MICHIGAN SENATE

Appropriations Requests for Legislatively Directed Spending Items

1. The sponsoring Senator's First Name
   Dayna

2. The sponsoring Senator's Last Name
   Polehanki

3. The cosponsoring Senators names. All cosponsors must be listed. If none, please type 'n/a.' A signed letter from the sponsor approving the co-sponsorship and a signed letter from the member wishing to co-sponsor are required. Attach letters at question #9 below.
   N/A

4. Name of the spending item's recipient:
   City of Livonia

5. Physical address of the recipient:
   33000 Civic Center Drive Livonia, MI 48154

6. If there is not a specific recipient, the intended location of the project or activity:
   N/A

7. Name of the Senator and the district number where the legislatively directed spending item is located:
   Dayna Polehanki, District 5

8. Purpose of the legislatively directed spending item. Please include how it provides a public benefit and why it is an appropriate use of taxpayer funding. Please also

demonstrate that the item does not violate Article IV, S 30 of the Michigan Constitution.
The funding requested will cover the cost of adding a pedestrian/bike path to the Stark Road bridge where it passes over Interstate 96.

9. Attach documents here if needed:

10. The amount of state funding requested for the legislatively directed spending item
$1,000,000

11. Has the legislatively directed spending item previously received any of the following types of funding? (Check all that apply)
["None"]

12. Please select one of the following groups that describes the entity requesting the legislatively directed spending item
Local unit of government

13. For a non-profit organization, has the organization been operating within Michigan for the preceding 36 months?
N/A

14. For a non-profit organization, has the entity had a presence within Michigan for the preceding 12 months?
N/A

15. For a non-profit organization, does the organization have a board of directors?
N/A

16. For a non-profit organization, list all the active members on the organization's board of directors and any other officers. If this question is not applicable, please type 'n/a.'
N/A

17. "I certify that neither the sponsoring Senator nor the sponsoring Senator's staff or immediate family has a direct or indirect pecuniary interest in the legislatively directed spending item."

I certify

18. Anticipated start and end dates for the legislatively directed spending item
    Upon receipt from all funding sources, the project can begin 6 months after receiving funds. Estimated time to completion is one year

19. Certification of accuracy
    I certify

Exhibit 4 - Cost Estimating Worksheet

2024

BRIDGE COST ESTIMATE WORKSHEET

- CPM, REHAB, REPLACE -

REV. 02/6/2024

DATE: 11/21/2024

OWNER: MDOT FISCAL YEAR: 2026 ENGINEER: NJN

REGION: Metro

TSC: Taylor PR: 1606201 MP: 3.606

LENGTH	Out to Out WIDTH	Curb to Curb WIDTH
182.0	66.4	52.0

STRUCTURE ID: 11491

BRIDGE ID: 82122-S05

LOCATION: STARK RD over I-96

PRIMARY WORK ACTIVITY: Bridge Widening for Bike Path

OTHER WORK:

DECK AREA: 12,085 SFT

CLEAR ROADWAY: 9,464 SFT

STR. TYPE: Steel Multi-Stringer, W or I-Bear

WORK ACTIVITY	MDOT Bridge Design Guides	QUANTITY	UNIT	UNIT COST	TOTAL
NEW BRIDGE	(increase deck area based on design standards and hydraulic requirements)				
Single or Multiple Spans, Grade Separation	(add demo, approach, MOT)		SFT	$435.00 /SFT	
Single Span, Over Water Length < 100ft	(add demo, approach, MOT)		SFT	$525.00 /SFT	
Multiple Spans, Over Water Length > 100ft	(add demo, approach, MOT)		SFT	$470.00 /SFT	
Precast Culvert Length < 40ft	(add demo, approach, MOT)		SFT	$565.00 /SFT	
NEW SUPERSTRUCTURE					
New Superstructure, Grade Separation	(incl. remove exist deck/super; add MOT & approach)		SFT	$310.00 /SFT	
New Superstructure, Over Water	(incl. remove exist deck/super; add MOT & approach)		SFT	$315.00 /SFT	
WIDENING					
Structure Widening, 12 ft	(incl. deck/super/sub widening, add approach transition)	2,184.0	SFT	$630.00 /SFT	$1,375,920.00
NEW DECK					
New Bridge Deck & Barrier	(incl. remove exist deck/railing, add approach, MOT)		SFT	$150.00 /SFT	
DEMOLITION					
Entire Structure, Grade Separation			SFT	$75.00 /SFT	
Entire Structure, Over Water			SFT	$95.00 /SFT	
DECK REPAIR / TREATMENTS					
Bridge Railing Replacement	(incl. removal and replacement)		FT	$750.00 /FT	
Concrete Brush Block / Curb Patch	(incl. hand chipping and formwork)		FT	$29.00 /FT	
Concrete Barrier Patch	(incl. hand chipping and formwork)		SFT	$85.00 /SFT	
Concrete Deck Patch	(incl. hand chipping)	2,548.0	SFT	$68.00 /SFT	$173,264.00
Deep Overlay	(incl. joint repl & hydro)		SFT	$46.00 /SFT	
Epoxy Overlay	(incl. warranty)		SYD	$48.00 /SYD	
Expansion Joint Gland Replacement	(remove and replace elastomeric gland)		FT	$125.00 /FT	
Expansion Joint Replacement	(incl. removal)		FT	$860.00 /FT	
Full Depth Patch			SFT	$140.00 /SFT	
Healer / Sealer	(penetrates cracks in bridge deck)		SYD	$30.00 /SYD	
HMA Overlay with WP membrane			SYD	$60.00 /SYD	
Overlay Removal	(Epoxy: $22/syd | Latex: $26/syd | HMA: $7/syd)		SYD	$22.00 /SYD	
Reseal Bridge Joints			FT	$28.00 /FT	
Shallow Overlay	(incl. joint repl & hydro)		SFT	$46.00 /SFT	
SUPERSTRUCTURE REPAIR					
Bearing Realignment / Replacement	(incl. temporary supports)		EA	$6,450.00 EA	
Heat Straightening	(incl. clean and coat)		EA	$57,000.00 EA	
Pack Rust Repair	(greater than 3/8" separation)		FT	$1,150.00 /FT	
Paint - Complete	(incl. clean & coat)		SFT	$30.00 /SFT	
Paint - Partial / Spot / Zone	(incl. clean & coat - $20k minimum)		SFT	$60.00 /SFT	
PCI Beam End Blockout	(incl. temporary supports)		EA	$7,200.00 EA	
Pin & Hanger Replacement	(incl. temporary supports)		EA	$17,000.00 EA	
Structural Steel Repair	(based on 6ft repair length)		EA	$4,000.00 EA	
Structural Steel Repair - Stiffener	(includes each side of beam)		EA	$1,500.00 EA	
SUBSTRUCTURE REPAIR					
Substructure Patching	(measured x 2) replace if repair area > 30%		CFT	$360.00 /CFT	
Substructure Replacement	(incl. temporary supports, excavation)		CFT	$375.00 /CFT	
Substructure Horizontal Surface Sealer			SYD	$75.00 /SYD	
Temporary Supports	(add Structural Steel Repair - Stiffener for ea steel beam)		EA	$4,000.00 EA	
MISCELLANEOUS					
Articulating Concrete Block System (ACB)			SYD	$320.00 /SYD	
Concrete Surface Coating			SYD	$47.00 /SYD	
Culvert Cleanout			FT	$125.00 /FT	
Epoxy Crack Injection	(structural crack repair)		FT	$70.00 /FT	
Metal Mesh Panels	(48" width, max 6'-6" length)		SFT	$28.00 /SFT	
Pressure Relief Joint	(use when approach concrete roadway exceeds 1,000ft)		FT	$110.00 /FT	
Riprap	(assume 10ft distance around perimeter of substructure)		SYD	$275.00 /SYD	
Silane Treatment	(penetrating sealer for concrete surfaces)		SFT	$7.00 /SFT	
Slope Protection Repairs			SYD	$150.00 /SYD	
Other					
				STRUCTURE CONSTRUCTION BUDGET	$1,549,184
ROAD WORK					
Approach Pavement, 12" RC	(incl. removal; add curb, gutter, guardrail) 40' ea. end	124.4	SYD	$230.00 /SYD	$28,622.22
Approach Curb & Gutter	(incl. removal) 40' ea. quadrant	80.0	FT	$57.00 /FT	$4,560.00
Guardrail Anchorage to Bridge	(each quadrant)	2.0	EA	$2,540.00 /EA	$5,080.00
Guardrail	(incl. removal) < 200ft beyond reference line	106.0	FT	$41.00 /FT	$4,346.00
Guardrail Terminal	(each quadrant)	2.0	EA	$3,900.00 /EA	$7,800.00
Roadway Approach Work	(beyond approach pavement)		LSUM	LSUM	
Utilities			LSUM	LSUM	
TRAFFIC CONTROL	*Unit Cost to be determined by Region or TSC Traffic & Safety*				
Part Width Construction		1.0	LSUM	$150,000.00 LSUM	$150,000.00
Crossovers			EA	/EA	
Temporary Traffic Signals			set	/set	
RR Flagging			LSUM	LSUM	
Detour			LSUM	LSUM	
				RELATED ROAD/TRAFFIC CONSTRUCTION BUDGET	$200,408
CONTINGENCY	(10% - 20%) (use higher contingency for small projects)	20	%	$1,750,000.00	$350,000
MOBILIZATION	(estimate at 10%)	10	%	$2,100,000.00	$210,000
INFLATION	(assume 4% per year, beginning in 2025)	8	%	$2,310,000.00	$185,000

(Does not include PE or CE)

(Refer to programming guidelines in Bridge Cost Estimating Worksheet-Key for CE,PE & PE-S)

	TOTAL CONSTRUCTION BUDGET	**$2,495,000**
% CE	CON BUDGET	$2,495,000
% PE	PE BUDGET	$0
% PE	PE-S BUDGET	$0

LIVONIA BIKE WALK

SEPTEMBER 14, 2015

LIVONIA BIKE WALK

City of Livonia, MI

September 14, 2015

BIKE/WALK LIVONIA

A Future Transportation Plan

McKenna Associates

Toole Design Group

ACKNOWLEDGMENTS

THANK YOU.

We would like to thank all those who participated in the development of the Bike/Walk Livonia Plan. The content in this Plan reflects the ongoing collaboration between City residents, stakeholders, the Steering Committee, Planning Commission, and City Council.

A special thank you to Justin Patrick, Livonia resident and bicycle advocate, for sharing independently collected data on City of Livonia sidewalk conditions.

MAYOR

Honorable Jack Kirksey

BIKE/WALK LIVONIA STEERING COMMITTEE

Collin Buerkle, Bicycle Advocate, City of Livonia Resident

Dave Lear, Assistant City Engineer

Dave Varga, Director of Administrative Services, Office of the Mayor

Doug Moore, Assistant Superintendent of Public Service

Frank Kalinski, Bicycle Advocate, City of Livonia Resident

Frank Lucas, Bicycle Advocate, City of Livonia Resident

Jay Asquini, Bicycle Advocate, City of Livonia Resident

Jim Baringhaus, Greenleaf Commission on Sustainability

Joe Boitos, Livonia Police Department (LPD), Traffic Sergeant

Mark Taormina, Planning and Economic Director

Maureen Miller Brosnan, City Council President

Michael Cretu , Bicycle Advocate, City of Livonia Resident

Rob Blazoff, Bicycle Advocate, City of Livonia Resident

Todd Zilincik, City Engineer

CONSULTANTS

MCKENNA ASSOCIATES

McKenna Associates, headquartered in Wayne County in nearby Downtown Northville, a leading Midwest community planning firm whose primary service is assisting communities with planning, zoning, economic development, and landscape architecture since 1978. The firm has strong planning capabilities with extensive demonstrated success throughout Michigan and Ohio.

Phillip C. McKenna AICP, PCP, President

Paul Lippens, AICP, Project Manager

Laura Haw, Project Planner

Sabah Aboody, GIS Planner

Carrie Wakalut, Graphic Designer

TOOLE DESIGN GROUP

Toole Design Group (TDG) was founded in 2003. Toole Design Group (TDG) is the nation's leading planning, engineering and landscape architecture firm specializing in bicycle and pedestrian transportation. TDG has a national reputation in transportation master planning, traffic calming, pedestrian and bicycle research and facility design, rail-trail planning and design, transit accessibility and Safe Routes to School planning and design.

Jennifer Toole, President

Hannah Pritchard, Project Engineer

Spencer Gardner, Project Planner

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INTRODUCTION

Project Purpose: The Bike/ Walk Livonia Plan aims to create a roadmap for the continued provision and enhancement of bicycle and pedestrian facilities in the City of Livonia, considering both near term improvements and long term vision.

VISION STATEMENT + GOALS

Vision

The City of Livonia's vision for its nonmotorized network is stated below. This vision will help create a culture change that promotes more bicycling and walking, which can bring neighborhoods, families, and residents together for fun and health. Achieving the vision for Livonia will require a concerted effort to educate community members on walking and biking safety. It will also require infrastructure improvements like bikeways, sidewalks, crosswalks, and even bike parking and bikeshare or bicyle rental, to allow the community to access its many destinations by foot or bike and safely provide connections between them.

The City of Livonia will be an active place where residents can safely walk and bike to parks and shopping and other destinations. Neighborhoods will be connected via a practical, comfortable and complete network to support quality of life and promote healthy living.

Goals

The following goals guided the development of the Bike/Walk Livonia Plan:

1. **CONNECTIVITY.** Connecting to destinations such as parks, schools, trails, neighborhoods, and shopping districts / corridors.
2. **SAFETY.** Improving safety at intersections and crossings.
3. **COMPLETE THE NETWORK.** Planning for new bikeways and signs.
4. **RECREATION AMENITIES.** Enhancing recreational opportunities in the community.
5. **EDUCATION.** Supporting educational events and programs to promote walking and biking in Livonia.
6. **COMPLETE STREETS.** Supporting Complete Streets so that the City's motorized network can be safely crossed and traveled upon and alongside by all users of the roadway, regardless of their age, ability or travel mode.