



**Saginaw Area Transportation Agency – SATA**

Phone: (989) 395-8544 email [dmanley@satampo.org](mailto:dmanley@satampo.org)

**POLICY COMMITTEE MEETING**

**Thursday, April 27, 2023, at 10:00 a.m.**

\*\*\*\*\*

**Saginaw Transit Authority Regional Services (Boardroom)**

**615 Johnson Street**

**Saginaw, MI 48607**

**Join on your computer, mobile app or room device**

[Click here to join the meeting](#)

Meeting ID: 212 193 925 621

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**Or call in (audio only)**

[+1 872-242-9410](tel:+18722429410).,794161029# United States, Chicago

Phone Conference ID: 794 161 029#

## **Agenda**

- I. ROLL AND INTRODUCTION OF GUESTS
- II. AGENDA APPROVAL (**Action**)
- III. PUBLIC HEARING
  - A. Approval of Proposed FY 2023-2026 TIP (Amendments & Modifications)  
Discussion and action taken under New Business
- IV. APPROVAL OF MINUTES (**Action**)
  - A. Draft Minutes March 23, 2023 (**Action**)
- V. PUBLIC COMMENT
- VI. PROJECT UPDATES (Road & Transit Agencies)
- VII. NEW BUSINESS
  - A. Approval of Proposed 2023-2026 TIP Amendments & Modifications (**Action**)
  - B. Motion to Close Public Hearing (**Action**)
  - C. Federal Aid Eligible Request from the Village of Merrill Alice St. from Midland St. to Saginaw St., M-46 (**Action**)
  - D. Adoption of MDOT's Bridge Performance Measure Safety Targets (**Action**)
  - E. Next Policy meeting: Thursday, May 26, 2023, at 10:00 a.m.
- VIII. ADJOURNMENT

**(Social Distancing and mask wearing welcomed)**

**SAGINAW AREA TRANSPORTATION AGENCY -SATA  
DRAFT  
POLICY COMMITTEE  
MINUTES  
Friday, March 23, 2023  
10:00 a.m.**

Chair Dan Armentrout opened the meeting at 10:00 a.m.

**I. ROLL AND INTRODUCTION OF GUESTS**

**Representing:**

SCRC  
City of Saginaw  
City of Saginaw  
MDOT-Lansing  
MDOT – Bay Region  
SCRC  
7-B Rural Task Force  
STARS

**Voting Members Present:**

Dan Armentrout  
Beth London  
Travis Hare  
Richard Bayus  
Jay Reithel  
Nick Hornak  
Tom Mayan (elect.)  
Dennis McDonagh

**Staff Present:**

Demetra M. Manley, Executive Director

**II. AGENDA APPROVAL (Action)**

**Motion made by Hare, seconded by Reithel, to approve the agenda as presented.**

**Ayes all. Opposed none. Motion carried.**

**III. PUBLIC HEARING (Action)**

A. Proposed Amendments of the SATA 2023-2026 Transportation Improvement Program. The amendments are addressed under New Business Action Item (A. New Business).

**Motion made by Reithel, seconded by Hornak to open public hearing at 10:01 a.m.**

**Ayes all. Opposed none. Motion carried.**

**IV. PUBLIC COMMENT**

None brought before the committee.

V. **Approval of the Policy January 23, 2023, draft meeting minutes (Action)**

**Motion made by Reithel, seconded by Hare, to approve the draft January 23, 2023 draft minutes as presented.**

**Ayes all. Opposed none. Motion carried.**

VI. **PROJECTS UPDATES**

Dan Armentrout - SCRC, Nick Hornak – SCRC and Jay Reithel – MDOT Bay Region provided project updates.

VIII. **NEW BUSINESS**

A. **Approval of Proposed FY 2023-2026 TIP Amendments & Modifications List (Action)**

**MDOT**

1. **FY2023 MDOT JN218824 CON new project M-30, M-46 north to South County Line Road, shoulder trench and paved HMA shoulder rehabilitation preventive maintenance \$763,009 federal, \$169,194 state, \$932,203 total cost.**
2. **FY2023 MDOT JN211824 PE new project M-30, M-46 north to South County Line Road shoulder rehabilitation preventive maintenance \$55,492 federal, \$12,305 state, \$67,797 total cost.**

**CITY OF SAGINAW**

1. **FY2023 CITY OF SAGINAW JN216275 S. Jefferson Avenue Hoyt to Janes year change request move forward from 2024 to 2023 and adjust cost. reconstruction project \$750,000 federal, \$1,200,000 (MTF) local match, \$1,950,000 total cost.**
2. **FY2023 CITY OF SAGINAW JN216276 Sheridan Avenue Treanor to Hess M-46 year change request, move forward from 2024 to 2023 and adjust cost road rehabilitation project \$800,000 federal, \$900,000 (MTF) local match, \$1,700,000 total cost.**
3. **FY2023 CITY OF SAGINAW JN217904 Project 17<sup>th</sup> Street Walnut to Janes reconstruction 0.37 length \$550,000 federal, \$1,300,000 (MTF) local match, \$1,850,000 total cost.**

4. **FY2024 CITY OF SAGINAW JN218737 (TAP Funding) Historic Cass Street Brick Pavement** Restoration \$629,720 federal, \$209,904 local. \$839,624 total cost.

### SCRC

1. **FY2023 SCRC JN216285 Center Gratiot to State** increase budget adjustment mill & fill \$429,365 federal, \$107,341 state (MTF), \$536,707 total cost.
2. **FY2023 SCRC JN215492 Dixie Fort to Hess** decrease federal budget amounts mill & fill \$1,587,767 federal, \$396,942 state (MTF) \$1,984,708 total cost.

### STARS

1. **FY2023 STARS JN218774 *transit capital new project*** 5339 funds CTF SP1206 facility improvements/ bus terminal facility improvements construction improvement to public STARS plaza and administrative facility \$1,784,000 federal, \$446,000 state, \$2,230,000 total cost.

**FY2023 STARS JN218774 *transit capital new project new*** bus purchase 5339 funds CTFSP1103 (35-39 ft.) replacement buses up to 3 new buses and supporting passenger counting, security cameras software, server accessories for public transit and branding, \$1,651,200 federal, \$412,800 state, \$2,064,000 total cost.

**FY2023 STARS JN218774 *transit capital new project*** 5339 funds CTF SP1105 purchase up to 5 replacement vans any size and two administrative vehicles. \$528,000 federal, \$132,000 state, \$528,000 total cost.

**FY2023 STARS JN218774 *transit capital new project*** 5339 funds CTF SP1408 purchase new scissor lift, scorpion lift, and bus lift to help aid maintenance activities. \$80,000 federal, \$20,000 state, \$100,000 total cost.

**FY2023 STARS JN218774 *transit capital new project*** 5339 funds CTF SP1404 purchase replacement outdated tablets, computers used around facility. Upgrade the Geo/Vision license for support monitor in the facility. \$84,480 federal, \$21,120 state, \$105,600 total cost.

2. **FY2023 STARS JN218769 *transit capital new project*** 5339 funds CTF SP1206 construction improvements to the STARS public plaza and administrative facility \$1,784,000 federal, \$446,000 state, \$2,230,000 total cost.

**FY2023 STARS JN218769 *transit capital new project*** 5339 funds CTF SP1103 purchase up to 3 39-45 ft. buses and supporting passenger counting, security, software camera software and server and accessories needed for public transit. \$1,651,200 federal, \$412,800 state, \$2,064,000 total cost.

3. **FY2023 STARS JN205717 *cost change request*** 5339 CTF SP1201 construction to repair/replace STARS roof on maintenance facility. \$1,160,000 federal, \$290,000 state, \$1,450,000 total cost.
4. **FY2023 STARS JN218772 *new project*** 5307 CTF SP1103 congressional earmark awarded to STARS for up to 10 new 35 ft buses as replacements. \$4,000,000 federal, \$1,000,000 state \$5,000,000 total cost.
5. **FY23 STARS JN218786 *new project*** 5307 CTF SP1801 vehicle preventative maintenance. \$680,000 federal \$170,000 state, \$850,000 total cost.
6. **FYSTARS JN218788 *new project*** 5307 CTF SP1801 facility preventive maintenance. \$80,000 federal, \$20,000 state, \$100,000 total cost.

**Motion made by Hare, supported by Reithel, to approve the attached 2023/2026 TIP Amendment/Modifications and Jobnet Pending/Approved Project Report as presented.**

**Ayes all. Opposed none. Motion carried.**

**B. Motion made Hare, supported by Hornak to close the public hearing at 10:18 a.m.**

**Ayes all. Opposed none. Motion carried.**

**C. Approval of the Use of Cash Match in the Development of the FY24 UWP**  
Demetra Manley reviewed Consolidated Planning Grant Funds amounts with committee members for the development of the FY 24 UWP.

- $\$301,951 \div .8185\% = \$66,956.76$   
 $\$301,951 + \$66,956.76 = 368,908$  PL Budget
- $\$75,832 \div .8185\% = \$16,815.53$   
 $\$75,832 + \$16,815.53 = \$92,647$  Transit 5303 Planning Budget  
\$64,853.29 passed through to STARS \$27,794.23 to SATA for transit planning activities.
- \$66,956.76 local match PL 50/50 split from City of Saginaw and SCRC equals Cash match\$33,478.38 due October 1, 2023, for FY24.
- Local 5303 Transit Cash match\$16,815.53 due October 1, 2023, for FY24.

**Motion made by Hare, seconded by Reithel to support the use of Cash Match in the development of FY24 UWP.**

**Ayes All. Opposed none. Motion carried.**

**D. Next Policy meeting Thursday, April 27, 2023, at 10:00 a.m. STARS boardroom.**

IX. ADJOURNMENT

**There being no further SATA Policy Committee business meeting adjourned by Chair Dan Armentrout at 10:22 a.m.**

**Ayes all. Opposed none. Motion carried.**



**Saginaw Area Transportation Agency – SATA**  
**4805 Towne Centre Road Executive Two Suite 104**  
**Saginaw, MI 48604**  
Phone 989-395-8544 email: [dmanley@satampo.org](mailto:dmanley@satampo.org)

## Memo

DATE: April 3, 2023

TO: SATA- Technical Committee Members  
Policy Committee Members

FROM: Demetra Manley, Executive Director

RE: **Proposed TIP Amendments/Modifications FY2023 - 2026**

The following amendments of the FY 2023-2026 have been requested. They are being submitted for your review and recommendations. Administrative modifications that involved minor costs changes or correction do not require committee approval and that there may be changes to this list prior to or during the meeting.

### MDOT

1. **FY2023 MDOT JN207357 CON phase abandoned** region wide traffic safety Special pavement marking application on trunklines in Bay Region. \$129,011 federal, \$14,335 state, \$10,000 total job cost.

### STARS

1. **FY2024 STARS JN218827 new project SP1305/5539 CTF** bus and Facilities stop improvements used for bus stop enhancements including but not limited to up to 160 bus pads, up to 70 benches and up to 25 shelters plus any related accessories and installations. \$472,000 federal \$118,000 state, \$590.00 total cost. (Senator Debbie Stabenow appropriations project will be added to TIP upon award to STARS).
2. **FY2024 STARS JN218828 new project SP1104/5539 CTF** bus and bus facilities 40 foot and greater (3) replacement buses to replace old, outdated coach style buses to use on job routes. \$1,680,000 federal, \$420,000 state, \$2,100,000 total cost. (Senator Debbie Stabenow appropriations project will be added to TIP upon awards to STARS).

3. **FY2025 STARS JN218972 new project SP1103/5339 CTF** to purchase 35-39 ft. replacement bus, heavy duty bus replacement and accessories necessary for public transit and branding. \$640,000 federal, \$160,000 state, \$800,000 total cost.
4. **FY2025 STARS JN218973 new project SP1602/5310 CTF** New Freedom Mobility Management Operating Assistance. \$120,000 federal, \$30,000 state, \$150,000 total cost.
5. **FY2025 STARS JN216363 budget change request SP1801 CTF 5307** preventative maintenance, changing funding amount due to increasing costs. \$740,000 federal, \$185,000 state, \$925,000 total costs.
6. **FY2025 STARS JN216382 scope change request SP1105 CTF 5310** van replacement any size, changing scope to van replacement and accessories necessary for public transit and branding. \$100,000 federal, \$25,000 state, \$125,000 total cost.

#### **ABANDONED PROJECTS REQUESTS**

7. **FY2025 STARS JN216356 abandon** bus project severely underfunded due to increase costs.
8. **FY2025 STARS JN216381 abandon** bus project severely underfunded due to increase costs.
9. **FY2025 STARS JN216383 abandon** bus project severely underfunded due to increase costs.





**Attachment 5 Worksheet:  
National Functional Classification (NFC)  
Worksheet: Request to Revise NFC**

**Worksheet Date: 4/13/2023  
Part 1: Basic Data**

**Worksheet and NFC Revision Process**

<b>Agencies</b>	<b>Michigan Department of Transportation (MDOT)</b>	<b>Federal Highway Administration (FHWA)</b>
> Completes Parts 1 and 2 of the worksheet > Provide meeting minutes or letterhead of approval from all involved agencies of request. > Provides additional information to MDOT upon request	> Reviews the <b>worksheet</b> , requests additional information if needed, provides statewide system analysis as appropriate > <b>CONCURS</b> with request: Forwards <b>worksheet</b> and supporting information to FHWA > <b>DOES NOT CONCUR</b> with request: Provides a written explanation to Responsible Official. > Notifies Responsible Official, and other affected parties, of FHWA action > Updates official NFC maps and databases with FHWA approved NFC revisions	> Reviews the <b>worksheet</b> and other supporting information > > Approves or denies the request to revise NFC

For more information, contact David Fairchild, Transportation Planner, MDOT, at 517-290-8996 or [FairchildD1@michigan.gov](mailto:FairchildD1@michigan.gov) or write to David Fairchild at MDOT, Data Inventory and Integration Division, 425 West Ottawa St, P.O. Box 30050 Lansing MI 48909

**Responsible Official:** Metropolitan Planning Organization (MPO) or County Road Commission (CRC) including for rural Act 51 City/Village's or urban Act 51 City/Village's not in an MPO boundary but in an Adjusted Census Urban Boundary (ACUB).

Responsible Official/Contact Person	Mailing Address	Telephone Number/Email
Thos. J. Mayan, P.E. Village of Merrill Engineer	PO Box 578 140 W. Saginaw St Merrill, MI 48637	(989)643-7174 Cell (989) 213-6339 EM: tomsr@mayanagency.com

Act 51 Agency/Contact Person	Mailing Address	Telephone Number/Email
Janice Wazny, Clerk/Office Mg. Village of Merrill	PO Box 485 148 W. Saginaw St. Merrill, MI 48637	(989)643-5660 Cell (989)790-1425 EM: Clerk@Merrillvillage.com

ROUTE NAME*	From	To	Length
Alice St.	Midland St.	Saginaw St./M46	Approx..5610ft

\*One revision per worksheet. Route may be a series of connected road names forming one route. Please hit your "Enter" button after the "box" to add more.

Existing NFC	Proposed NFC	Map ID	Future (unbuilt) Road?
			<input checked="" type="checkbox"/> No (it is an existing road)

Please hit your "Enter" button after the "box" to add more lines.

**TRAFFIC VOLUME INFORMATION – Recent 48 hour classification counts per route with hourly breakdown.\*\***

Average Daily Traffic (ADT)	Percent Commercial	Other (e.g., count duration, direction(s) – N only, N/S etc.)
1120 & 691	Est. 2%	24 hour count, both directions
Year	Location (or mark on map as needed)	Source (e.g., agency, consultant, etc.)
2023	Alice St., just W. of Midland & just S. of M46	Saginaw Co. Rd. Comm

\*\*Traffic count summary and detail electronic files must be submitted in MI-Formats.

**SUPPORTING INFORMATION**

**Maps**

**Other**

✓	
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**Provide a narrative description of how the road or route functions according to its proposed NFC. Include details specific and/or unique to this road or route. This is the justification for the proposed NFC.**

*Example: "72<sup>nd</sup> Ave./Industrial Dr./6<sup>th</sup> St. Route: The proposed rural minor collector route serves the Village Industrial Park. This park has 19 businesses currently in operation, mostly in the areas of light industry and manufacturing. Township traffic from the northwest enters the Village along Industrial Drive at 72<sup>nd</sup> Avenue. This traffic continues along 6<sup>th</sup> Street to County Drive, in order to access the business district, medical facilities, and the public school system. Commercial traffic from the Industrial Park uses 72<sup>nd</sup> Avenue both for ingress and egress, given its proximity to the interchange of Village Road with US-31. Planned improvements to Industrial Drive and 72<sup>nd</sup> Avenue will increase the use of this route as it attracts more growth to the area. The rural minor collector designation is suggested for this route since this will form a continuation of the rural minor collector route along Woodrow Road (6<sup>th</sup> Street within the Village). This designation also serves to contrast the more local nature of the 72<sup>nd</sup> Ave./Industrial Dr./6<sup>th</sup> St. route with the county-wide rural major collector routes along Village Road and County Drive."*

Alice St., between Midland St. & Saginaw St./M46 is the access to the Merrill Community School complex (Elementary, Middle, High School, Administration, Athletic, Bus Lot and Parking Areas) serving these facilities. The School owns 1 mile (5280') of all of the property on the South and West side of this route. The termini of this route connect from State Highway M46 (Saginaw St.) to Midland St. which is a Village Major, Federal Aid Secondary and All-Season Route.

**Statewide System Analysis - MDOT use only**

Appropriate to type of area (rural, urban, etc.) and proposed function	Connectivity	<input type="checkbox"/> Yes <input type="checkbox"/> No (explain)
	Spacing	<input type="checkbox"/> Yes <input type="checkbox"/> No (explain)
	Traffic Volumes	<input type="checkbox"/> Yes <input type="checkbox"/> No (explain)
	Service Provided	<input type="checkbox"/> Yes <input type="checkbox"/> No (explain)
Future Route Funding	<input type="checkbox"/> Yes <input type="checkbox"/> No (explain)	
Act 51 Legal System	<input type="checkbox"/> State trunkline <input type="checkbox"/> County Primary <input type="checkbox"/> City Major <input type="checkbox"/> Other (explain)	

# Village of Merrill

148 W. Saginaw St. - Merrill, MI  
48637-0485

Phone: (989)643-5660

Fax: (989)643-5445

April 17, 2023

Mr. David Fairchild  
Transportation Planner  
System Monitoring and Reporting Unit  
Michigan Department of Transportation  
Lansing, MI

Re: Village of Merrill's request to make **Alice St., a Federal Aid Secondary route.**

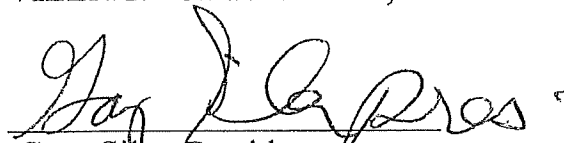
Dear Mr. Fairchild,

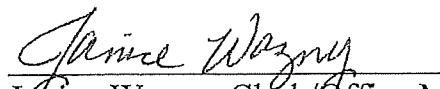
This letter is written to advise of the Village of Merrill's concurrence with the request to make approximately 1.0 mile of **Alice St.**, an Act 51 Major St., from Midland St. and Westerly and Northerly to Saginaw St, MDOT Highway M46, a **Federal Aid Secondary** route.

This section of street is totally under the jurisdiction of the Village of Merrill under Act 51.

We trust this satisfies the requirement of a letter of concurrence and look forward to the change as requested. Please advise if any additional information is required.

VILLAGE OF MERRILL, MI

  
\_\_\_\_\_  
Gary Sifer, President

  
\_\_\_\_\_  
Janice Wazny, Clerk/Office Mgr.

**Tom Mayan Sr.**

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**From:** Armentrout, Dan <ArmentroutD@scrc-mi.org>  
**Sent:** Monday, February 20, 2023 9:34 AM  
**To:** Tom Mayan Sr.  
**Subject:** FW: 24hr. count Alice St in Village of Merrill  
**Attachments:** Village of Merrill - Alice St.pdf

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Tom

Attached is the traffic count report for Alice St.

The count off of Midland street is quite a bit higher than the county just off Gratiot, *SAGINAW M 46*  
But that was expected

Dan Armentrout  
Dir. of Engineering  
Saginaw County Road Commission

**From:** Kelly, Mariah <kellym@scrc-mi.org>  
**Sent:** Monday, February 20, 2023 9:19 AM  
**To:** Armentrout, Dan <ArmentroutD@scrc-mi.org>  
**Subject:** 24hr. count Alice St in Village of Merrill

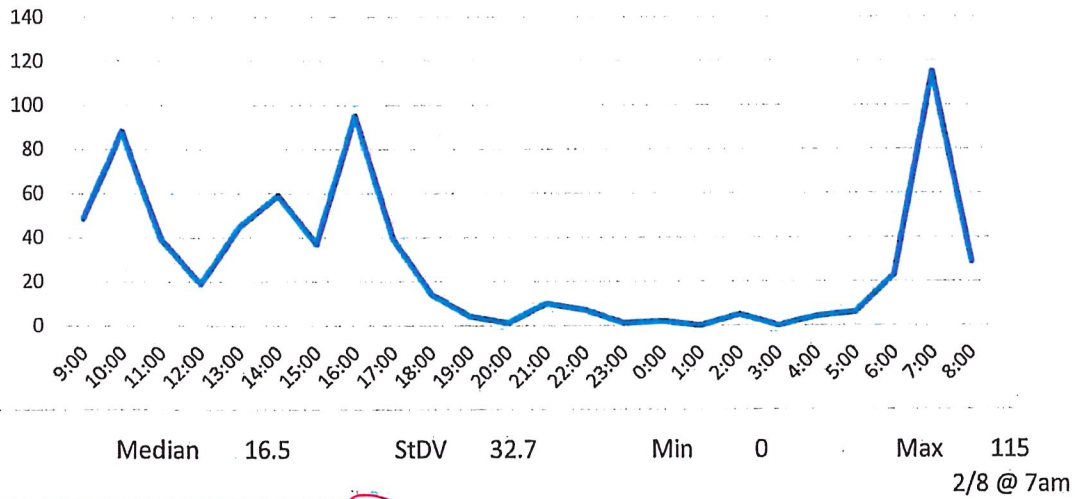
Hi Dan,

Please pass this along to whom it may concern.

Kind regards,

**Mariah Kelly**  
GIS Analyst  
Desk: 989-399-3770  
Cell: 989-670-5421  
**Saginaw County Road Commission**

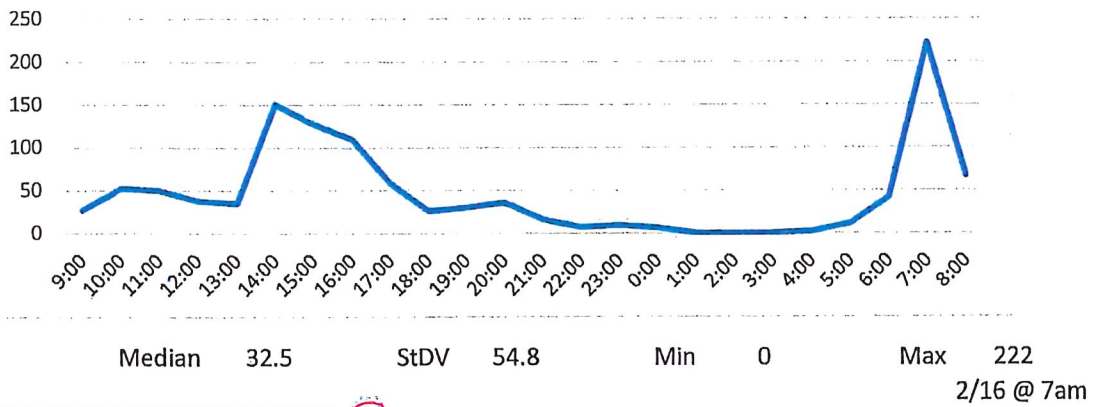
24 Hr Count (9:00 am 2/7/2023 - 8:00 am 2/8/2023)  
 Alice (South of M-46 before turn)



24 hr Total	691
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(B)

24 Hr Count (9:00 am 2/15/2023 - 8:00 am 2/16/2023)  
 Alice (Elem School - Midland St)



24 hr Total	1120
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(A)

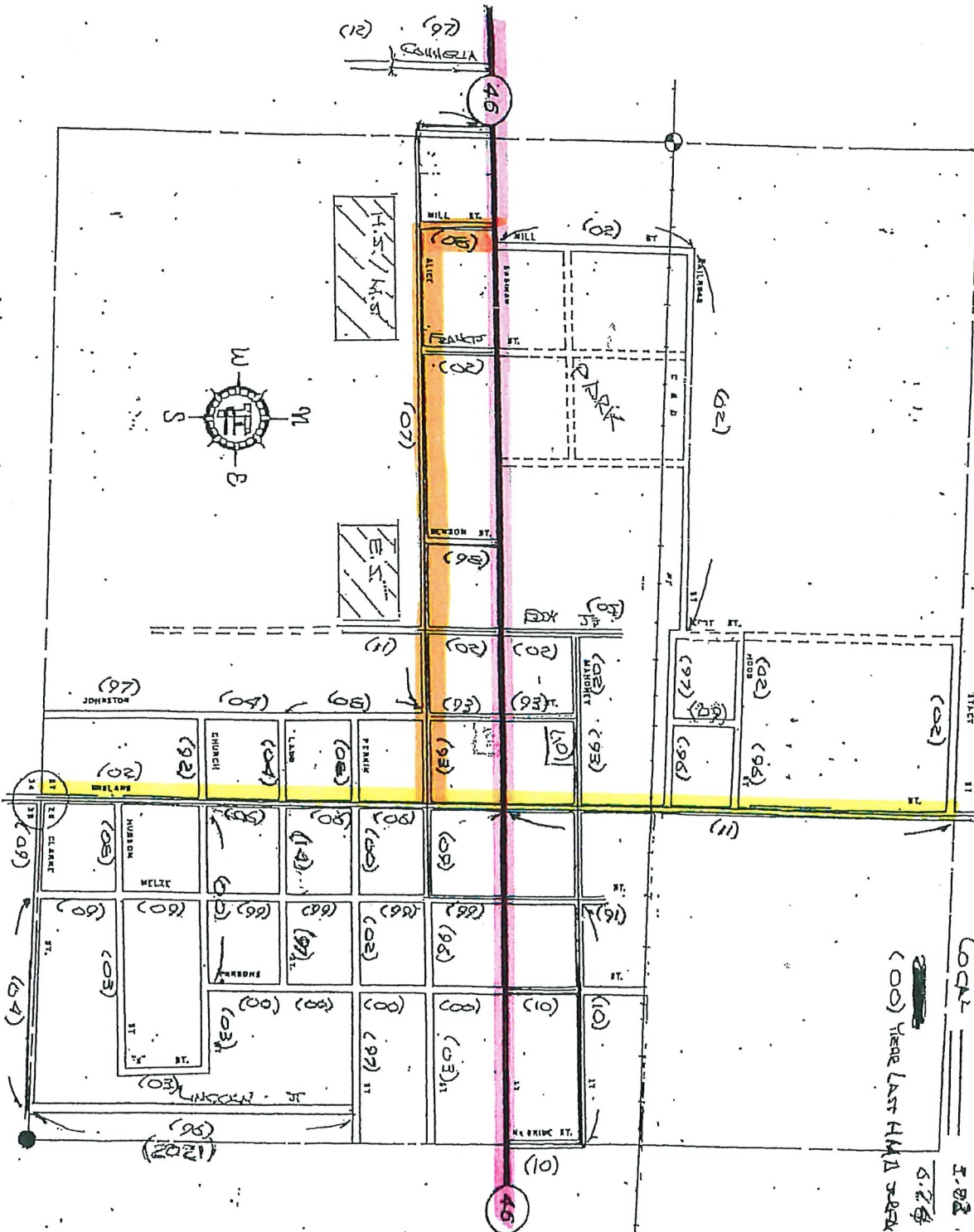
LEGEND

COLORED HI-LITED STREETS

Proposed Alice St. Reclassification to "Federal Aid Secondary" & "All-Season"

Existing Midland St. Classified as "Federal Aid Secondary" & "All Season"

Existing MDOT Highway (Saginaw St.)



MERRILL

APR 19 1985

ACT ST: 2.42'  
 MADE I.B.B.  
 LOCAL 5.25'  
 (00) Year Last H.M.D. Break







# ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 03/23/2023  
Page: 1 of 4  
Classification: Public

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
2023	Multi-Modal	205717	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	Areawide	0.000	SP1201-admin/maintenance facility construction	FY2023 Section 5339 - HVAC REPLACEMENT FOR THE STARS MAIN FACILITY			NI	Programmed	23-26	\$1,160,000	\$290,000	\$0	\$1,450,000	5339	\$1,450,000.00	Admin Modification	03/10/2023	02/24/2023	N/A		09/29/2023							Pending
2023	Multi-Modal	205764	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY2023 5310 Transit Capital Vehicle Replacement			NI	Abandoned	23-26	\$120,000	\$30,000	\$0	\$150,000	5310	\$0.00	Admin Modification	09/26/2022	02/24/2023	N/A		12/02/2022					Phase Abandoned		Pending
2023	Trunkline	207374	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	Regionwide	All trunkline routes of SMATS MPO	3.187	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Bay Region			CON	Programmed	23-26	\$4,713	\$524	\$0	\$5,237	HSIP	\$32,528.00	Admin Modification	03/04/2023	03/23/2023		N/A	03/01/2023				Phase Budget equal or over 24%		Pending	
2024	Trunkline	213847	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	M-58 E	M-84 to Michigan Ave	1.326	Reconstruction	Reconstruction			ROW	Programmed	23-26	\$245,550	\$47,644	\$6,806	\$300,000	NH	\$11,500,728.00	Admin Modification	11/21/2022	06/23/2022	09/16/2022	N/A	01/03/2024	08/06/2027			Phase Delayed		Pending	
2023	Multi-Modal	215329	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1305-bus stop improvements	FY2023 Section 5310 SP1305			NI	Programmed	23-26	\$472,000	\$118,000	\$0	\$590,000	5310	\$590,000.00			02/24/2023	N/A		09/29/2023							Pending
2024	Multi-Modal	216214	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY2024 section 5310			NI	Abandoned	23-26	\$150,000	\$37,500	\$0	\$187,500	5310	\$0.00			02/24/2023	N/A		09/30/2024					Phase Abandoned		Pending
2024	Multi-Modal	216234	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY2024 Transit Capital section 5310			NI	Abandoned	23-26	\$100,000	\$25,000	\$0	\$125,000	5310	\$0.00	Admin Modification	09/26/2022	02/24/2023	N/A		09/30/2024					Phase Abandoned		Pending
2024	Multi-Modal	216244	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY2024 section 5339			NI	Abandoned	23-26	\$200,000	\$50,000	\$0	\$250,000	5339	\$0.00			02/24/2023	N/A		09/30/2024					Phase Abandoned		Pending
2023	Local	216275	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw	S Jefferson Ave	Hoyt to Janes	0.311	Reconstruction	Hoyt to Janes			CON	Programmed	23-26	\$750,000	\$0	\$1,200,000	\$1,950,000	STUL	\$2,300,000.00	Admin Modification	03/23/2023	03/23/2023		N/A	03/31/2023	04/07/2023			Phase Budget equal or over 24%		Pending	
2023	Local	216276	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw	Sheridan Ave	Treanor to Hess	0.508	Road Capital Preventive Maintenance	Mill and Fill			CON	Programmed	23-26	\$800,000	\$0	\$900,000	\$1,700,000	STUL	\$1,987,500.00	Admin Modification	03/23/2023	03/23/2023		N/A	03/31/2023	04/07/2023			Scope Construction Length Change		Pending	
2023	Multi-Modal	216393	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw County Commission On Aging	Transit Capital	areawide	0.000	6410-5310 Projects	FY 2023 section 5310 SP6410			NI	Programmed	23-26	\$66,256	\$16,564	\$0	\$82,820	5310	\$82,820.00	Admin Modification	03/09/2023	02/24/2023	N/A		09/29/2023							Pending
2023	Trunkline	217663	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	M-81	Towerline Rd to Bay/Tuscola COL (Reese Rd)	8.883	Road Capital Preventive Maintenance	Milling and One Course Asphalt Resurfacing			PE	Programmed	23-26	\$136,246	\$30,212	\$0	\$166,458	ST	\$5,511,458.00				02/24/2023	N/A	03/01/2023	12/06/2024			Phase Added		Pending	



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
<b>S/TIP Line items</b>																																		
2024	Trunkline	217663	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	M-81 Towerline Rd to Bay/Tuscola COL (Reese Rd)	8.883	Road Capital Preventive Maintenance	Milling and One Course Asphalt Resurfacing				ROW	Programmed	23-26	\$8,185	\$1,815	\$0	\$10,000	ST	\$5,511,458.00			02/24/2023		N/A	11/02/2023	12/06/2024			Phase Added		Pending	
2025	Trunkline	217663	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	M-81 Towerline Rd to Bay/Tuscola COL (Reese Rd)	8.883	Road Capital Preventive Maintenance	Milling and One Course Asphalt Resurfacing				CON	Programmed	23-26	\$4,366,698	\$968,303	\$0	\$5,335,000	ST	\$5,511,458.00			02/24/2023		N/A	11/27/2024	12/06/2024			Phase Added		Pending	
2023	Local	217904	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw	S 17th St Walnut to Janes	0.375	Reconstruction	Reconstruction				CON	Programmed	23-26	\$550,000	\$0	\$1,300,000	\$1,850,000	STUL	\$2,100,000.00	Admin Modification	03/23/2023	03/23/2023		N/A	03/31/2023	04/07/2023			Phase Budget equal or over 24%		Pending	
2025	Local	218076	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw	W Center St Center Street, Str. #9438, over the Saginaw River, City of Saginaw	0.000	Bridge CPM	Bridge Capital Preventative Maintenance				CON	Programmed	23-26	\$608,000	\$114,000	\$38,000	\$760,000	BHT	\$950,000.00			02/24/2023		N/A	10/11/2024	12/06/2024			Phase Added		Pending	
2024	Multi-Modal	218491	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw County Commission On Aging	Transit Capital	areawide	0.000	6410-5310 Projects	FY2024 section 5310 SP6410 Van expansion any size			NI	Programmed	23-26	\$61,600	\$15,400	\$0	\$77,000	5310	\$77,000.00			02/24/2023		N/A	09/30/2024					Pending		
2024	Multi-Modal	218521	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw County Commission On Aging	Transit Capital	areawide	0.000	6410-5310 Projects	FY2024 section 5310 replacement 5 vans			NI	Programmed	23-26	\$308,000	\$77,000	\$0	\$385,000	5310	\$385,000.00			02/24/2023		N/A	09/30/2024					Pending		
2024	Multi-Modal	218663	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1105-van replacement, any size with or without lift	FY2024 section 5310 replacement van 1			NI	Programmed	23-26	\$80,000	\$20,000	\$0	\$100,000	5310	\$100,000.00			02/24/2023		N/A	09/30/2024					Pending		
2024	Multi-Modal	218664	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1105-van replacement, any size with or without lift	FY2024 section 5310 1 replace van with ADA Lift			NI	Programmed	23-26	\$80,000	\$20,000	\$0	\$100,000	5310	\$100,000.00			02/24/2023		N/A	09/30/2024					Pending		
2024	Multi-Modal	218665	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Operating	areawide	0.000	SP1602-New Freedom mobility management	FY2024 Transit Operating Assistance section 5310			NI	Programmed	23-26	\$120,000	\$30,000	\$0	\$150,000	5310	\$150,000.00			02/24/2023		N/A	09/30/2024			Phase Added		Pending		
2024	Multi-Modal	218671	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1602-New Freedom mobility management	FY2024 section 5310 mobility management New Freedom program			NI	Programmed	23-26	\$120,000	\$30,000	\$0	\$150,000	5310	\$150,000.00			02/24/2023		N/A	09/30/2024					Pending		
2024	Local	218737	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw	Cass St Cass Street, City of Saginaw, Saginaw County	0.115	Reconstruction	Historic Brick Street Reconstruction				CON	Programmed	23-26	\$629,720	\$0	\$209,904	\$839,624	TAUL	\$1,049,530.00			03/23/2023		N/A	11/09/2023	01/05/2024			Phase Added		Pending	
2023	Multi-Modal	218769	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1206-Bus terminal facility improvements	FY2023 5339 SP1208 facility improvements			NI	Programmed	23-26	\$1,784,000	\$446,000	\$0	\$2,230,000	5339	\$4,294,000.00			03/23/2023		N/A	09/29/2023					Pending		



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status															
<b>S/TIP Line items</b>																																																	
2023	Multi-Modal	218769	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY2023 5339 SP1208 facility improvements			NI	Programmed	23-26	\$1,651,200	\$412,800	\$0	\$2,064,000	5339	\$4,294,000.00			03/23/2023	N/A		09/29/2023							Pending															
2023	Multi-Modal	218772	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY2023 5307 Transit Capital			NI	Programmed	23-26	\$4,000,000	\$1,000,000	\$0	\$5,000,000	5307	\$5,000,000.00			03/23/2023	N/A		09/29/2023								Pending														
2023	Multi-Modal	218774	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1404-computers (hardware and software)	FY2023 section 5339 bus and bus facilities			NI	Programmed	23-26	\$84,480	\$21,120	\$0	\$105,600	5339	\$5,159,700.00			03/23/2023	N/A		09/29/2023								Pending														
2023	Multi-Modal	218774	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY2023 section 5339 bus and bus facilities			NI	Programmed	23-26	\$1,651,200	\$412,800	\$0	\$2,064,000	5339	\$5,159,700.00			03/23/2023	N/A		09/29/2023									Pending													
2023	Multi-Modal	218774	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY2023 section 5339 bus and bus facilities			NI	Programmed	23-26	\$80,080	\$20,020	\$0	\$100,100	5339	\$5,159,700.00			03/23/2023	N/A		09/29/2023									Pending													
2023	Multi-Modal	218774	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1206-Bus terminal facility improvements	FY2023 section 5339 bus and bus facilities			NI	Programmed	23-26	\$1,784,000	\$446,000	\$0	\$2,230,000	5339	\$5,159,700.00			03/23/2023	N/A		09/29/2023									Pending													
2023	Multi-Modal	218774	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1105-van replacement, any size with or without lift	FY2023 section 5339 bus and bus facilities			NI	Programmed	23-26	\$528,000	\$132,000	\$0	\$660,000	5339	\$5,159,700.00			03/23/2023	N/A		09/29/2023									Pending													
2023	Multi-Modal	218786	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1801-preventative maintenance	FY2023 section 5307 SP1801 Preventative Maintenance			NI	Programmed	23-26	\$680,000	\$170,000	\$0	\$850,000	5307	\$850,000.00			03/23/2023	N/A		09/29/2023				Phase Added				Pending														
2023	Multi-Modal	218788	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw Transit Authority Regional Services	Transit Capital	areawide	0.000	SP1801-preventative maintenance	FY2023 section 5307 facility preventative maintenance			NI	Programmed	23-26	\$80,000	\$20,000	\$0	\$100,000	5307	\$100,000.00			03/23/2023	N/A		09/29/2023				Phase Added				Pending														
<b>GPA Type Subtotals:</b>																																																	
<b>S/TIP Line items</b>																																																	
																\$23,459,928	\$5,002,702	\$3,654,710	\$32,117,339																														
<b>Grand Total:</b>																\$23,459,928	\$5,002,702	\$3,654,710	\$32,117,339																														

**Total Job Phases Reported: 28**

**Job Phase(s) highlighted in yellow are delayed to future S/TIP cycle**



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
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**Preferences:**

**Report Format:** Standard

**FISCAL Year(s):** 2023, 2024, 2025, 2026

**MPO/Non-MPO:** Saginaw Area Transportation Agency (Saginaw)

**County:** ALL

**Prosperity Region:** ALL

**MDOT Region:** ALL

**STIP Cycle:** Fiscal Year 2023 - Fiscal Year 2026

**STIP Status:** Pending

(A - Approved, P - Pending)

**Job Type:** Trunkline, Local, Multi-Modal

**Phase Type:** ALL

**Phase Status:** ALL

(AP - Programmed, AC - Active, CP - Completed)

(Active - Obligated)

**Amendment Type:** ALL

**Template:** Trunkline - ALL, Local - ALL, Multi-Modal - ALL

**Finance System:** Trunkline - ALL, Local - ALL, Multi-Modal - ALL

**RTF:** ALL

**Include S/TIP Exempt:** Yes

**Include Delayed to Future S/TIP Cycle:** Yes

**Saginaw Area Transportation Agency Certified Resolution to Support Michigan Department of Transportation National Highway Systems (NHS) Performance Measure Bridge Condition Targets**

**WHEREAS**, the Saginaw Area Transportation Agency SATA has been designated by the Governor of the State of Michigan as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the entirety of Saginaw County, except for Tittabawassee Township.; and

**WHEREAS**, the Federal Highway Administration (FHWA) final rule (82- FR 5886) required States to set recurring four-year performance periods for which MDOT was required to set two-year (midpoint) and four-year (full performance) targets for bridge condition on the National Highway System (NHS); and

**WHEREAS**, the Michigan Department of Transportation (MDOT) has provided new FY 2022-2025 4 – year bridge condition targets by deck area; and

**WHEREAS**, the MDOT initially coordinated the establishment of bridge targets with the 14 Metropolitan Planning Organization (MPO’s) in Michigan through the monthly Target Coordination Meetings and subsequently through discussion at various meetings of the Michigan Transportation Planning Association, and

**WHEREAS**, as of December 22, 2022, the MDOT has officially adopted 2022-2025 4-year state bridge targets as shown in the table below, and

**Michigan State 4-year Bridge Targets**

<b>Performance Area</b>	<b>Measure</b>	<b>Baseline Condition</b>	<b>2-year target Performance Target</b>	<b>4-year Predicted Performance Targets</b>
Bridge	Percent of National Highway System Deck Area in Good Condition as compared to the total NHS bridge deck area	22.1%	15.2%	12.8%
Bridge	Percent of National Highway System Deck Area in Poor Condition square foot in Deck Area in Poor Condition as compared to the NHS bridge deck area	7.0%	6.8%	5.8%

**WHEREAS**, the MDOT has coordinated the establishment of these adjusted targets with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through the monthly Target Coordination Meetings and through discussions at various meetings of the Michigan Transportation Planning Association; and

**WHEREAS**, the Saginaw Area Transportation Agency may, within 180 days of the State establishing and reporting its targets, establish targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state targets, or committing to a quantifiable target for each performance measure for their own metropolitan planning area,

**NOW THEREFORE BE IT RESOLVED** that the Saginaw Area Transportation Agency has agreed to support the MDOT's state bridge targets shown above at its Policy Board meeting on April 27, 2023, and;

**BE IT FURTHER RESOLVED**, that the Saginaw Area Transportation Agency will plan and program projects that contribute to the accomplishment of the adjusted 4-year bridge condition targets.

\_\_\_\_\_  
Daniel Armentrout, Chairperson  
Saginaw Area Transportation Agency - SATA

\_\_\_\_\_  
Date

I, Demetra Manley, Executive Director of Saginaw Area Transportation Agency - SATA, do hereby certify that the foregoing is a true and correct copy of a Resolution adopted by a majority vote of all the members present at a regular meeting of SATA Policy Committee held on Thursday, April 27, 2023.

\_\_\_\_\_  
Demetra M. Manley, Executive Director  
Saginaw Area Transportation Agency - SATA

\_\_\_\_\_  
Date

# BRIDGE PERFORMANCE MANAGEMENT NEWSLETTER

## 2022-2025 PERFORMANCE PERIOD – BASELINE REPORT

### BRIDGE CONDITION

Title 23 CFR §650, Subpart C - National Bridge Inspection Standards (NBIS), defines a bridge as a structure carrying traffic with a span greater than 20 feet and requires that all bridges be inspected every two years to monitor and report condition ratings. The FHWA requires that for each applicable bridge, the performance measures for determining condition be based on the minimum values for substructure, superstructure, deck, and culverts. The FHWA further requires counting this condition by the respective deck area of each bridge and express condition totals as a percentage of the total deck area of bridges in a state.

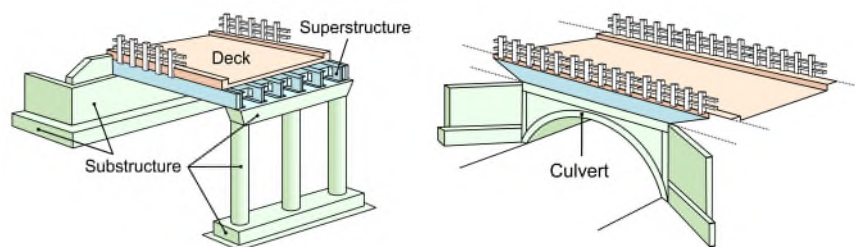
Condition ratings are based on a 0-9 scale and assigned for each culvert, or the deck, superstructure and substructure of each bridge. These ratings are recorded in the National Bridge Inventory (NBI) database. Condition ratings are an important tool for transportation asset management, as they are used to identify preventative maintenance needs, and to determine rehabilitation and replacement projects that require funding.

### REPORTING ON BRIDGE CONDITION

Title 23 CFR §490, National Performance Management Measures, Subpart D, designates recurring four-year performance periods for which MDOT is required to develop, in coordination with MPOs, two-year and four-year State targets for bridge condition on the National Highway System (NHS). The two performance measures for assessing bridge condition are:

- % of NHS bridges in Good Condition; and
- % of NHS bridges in Poor Condition.

In accordance with regulation and FHWA guidance, targets are data-informed, analysis driven, realistic predictions of future performance constrained to projected program funding. These short-term predictions are intended to evaluate and support the most effective investment strategies for achieving long-term performance goals and expectations in State and MPO planning documents. The bridge measures are limited to the National Highway System (NHS), regardless of ownership, and the NHS represents a subset of the entire bridge network managed by MDOT, MPOs and local governments.



ANATOMY OF A BRIDGE OR CULVERT

NBI Condition Ratings		
7-9	Good Condition	Routine maintenance candidate.
5-6	Fair Condition	Preventative maintenance and minor rehabilitation candidate.
4	Poor Condition	Poor Major rehabilitation or replacement candidate.
2-3		Serious or Critical Emergency repair or high priority major rehabilitation or replacement candidate. Unless closely monitored it may be necessary to close until corrective action can be taken.
0-1		Imminent Failure or Failed Major rehabilitation or replacement candidate. <b>Bridge is closed to traffic.</b>

## REPORTING ON BRIDGE CONDITION, CONTINUED

By June 14, 2023 (180 days following establishment of State targets), MPOs are required to develop 2- year and 4-year targets for each bridge measure in coordination with MDOT. MPOs have two options for target development: (1) agree to plan and program projects that support State targets, or (2) develop to a quantifiable target for the respective metropolitan planning area. MPO target elections can be made on a per measure basis. For example, an MPO can elect to support the State 2-year good condition target, and develop an MPO boundary 2-year poor condition target.

While FHWA does not make a significant progress determination of MPO targets, whether the MPO elects to support the State target or develop an MPO boundary target, the MPO is required to report progress in a system performance report. Also note, an MPO is not subject to any regulatory consequence or penalty if significant progress is not achieved regardless of whether the election was to support a State target or develop an MPO boundary target.

Baseline NHS Bridge Condition by Deck Area - Statewide								
Owner	Good		Fair		Poor		Total (sft)	
Trunkline	7,290,726	22%	23,690,343	71%	2,242,167	7%	33,223,236	88%
Bridge Authority	320,575	16%	1,676,900	83%	11,944	1%	2,009,419	5%
Local	717,498	29%	1,354,360	55%	381,037	16%	2,452,895	7%
Total	8,328,799	22%	26,721,604	71%	2,635,147	7%	37,685,550	

Baseline NHS Bridge Condition by Count – Statewide (for reference only)								
Owner	Good		Fair		Poor		Total	
Trunkline	663	24%	1910	70%	170	6%	2743	92%
Bridge Authority	4	44%	4	44%	1	11%	9	<1%
Local	83	37%	101	45%	40	18%	224	8%
Total	750	25%	2015	68%	211	7%	2976	

## BASELINE NHS BRIDGE CONDITION

Structures that meet the definition of a bridge according to the NBIS are recorded in the Michigan Bridge Inventory database through a web-based system called MiBRIDGE. MDOT's Bureau of Bridges and Structures (BOBS) in turn submits this information to the National Bridge Inventory (NBI). Using this database, BOBS compiles the number of bridges and deck area for each of the categories required by the Performance Management requirements.

While the National Bridge Inspection Standards applies to all publicly owned highway bridges, the TPM Targets are only applied to those bridges carrying routes on the NHS including bridge on- and off-ramps connected to the NHS. The NHS consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the following subsystems of roadways: interstate, other principal arterials, strategic highway network, major strategic highway network connectors, and intermodal connectors. condition totals as a percentage of the total deck area of bridges in a state.

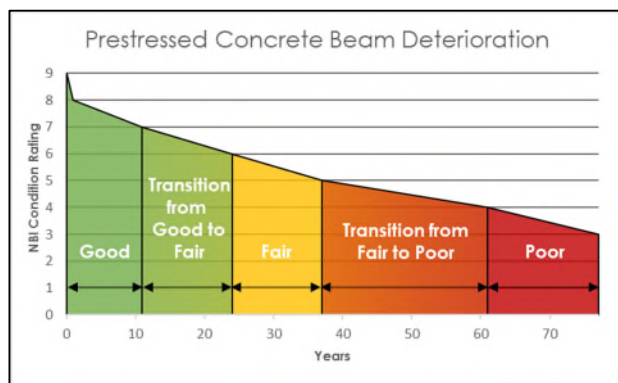
The FHWA requires calculating the NHS condition by the respective deck area of each bridge and express condition totals as a percentage of the total deck area of bridges in a state. The area is computed using the NBI Structure Length and Deck Width or Approach Roadway Width (for some culverts). Tables above represent the data submitted to the FHWA on March 13, 2022.

Local agencies own 7 percent of the NHS bridge deck area in Michigan, while MDOT and the Bridge Authorities maintain ownership of approximately 93 percent of bridge deck area. MDOT and MPO targets must cover the entire NHS, regardless of ownership. To account for this, the rule requires MDOT and MPOs to coordinate target setting, planning, and programming, ensuring targets are feasible, and projects are geared toward achieving them.



## BRIDGE DETERIORATION MODELS

As a bridge ages, its condition declines and an increasing amount of work is required to restore condition or extend the usable life of the bridge. By tracking the rate at which bridges have declined in the past, MDOT is able to predict the rate at which a bridge will decline in the future. MDOT has an established process through which trends in bridge deterioration rates can be evaluated at regular intervals. These periodic reviews will show whether preventive maintenance and other small actions taken on bridges are effective over time. This process is documented in the report “A Process for Systematic Review of Bridge Deterioration Rates” which is available on the MDOT website at: [http://www.michigan.gov/documents/mdot/A\\_Process\\_for\\_Systematic\\_Review\\_of\\_Bridge\\_Deterioration\\_Rates\\_522422\\_7.pdf](http://www.michigan.gov/documents/mdot/A_Process_for_Systematic_Review_of_Bridge_Deterioration_Rates_522422_7.pdf).



As shown in the image above, the minimum NBI condition rating is the y axis, and the number of years in each condition state is the x axis. As the Target setting periods are two and four years, the key transition times for this analysis are the Transition from Good to Fair (the time it takes to drop from 7 to 6) and the Transition from Fair to Poor (the time it takes to drop from 5 to 4). Outside of the initial drop for 9 (Excellent) to 8 (Very Good), a bridge would not be *predicted* to fall multiple condition ratings over a span of four years as it is based on statewide averages. This can sometimes occur in practice and is part of the error involved in predictions.

## PROJECT IMPACTS

**MDOT PROJECT SELECTION** - As the product of ongoing asset management by MDOT and our local agencies, projects are programmed each year to extend life or improve condition throughout the bridge network. MDOT analyzes the candidates for each of the major work types – preventive maintenance, rehabilitation and replacement – and identifies a strategy that is the most cost-effective means to achieve

and sustain a state of good repair within financial constraints. Starting from this initial strategy, the regions then perform more detailed analysis and scopes, coordinating with other programs such as road, and selecting projects through the annual Call for Projects process.

A small number of MDOT bridges are managed centrally within the Big Bridge Program. The Big Bridge Population is a unique subset of MDOT’s trunkline bridge population that includes sixteen large deck bridges (deck area in excess of 100,000 sq ft), nineteen complex bridges, and twelve moveable bridges. These fifty-one bridges are unique not only from an engineering standpoint, but they also represent large capital investments in terms of their initial construction costs and in terms of their long-term preservation and rehabilitation costs. Because of the significant investment these bridges represent, MDOT’s goal is to preserve and maintain the Big Bridge inventory in a continuously good or fair condition state. This population is also of unique importance to the Performance Management Target Settings as the 39 structures that carry NHS comprise 14% of the trunkline NHS deck area.

**LOCAL AGENCY PROJECT SELECTION** - As the product of ongoing asset management by MDOT and our local agencies, projects are programmed within JobNet, and local agency bridge projects included in this analysis are those that have been selected through the local bridge program. Legislation enacted October 1, 2004 created a local bridge fund, a local bridge advisory board (LBAB) and seven regional bridge councils (RBC). The legislation places control of the funding allocations of the local bridge fund in the hands of the local agencies of Michigan through the LBAB and RBCs. A call for applications is sent to all local agencies on an annual basis. The submitted applications are reviewed by the staff of MDOT local agency program’s bridge unit for completeness and funding eligibility. Formula rating points are computed and each region’s applications are submitted to their respective RBC for addition of discretionary points. A 3-year bridge program is maintained by each RBC.

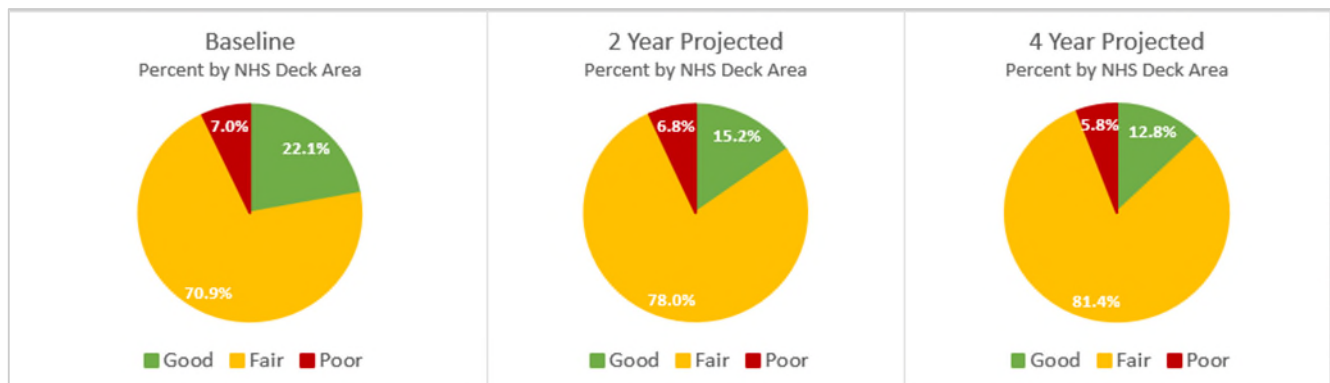
Local Agencies may also identify bridge projects through their Metropolitan Planning Organization or Rural Task Force, although because of the dollar amounts available these projects are rare. Many local agencies do projects on their bridges with their Act 51 fund distributions. These projects, however, do not have to be entered as a programmed project within JobNet and would not be reflected in the results. Due to the relatively small amount of local agency deck area, this is considered an acceptable omission at this time, but is an area identified for future improvement.

## DEVELOPING TARGETS

Starting from the condition reported with the NBI submittal on March 13, 2022, the expected improved condition from projects and reduced condition from deterioration was summarized into projected 2-Year and 4-year condition. The deck areas in good, fair and poor conditions at each year was summarized. To account for uncertainty, the amount of deck area in good condition was conservatively reduced by 1%, and the amount of deck area in poor condition was increased by 1%. A 1% reduction for uncertainties reflects about 30 average size structures that either deteriorated faster than predicted or that did not see as much of an improvement as predicted.

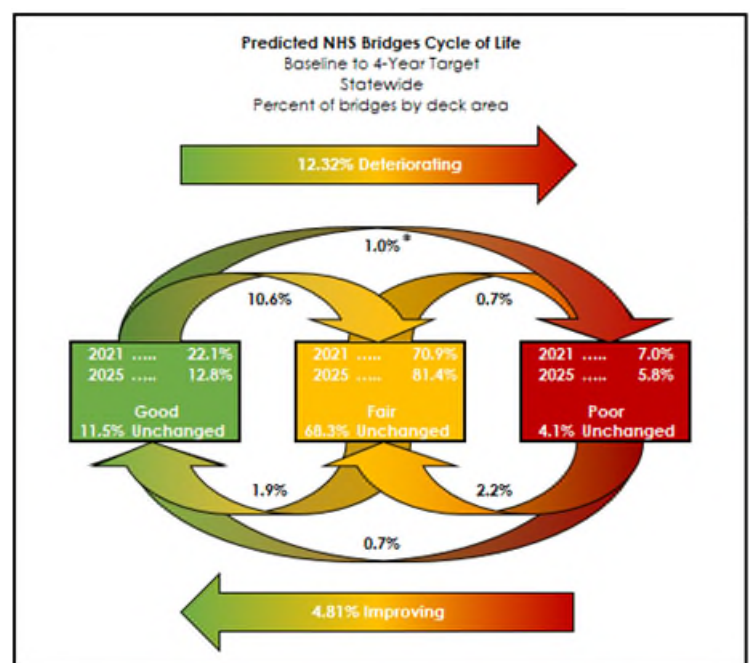
## ANALYZING TARGETS

Overall, the number of good bridges is expected to decline significantly as preservation efforts tend to extend life in fair condition. While the amount of bridges in good condition is predicted to decrease, the amount of deck area in poor condition is also predicted to decrease. While the decrease in poor deck area is important towards achieving/maintaining a state of good repair, the amount of fair deck area will require a sustained commitment to preservation in order to prevent an unsustainable number of fair bridges from falling into poor condition.



## EVALUATING GOOD CONDITION

The target for Good condition was set as a combination of estimating the deck area that is expected to deteriorate and the deck area that is expected to be improved. This is demonstrated in Cycle of Life, which shows that 10.6% of the NHS deck area is predicted to leave Good condition and 1.9% is expected to enter Good condition during the time period.



## MPO COORDINATION

Shown below is the 2021 NHS bridge deck area estimated condition for each MPO's population of bridges. As discussed earlier, the method used to predict bridge deterioration for State targets applies statewide average deterioration rates to all bridges. Some bridges will deteriorate faster while others will deteriorate slower. At the network level, these differences tend to balance. When looking at smaller populations, such as at an MPO boundary level, the difference between specific bridge deterioration and statewide averages can lead to large differences between predictions and measured values. When the performance values are measured in terms of deck area rather than count, large bridges can exacerbate this discrepancy.

MDOT also created a Transportation Performance Measures Dashboard for MPOs and bridge owners to aid in reviewing

State bridge targets. The 2022 baseline data (bridge inspection data collected between March 2021 and March 2022) can be found via [the NHS Bridge Inventory](#). This page represents a snapshot of data of the NHS bridges in the NBI submittal to FHWA, and is what will be used by FHWA to evaluate the respective 2-year and 4-year State target achievement for the performance period. For more current information, all NBI bridge data is updated monthly at the [NBIS website](#).

MPO	Good		Fair		Poor		Total	
	Deck Area	Percentage	Deck Area	Percentage	Deck Area	Percentage	Deck Area	Percentage
Battle Creek Area Transportation Study	3,429	1%	420,443	92%	31,720	7%	455,593	100%
Bay City Area Transportation Study	104,804	17%	465,703	76%	45,655	7%	616,162	100%
Genesee County Metropolitan Planning Commission	138,432	7%	1,561,627	81%	233,080	12%	1,933,138	100%
Grand Valley Metropolitan Council	1,034,362	26%	2,663,907	68%	244,662	6%	3,942,932	100%
Jackson Area Comprehensive Transportation Study / Region 2 Planning Commission	15,419	5%	277,594	82%	44,780	13%	337,793	100%
Kalamazoo Area Transportation Study	199,736	37%	271,815	51%	65,117	12%	536,668	100%
Macatawa Area Coordinating Council	44,805	15%	255,007	84%	4,149	1%	303,960	100%
Midland Area Transportation Study	41,127	21%	154,374	79%	-	0%	195,501	100%
Niles Area Transportation Study	8,757	3%	254,883	97%	-	0%	263,640	100%
Saginaw Area Transportation Agency	186,425	8%	1,995,579	90%	31,484	1%	2,213,489	100%
Southeast Michigan Council of Governments	5,274,541	32%	10,086,998	61%	1,290,294	8%	16,651,833	100%
Tri-County Regional Planning Commission	41,937	2%	1,990,461	86%	287,576	12%	2,319,974	100%
Twin Cities Area Transportation Study	23,312	3%	747,123	96%	6,655	1%	777,089	100%
West Michigan Metropolitan Planning Program	36,164	5%	617,306	92%	15,841	2%	669,311	100%
Outside MPO Boundaries	1,175,550	18%	4,958,783	77%	334,134	5%	6,468,467	100%
All NHS	8,328,799	22%	26,721,604	71%	2,635,147	7%	37,685,550	100%

### For More Information

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