

# Legislative Analysis

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## DOWNLOADABLE DATABASE FOR ROAD AND BRIDGE PROJECTS

Phone: (517) 373-8080  
<http://www.house.mi.gov/hfa>

**House Bill 4225 as introduced**  
**Sponsor: Rep. Pat Somerville**  
**Committee: Transportation and Infrastructure**  
**Complete to 3-16-15**

Analysis available at  
<http://www.legislature.mi.gov>

### SUMMARY:

The bill would amend Public Act 51 of 1951 to require the Michigan Department of Transportation to provide certain information for each road or bridge project funded in whole or in part by state revenue. The department would have to create a state road construction transparency data file that would have to be posted online, and make it available for download by the general public. Each county road commission, city, and village would have to provide information to MDOT for each of local road and bridge projects. (PA 51 is the act that governs the distribution of funds for state and local road and bridge programs.)

The department would be required to add the data for each road project to the data file within 30 days after final acceptance of the completed road or bridge project. If the department failed to comply, the individual designated as the project manager would have to report to the Senate and House Appropriations Committee Transportation subcommittees at a hearing to be held no later than 60 days after final acceptance of the project. (However, if the department posted the required information prior to the hearing, the hearing could be canceled.)

Under the bill, the department would be required to annually make available the information in a tab-delimited or Microsoft Excel-based format, with all data contained in a single road construction transparency data file featuring a unique column for each item specified below and a single row for each project, in order to facilitate data analysis.

### **Road or Bridge Project Repair Information**

The following information would have to be provided for each road or bridge project:

- Name of the road or bridge.
- Description of the portion of the road or bridge that is the subject of the project.
- Cost of the project.
- Funding sources and amounts for the project.
- Number of lane miles applicable to the project.
- Number of miles applicable to the project.
- Required design life in years between reconstruction projects, subject to the load profile described below.

- The required interval between resurfacing projects, subject to the load profile described in the bill.
- The load profile assumed for the required design life, to include but not limited to, all of the following: 1) number of trucks weighing less than 80,000 pounds per day; (2) number of trucks weighing 80,000 pounds or more per day; and (3) number of passenger vehicles per day.
- The method of design verification, to include analysis, testing, or demonstration, that the design will achieve the specified design life under the specified load conditions.
- The name of the individual designated as the project manager.
- The organization to which the project manager belongs.
- The individual or organization responsible for the road or bridge design.
- The individual or organization responsible for design verification.
- The individual or organization responsible for road or bridge construction.
- The individual or organization responsible for certifying that the road or bridge was built in accordance with the design specifications.
- The individual or organization responsible for certifying that the construction materials used in the project satisfy design specifications.
- The date of completion of the road or bridge.
- The current condition of the road or bridge. This information would have to be updated at least once every two years.

The bill would take effect 90 days after it is enacted into law.

MCL 247.651, et al.

#### **FISCAL IMPACT:**

The bill's impact on state costs cannot be readily determined at this time.

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