

Introduction

FY 2023 Appropriation Language – PA 166 of 2022, Section 311

“Not later than March 30, 2023, the department shall provide a progress report on the CRRSSA – highway infrastructure program – local bridge bundling initiative established in section 113(2) of article 14 of 2021 PA 87, to the senate and house transportation appropriations subcommittees, the state budget director, and the senate and house fiscal agencies.”

The CRRSAA-funded Local Agency Bridge Bundling Program is in the amount of \$196 million, and all funds must be obligated by September 2024 and expended by September 30, 2029.

FY 2022 Legislative Report

A copy of the FY 2022 Legislative Report can be found [here](#), which was the first report prepared on this phase of the program.

Background

Legislative Action

Funding was prioritized based on the following:

- a) Locally owned vehicle bridges currently closed to traffic.
- b) Locally owned vehicle bridges currently posted or restricted from Michigan Legal Loads.
- c) Locally owned vehicle bridges in need of rehabilitation or replacement as rated by Regional Bridge Councils (RBCs) to ensure citizen safety or unimpeded commercial traffic.

This allocation allows MDOT and the local agencies to continue to work together and build upon the success of the pilot bundle project launched in 2020, which included improvements to 19 local agency bridges with superstructure replacements for 14 local agencies statewide that normally would take many years to construct due to limited funding and resources. The \$196 million for the CRRSAA Phase of the program will allow improvement of up to 59 bridges on the local system in an efficient and cost-effective manner through bundling and alternative delivery options, while improving the safety for the local road transportation system.

CRRSAA Phase

MDOT and program manager consultants (PMCs) began screening candidate bridges meeting the criteria listed above and meeting with stakeholders to review and discuss potential bridge options. The MDOT/PMCs team leveraged the existing local agency bridge program decision-making processes by collaborating closely with the seven statewide RBCs between September 2022 and February 2023. Recommendations on implementing the CRRSAA Phase were consistent with the requirements of the enabling legislation. Draft lists of prioritized bridges based on the above criteria were reviewed with each of the RBCs. The MDOT/PMCs Team incorporated the RBC recommendations into the final selections and ensured bridge candidate selections met the requirements of the legislation. Fifty-seven bridges were accepted for inclusion in the program for rehabilitation, replacement, or permanent removal. Two additional bridges were approved for early preliminary engineering and final design based on the prioritization criteria and available funding.

Program Progress

Development

The MDOT/PMCs team confirmed the bridges to be included in the program in April 2022 and provided the proposed budget and high-level implementation schedule for each of the bridges to

the respective local bridge owners for final approval in which all 35 agencies confirmed these details. Program development work began with bridge scoping and data collection of necessary project details such as detour routes, environmental issues, utility information, undesirable structural types, traffic and safety data, etc. The team also established an electronic SharePoint site for all the program development data and deliverables to be stored with permissions and protocols established for the local agency representatives for ease of coordination.

One of the main requirements of the CRRSAA Phase is to stay within the appropriated budget of \$196 million. The MDOT/PMCs team had to balance the desire to include as many bridges as possible while also considering the possibility of inflationary pressures or escalating prices due to current and anticipated market conditions. A Delivery Advisory Team was formed, consisting of members selected by the County Road Association and the Michigan Municipal League to provide recommendations to MDOT on how to prioritize bridge bundles. This team developed a strategy to mitigate the risk of high bids being received or cost overruns, which could negatively impact the phase budget. This strategy consisted of a prioritization plan to prioritize bridges within a bundle project and address potential cost overruns during construction by requiring local cost participation. Priorities to fully fund all permanent bridge removal bundles as well as the \$60 million committed for the construction of the Miller Road and Rotunda Drive bridges in Wayne County were also confirmed by the Delivery Advisory Team. These considerations were summarized and communicated to the local agency bridge owners in Fall 2022.

The MDOT/PMCs team also evaluated bridge bundle configurations and delivery alternatives to successfully deliver the bridge improvements within the available timeframe, and to fully utilize all appropriated funding. Considerations included legislative requirements, regional geographic areas, "economies of scale" benefits, risk profiles of bridge locations, and input from stakeholders. Meetings were held in June 2022 with the RBCs and Michigan Infrastructure & Transportation Association (MITA) in which recommended bridge bundle project details were confirmed and feedback was received. Initial bridge bundle configurations and delivery methods were finalized in October 2022.

With a financial and delivery strategy set, the MDOT/PMCs team initiated financial programming through the various statewide and regional planning organizations with the goal of getting each of the planned bridge bundles added to the Transportation Improvement Program (TIP) and approved for implementation. Meetings with local agency bridge owners and industry stakeholders to review program development data, target letting dates, risks, schedules, and key program constraints were also conducted.

Other development activities undertaken during this reporting period were field surveying, conceptual design of project plans, structure studies, utility coordination, right-of-way coordination, environmental permitting coordination and environmental clearance activities, including coordination on the potential historic bridges within the phase. Opportunities to preserve some of these historically significant bridges will be coordinated with the bridge owners, State Historic Preservation Office (SHPO) and the Federal Highway Administration. In addition, the MDOT team surveyed local agency bridge owners who participated in the pilot bundle project and received positive and valuable feedback on how to improve the program during the CRRSAA Phase.

Delivery

As MDOT obtains environmental clearance for each of the bridges in a given bundle, a bridge bundle project can be advanced for obligation and delivery. This has occurred within this reporting period for two of the largest bridges, the Miller-Rotunda bridges in Wayne County. The first bundle obligated and advertised for bids was a design-bid-build letting package consisting of the



**PA 166 of 2022 Section 311 Legislative Report
MDOT/Local Agency Bridge Bundling Program**

permanent removal of five closed bridges in mid/upper Michigan. This bundle was successfully awarded in November 2022. In addition, a Request for Qualification (RFQ) package was developed for the North-Upper Bundle, which includes five bridges in the North and Superior Regions. Statements of Qualifications (SOQ) for this design-build bundle package were received in March 2023 and a short-listing of proposers is expected to be determined by April 2023.

The anticipated schedule for milestone delivery of the bridge bundle packages can be found in the table below.

BRIDGE BUNDLE	MILESTONE DELIVERY DATES	DELIVERY METHOD
Low-Risk Permanent Bridge Removals		Design-Bid-Build
Letting	Nov 2022	
North/Upper Bridges		Design-Build
RFQ Issuance	Feb 2023	
Request For Proposals (RFP) Issuance	Apr 2023	
Letting	Jul 2023	
Miller & Rotunda Bridges		Design-Bid-Build
Letting	Aug 2023	
Northern and Central-South Bridge Removals (Two Packages)		Design-Bid-Build
Letting	Oct 2023	
Low-Risk Lower East Bridges		Design-Build
RFQ Issuance	May 2023	
RFP Issuance	Aug 2023	
Letting	Nov 2023	
Alabaster Road Bridge		Design-Bid-Build
Letting	Dec 2023	
Lower West Bridges		Design-Build
RFQ Issuance	Sep 2023	
RFP Issuance	Dec 2023	
Letting	Mar 2024	
Medium and High-Risk Lower East Bridges		Design-Build
RFQ Issuance	Feb 2024	
RFP Issuance	May 2024	
Letting	Aug 2024	
Dexter-Chelsea Road Bridge		Design-Bid-Build
Letting	Aug 2024	



**PA 166 of 2022 Section 311 Legislative Report
MDOT/Local Agency Bridge Bundling Program**

To help increase interest in program opportunities, the MDOT/PMCs team began planning a Virtual Disadvantaged Business Enterprise (DBE) Open House and Matchmaking Session. The goal of this event is to ensure that all qualified and certified DBE firms are aware of the program’s opportunities, facilitate the successful achievement of the Department’s DBE participation goals for the program, and foster effective teaming among all interested industry players.

CRRSAA Phase Bridge Bundles

Below is the list of locally owned bridges included in the CRRSAA Phase with relevant updated program data and map indicating the locations of the 59 bridges. The costs of the bridge bundles are also included below with construction costs in the anticipated fiscal year of the contract/bridge bundle letting.

BRIDGE BUNDLE	LETTING MONTH	EPE/PE/CEI COST*	ESTIMATED CONSTRUCTION COST	ESTIMATED TOTAL COST**
Low-Risk Permanent Removals	Nov 2022	\$278,938	\$1,907,817	\$2,186,755
North-Upper Bridges	Jul 2023	\$1,413,155	\$9,966,241	\$11,467,396
Miller & Rotunda Bridges	Aug 2023	\$6,690,000	\$60,000,000	\$66,690,000
Alabaster Road Bridge	Dec 2023	\$254,100	\$770,000	\$1,024,100
Northern Permanent Bridge Removals	Oct 2023	\$210,050	\$1,069,181	\$1,279,232
Central-South Permanent Bridge Removals	Oct 2023	\$301,341	\$1,351,805	\$1,653,146
Low-Risk Lower East Bridges	Nov 2023	\$3,517,108	\$17,519,129	\$21,196,237
Lower West Bridges	Mar 2024	\$3,486,045	\$23,359,056	\$27,057,101



PA 166 of 2022 Section 311 Legislative Report
MDOT/Local Agency Bridge Bundling Program

BRIDGE BUNDLE	LETTING MONTH	EPE/PE/CEI COST*	ESTIMATED CONSTRUCTION COST	ESTIMATED TOTAL COST**
Medium and High-Risk Lower East Bridges	Aug 2024	\$5,210,089	\$25,871,893	\$31,317,982
Dexter-Chelsea Road Bridge	Aug 2024	\$331,356	\$1,017,500	\$1,348,856
Deferred Bridges***	TBD	\$273,200	\$1,926,733	\$2,199,933
Two EPE/PE Only Bridges		\$967,965	\$0	\$967,965
Statewide EPE Costs		\$25,742,377	\$0	\$25,742,377
Program Totals		\$48,675,723	\$144,759,356	\$194,131,079**

*EPE = Early Preliminary Engineering; PE = Preliminary Engineering; CEI = Construction Engineering and Inspection.

**Estimated Total Cost includes stipend amounts for unsuccessful proposers for design-build contracts.

***Deferred Bridges (see subsequent pages for Bridge ID#s 73 & 5913) were due to required Federal Section 106 coordination time needed and will be added in a future bridge bundle in this CRRSAA Phase depending on the timing of the approval received.



**PA 166 of 2022 Section 311 Legislative Report
MDOT/Local Agency Bridge Bundling Program**

ID	OWNER	FACILITY CARRIED	FEATURE INTERSECTED	PROGRAM CRITERIA	SCOPE OF WORK	YEAR	COST
18	Alcona County	Lakeshore Drive	Black River	RBC Recommended Load Restricted	Replacement	FY 23	\$3,111,099
68	Alger County	Woodland Road	Au Train River	Closed	Permanent Removal	FY 24	\$414,994
73	Alger County	Kivamaki Road	Whitefish River	Closed	Replacement	N/A	\$1,092,623
204	Allegan County	16th Street	Miller Creek	RBC Recommended Load Restricted	Replacement	FY 24	\$1,336,808
454	Arenac County	Noggle Road	Big Creek A Drain	Closed	Replacement	FY 24	\$1,189,683
464	Arenac County	Ostrander Rd	Big Creek A Drain	Closed	Replacement	FY 24	\$832,754
688	Bay County	Erickson Road	N Br Kawkawlin River	Closed	Replacement	FY 24	\$2,070,079
730	Bay County	Eight Mile Road	N Br Kawkawlin River	RBC Recommended Load Restricted	Replacement	FY 24	\$2,842,941
741	Bay County	Fraser Road	Pinconning River	Load Restricted	Replacement	FY 24	\$1,471,162
767	Benzie County	Reynolds Road	Betsie River	RBC Recommended Load Restricted	Replacement	FY 23	\$2,070,496
772	Benzie County	Haze Road	Betsie River	Closed	RBC Recommended Permanent Removal	FY 24	\$298,745
1109	Branch County	Central Road	Coldwater River	RBC Recommended Load Restricted	Replacement	FY 24	\$1,499,502
1179	Branch County	Gower Road	Coldwater River	Closed	Permanent Removal	FY 24	\$307,495
1326	Calhoun County	Old-27	St Joseph River	RBC Recommended Load Restricted	Replacement	FY 24	\$5,858,120
1328	Calhoun County	Old-27	State and Indian Creek	RBC Recommended Load Restricted	Replacement	FY 24	\$2,238,592
2761	Genesee County	Lillie Road	S Br Shiawassee River	Closed	Permanent Removal	FY 23	\$548,215
2816	Genesee County	Webster Road	Pine Run	RBC Recommended Load Restricted	RBC Recommended Replacement	FY 24	\$1,427,197
2830	City of Flint	W Second Street	Swartz Creek	Load Restricted	Replacement	FY 24	\$5,572,886
2998	Gogebic County	Copps Mine Road	Presque Isle River	Closed	Permanent Removal	FY 24	\$294,996
3600	Huron County	Hartsell Road	E Br Pigeon River	RBC Recommended Load Restricted	RBC Recommended Replacement	FY 24	\$1,607,618



**PA 166 of 2022 Section 311 Legislative Report
MDOT/Local Agency Bridge Bundling Program**

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3627	Huron County	Grassmere Road	E Br Pinnebog River	Closed	Permanent Removal	FY 23	\$364,976
4132	Iosco County	Alabaster Rd	Whitney Creek	Closed	Replacement	FY 24	\$1,024,100*
4526	Jackson County	Hanover Road	S Branch Kalamazoo	Closed	Replacement	FY 24	\$1,722,445
4541	City of Jackson	East Ganson Street	Grand River	Load Restricted	EPE/PE Only	N/A	\$452,533
5423	Lapeer County	Bohms Road	Madison Drain	Closed	Replacement	FY 24	\$1,855,876
5470	Lapeer County	Squaw Creek Road	Squaw Creek Drain	Closed	Replacement	FY 24	\$2,027,400
5547	Lenawee County	Mulberry Road	Bean Creek	Closed	Replacement	FY 24	\$2,086,122
5548	Lenawee County	Mulberry Road	Nile Creek	Closed	Replacement	FY 24	\$1,311,121
5612	Lenawee County	Townline Hwy	Wolf Creek	Closed	Replacement	FY 24	\$1,551,230
5650	Lenawee County	Dillon Hwy	Bean Creek	Closed	Replacement	FY 24	\$1,939,346
5861	Livingston County	McCabe Road	Huron River	Closed	Replacement	FY 24	\$4,096,728
5893	Livingston County	Bowdish Road	Unnamed Creek	Closed	Replacement	FY 24	\$1,878,610
5913	Luce County	County Road 501	Little Two Hearted	Load Restricted	Replacement	N/A	\$1,107,310
6266	Macomb County	North Avenue	Grand River	Load Restricted	EPE/PE Only	N/A	\$515,432
6357	Macomb County	25 Mile Rd	North Branch Clinton	Closed	Replacement	FY 24	\$4,304,385
6596	Marquette County	Jad Road (Old M41)	Carp River	Load Restricted	Replacement	FY 23	\$2,472,972
7050	Missaukee County	Dorr Rd	Haymarsh Creek	Load Restricted	Replacement	FY 23	\$1,761,027
7254	Monroe County	Lenawee Co Line Rd	Milan-Macon Drain	Load Restricted	Replacement	FY 24	\$1,616,487
7368	Monroe County	Day Road	Saline River	Closed	Permanent Removal	FY 24	\$438,900
7377	Monroe County	N County Line Road	North Macon Creek	Closed	Replacement	FY 24	\$1,620,956

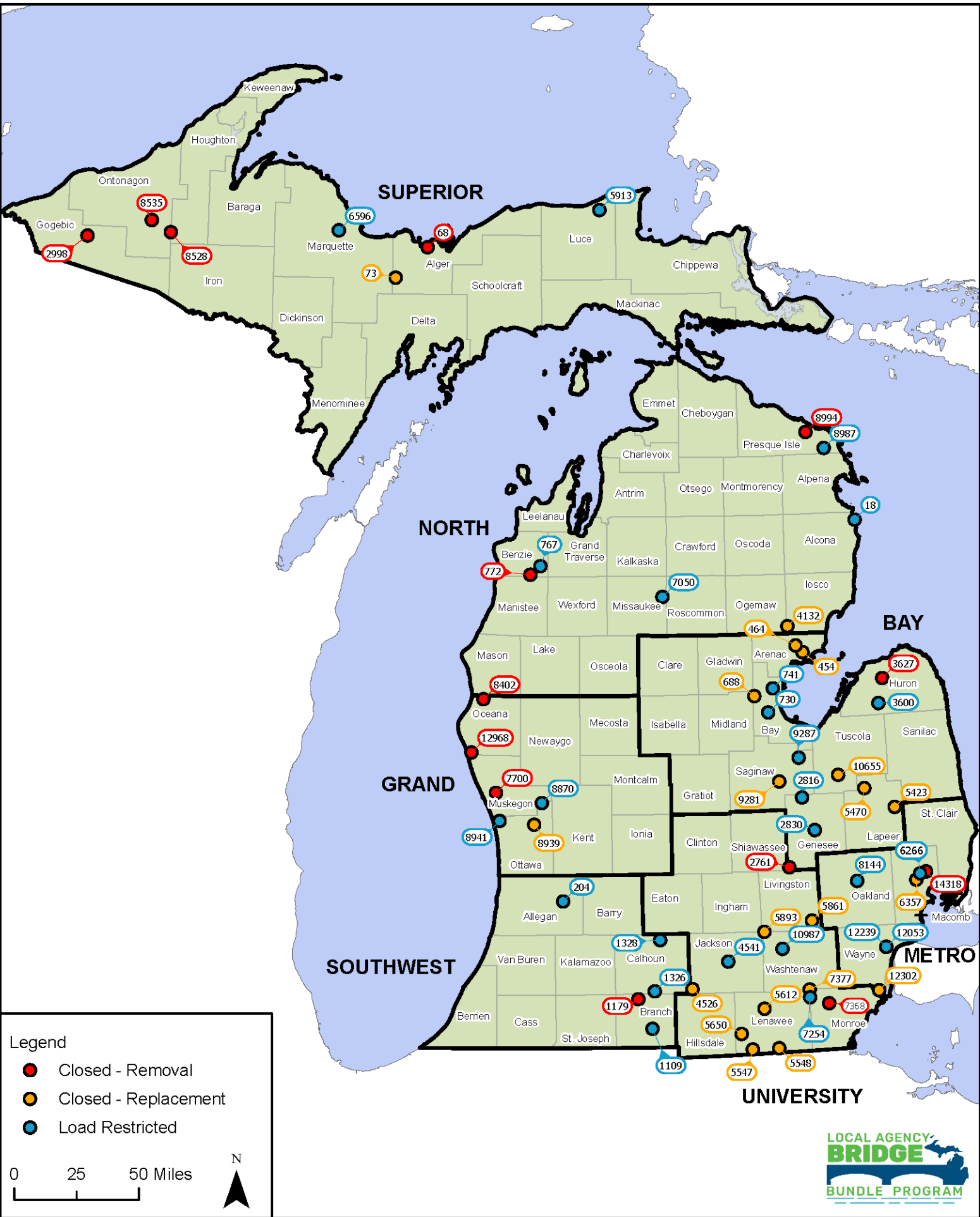
*Structure 4132 is anticipated to receive additional federal Emergency Relief funds



**PA 166 of 2022 Section 311 Legislative Report
MDOT/Local Agency Bridge Bundling Program**

ID	OWNER	FACILITY CARRIED	FEATURE INTERSECTED	PROGRAM CRITERIA	SCOPE OF WORK	YEAR	COST
7700	City of Muskegon	Ottawa St	Muskegon River S Branch	Closed	Permanent Removal	FY 24	\$414,864
8144	Oakland County	Sashabaw Rd	Clinton River	Load Restricted	Replacement	FY 24	\$2,820,453
8402	Oceana County	88th Avenue	N Br Pentwater River	Closed	Permanent Removal	FY 24	\$272,496
8528	Ontonagon County	Old M-28	Trout Creek	Closed	Permanent Removal	FY 23	\$676,768
8535	Ontonagon County	Larson Road	Mile & One Half Creek	Closed	Permanent Removal	FY 23	\$339,163
8870	Ottawa County	32nd Ave	N Branch Crockery	Load Restricted	Replacement	FY 24	\$2,239,918
8939	City of Coopersville	Grove St	Deer Creek	Closed	Replacement	FY 24	\$2,207,503
8941	City of Ferrysburg	W Spring Lake Rd	Smith Bayou	Load Restricted	Superstructure Replacement	FY 24	\$9,742,214
8987	Presque Isle County	Shubert Highway	Monaghan Creek	RBC Recommended Load Restricted	Replacement	FY 23	\$1,963,802
8994	Presque Isle County	638 Hwy	Little Trout River	Closed	RBC Recommended Permanent Removal	FY 24	\$270,496
9281	Saginaw County	Bueche Road	Pattie Creek	Closed	Replacement	FY 24	\$2,828,732
9287	Saginaw County	Wadsworth Road	Uncle Henry Drain	RBC Recommended Load Restricted	Replacement	FY 24	\$1,741,972
10655	Tuscola County	Oak Road	Gooding Creek	Closed	Replacement	FY 24	\$1,193,817
10987	Washtenaw County	Dexter-Chelsea Road	Letts (Mill) Creek	RBC Recommended Load Restricted	Superstructure Replacement	FY 24	\$1,348,856
12053	Wayne County	Rotunda Drive	Open Area	Load Restricted	Replacement	FY 23	\$33,345,000
12239	Wayne County	Miller Road	Conrail	Load Restricted	Replacement	FY 23	\$33,345,000
12302	Wayne County	Streicher Rd	Silver Creek	Closed	Replacement	FY 24	\$2,230,663
12968	Oceana County	Roosevelt Road	Flower Creek	Closed	Permanent Removal	FY 23	\$257,633
14318	Macomb County	28 Mile Rd	Deer Creek	Closed	Replacement	FY 24	\$219,391

CRRSAA BRIDGE BUNDLE SELECTIONS



SUPERIOR

NORTH

GRAND

SOUTHWEST

BAY

UNIVERSITY

METRO

