavement ME Design require the following hourly data: temperature, wind speed, % sunshine, precipitation, and relative humidity. Five weather stations from the MEPDG version of the software are not in Pavement ME Design. This is due to missing 1 month of weather data. Can the missing data be filled in with interpolated data in order to utilize these stations? The data should also be checked for outliers and data that appears to be erroneous.

2. Learn about the sensitivity of designs to the climatic inputs. This analysis should look at sensitivity between stations, methods of choosing a virtual station and the impact on the design due to individual weather observations. In addition to the data listed in #1, the elevation above sea level for the project site and the depth to water table are inputs that should have a sensitivity analysis. The sensitivity of individual weather data (air temps, wind speed, etc.) will likely require changes to the data item being analyzed. For example, the air temperatures could be changed by 2° increments in either direction to see how sensitive the results are to this piece of weather data. The files containing the data are quite long (hourly values for up to 10 years).

3. Determine sources of additional weather data that can be utilized in Pavement ME Design. For example, a study for the Mississippi DOT utilized the Automated Weather Observation System (AWOS) and the Automated Surface Observation System (ASOS) as well as the National Weather Service Cooperative Observer Program (COOP). In addition, the MDOT Intelligent Transportation Systems (ITS) section is collecting data at several sites in the Upper Peninsula and northern Lower Peninsula. The majority of this ITS data is very recent (~2 years or less) and therefore may not be immediately useful as individual stations. It contains temperature, barometric pressure, visibility, wind, precipitation and subsurface temperature information. This data may be useful for supplementing existing stations. A review and analysis of these sources, as well as others not mentioned, should be conducted to determine their adequacy for use in Pavement ME Design.

After this data search is completed, the Research Advisory Panel will decide whether or not to continue with #4 and #5 below.

4. Determine where additional weather stations would be beneficial. Geographically, a majority of the weather stations currently in Pavement ME Design are concentrated in the lower part of the Lower Peninsula. The geographically unrepresented areas should be compared climatically with weather station Pavement ME Design to see if it is beneficial to have a new weather station. Even areas well represented geographically by several stations may show benefits of having more stations based on differing microclimates in the area. This should be accomplished using a valid statistical analysis.

5. Run quality checks on data discovered in #3 and for locations determined in #4 and place into the correct format for Pavement ME Design. Data currently exists in comma-delimited text files in Pavement ME Design. However, data in the correct format in an XML file can also be imported for pavement design. These additional files will reside on a central server being used for Pavement ME Design so that pavement designers statewide can access them. For #4 and #5, a procedure will be needed that will help MDOT add additional data in future years.

6. Develop a procedure or tool to choose weather data for areas not represented by a specific weather station. In these gap areas, a “virtual station” can be created by interpolating data from nearby stations. The question then becomes how to choose the appropriate station for the virtual station. Should it be the closest station or a group of stations? If it should be a group, should 2, 3, 4, or more be chosen? Alternatively, could one of the existing stations be chosen (not necessarily the closest one) based on similar characteristics to the design location? A procedure to make this decision that can be easily utilized by pavement designer should be developed. Alternatively, it may make more sense to run this analysis statewide and preselect the stations to be used in the gap areas. In this case, a tool such as a map or software would be developed that could be used to quickly make the selection based on the project location.

3. URGENCY AND IMPLEMENTATION BENEFIT TO MDOT:

Climatic files created will be utilized for pavement designs. The procedure developed to add data to create new weather stations or improve existing weather stations, would be utilized in future years to further increase the breadth of data used for pavement designs. The procedure developed when creating virtual weather stations would be utilized for pavement designs in areas not directly represented by a weather station. Pavement designs will be utilizing more weather data which will make them less sensitive to time frames with abnormal weather conditions (very wet years, very hot summers, etc.). The addition of more weather stations providing better geographic coverage of the state will result in pavements that are more cost-effective and will have reduced life-cycle costs.

4. RISKS OR OBSTACLES TO RESEARCH:

If additional data suitable to be used for Pavement ME Design is not available, a large portion of the objectives of this project will not be realized. A review of existing literature and the knowledge of the data available from MDOT’s Intelligent Transportation Systems section make this a very low risk.

5. DESIRED QUALIFICATIONS IN AN INVESTIGATOR(S):

The investigator(s) should have familiarity with potential sources of weather data, experience working with weather data, good knowledge of mechanistic-empirical pavement design, experience working with the MEPDG software or Pavement ME Design.

Statistical Requirement- Master’s degree in Statistics with working experiences in statistical analyses, or student in Statistics Master’s degree program.

CONSULTANT RESPONSIBILITIES:

1. Literature Review

2. Extract and review weather data currently in MEPDG and Pavement ME Design, run quality checks on the data, and catalog missing and erroneous data. Includes weather stations in Indiana, Ohio, and Wisconsin that are close to the Michigan border.

3. Run Pavement ME Design to find sensitivity to:

- Weather stations
- Virtual stations
- Individual weather data items

4. Determine sources of additional weather data that can be utilized in Pavement ME Design.

5. Determine where additional weather stations would be beneficial. This task will only occur with Research Advisory Panel approval based on results from task #4.

6. Extract data from sources found in task #4 for locations found in task #5, check it for quality, and place into the format required by Pavement ME Design. Document the procedure for doing this. This task will only occur with Research Advisory Panel approval based on results from task #4

7. Develop a procedure for the proper selection of the most appropriate weather stations when creating a virtual weather station. Provide a map, software or other appropriate tool to assist with the selection.

8. Final report

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

DELIVERABLES:

1. Accounting of the gaps, errors, and questionable data from the weather stations currently existing in Pavement ME Design as well as an evaluation of the impact to the pavement design due to these same factors.

2. Results of sensitivity to individual weather stations, virtual weather stations, and individual weather data items, and their range of sensitivity.

3. List of locations where additional weather stations would be beneficial.

4. Climatic input files with additional data for existing or new weather stations in the proper format to be used in Pavement ME Design.

5. Procedure that can be used in the future for adding new weather data for use in Pavement ME Design.

6. Procedure for the selection of weather stations to be used when creating a virtual weather station in Pavement ME Design. Software, map, or other appropriate tool to help with this.

7. Final report documenting all work, findings, and recommendations from this project.

MDOT RESPONSIBILITIES:

It is anticipated that MDOT will provide access to the Pavement ME Design software for a very limited number of persons working on this project, if the contractor does not already have access. **The contractor should be prepared to purchase a license to Pavement ME Design for the duration of this project should MDOT decide not to provide access or is unable to do so.**

MDOT can provide the climatic files currently in MEPDG and Pavement ME Design should the contractor not have access to the software at the beginning of the project. Files are in comma delimited text format . Additionally, files from Pavement ME Design can be exported in XML format.

MDOT can provide access to weather data currently being collected at ITS locations in Michigan.

MDOT can provide training on Pavement ME Design, if needed.

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	
SALARIES & WAGES -- MUST COMPLY WITH OMB CIRCULAR A-21														
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%														
(role of individual)														
Name of individual														
Enter FY	FY1 rate	FY1 hrs	FY2 rate	FY2 hrs	FY3 rate	FY3 hrs	FY4 rate	FY4 hrs						
rate & hrs									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
(role of individual)														
Name of individual														
Enter FY	FY1 rate	FY1 hrs	FY2 rate	FY2 hrs	FY3 rate	FY3 hrs	FY4 rate	FY4 hrs						
rate & hrs									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
(role of individual)														
Name of individual														
Enter FY	FY1 rate	FY1 hrs	FY2 rate	FY2 hrs	FY3 rate	FY3 hrs	FY4 rate	FY4 hrs						
rate & hrs									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
(role of individual)														
Name of individual														
Enter FY	FY1 rate	FY1 hrs	FY2 rate	FY2 hrs	FY3 rate	FY3 hrs	FY4 rate	FY4 hrs						
rate & hrs									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
(role of individual)														
Name of individual														
Enter FY	FY1 rate	FY1 hrs	FY2 rate	FY2 hrs	FY3 rate	FY3 hrs	FY4 rate	FY4 hrs						
rate & hrs									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
(role of individual)														
Name of individual														
Enter FY	FY1 rate	FY1 hrs	FY2 rate	FY2 hrs	FY3 rate	FY3 hrs	FY4 rate	FY4 hrs						
rate & hrs									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
(role of individual)														
Name of individual														
Enter FY	FY1 rate	FY1 hrs	FY2 rate	FY2 hrs	FY3 rate	FY3 hrs	FY4 rate	FY4 hrs						
rate & hrs									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Salary & Wages									\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

FRINGE BENEFITS -- MUST COMPLY WITH OMB CIRCULAR A-21										
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
Sub-Total Fringe Benefits					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
SUBCONTRACTOR -- MUST COMPLY WITH OMB CIRCULAR A-21										
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
Sub-Total Subcontractor					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TRAVEL -- MUST COMPLY WITH OMB CIRCULAR A-21										
Must be in accordance with IDS contract requirements.										
In-State Travel (Destinations within Michigan)										
Provide a separate table itemizing costs.										\$0.00
Out-of-State Travel (Prior approval required)										
Provide a separate table itemizing costs.										\$0.00
Sub-Total Travel					\$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
Sub-Total Supplies										\$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
Sub-Total Equipment										\$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
Sub-Total Other Expenses										\$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
Total Indirect Costs							\$0.00	\$0.00	\$0.00	\$0.00

TOTAL PROJECT COSTS										\$0.00
UNIVERSITY MATCHING FUNDS										\$0.00
TOTAL MDOT PROJECT COSTS										\$0.00