

**WORK CREDITABLE AGAINST THE SECTION 10K 1% EXPENDITURE REQUIREMENT  
PA 51 of 1951 as amended by PA 82 of 2006**

The following table represents work items creditable against the Section 10k one-percent expenditures. If your community identifies potential work items that do not appear on the list below please contact the MDOT Bicycle and Pedestrian Coordinator for eligibility verification.

DESCRIPTION OF WORK	WORK CREDITABLE AGAINST SECTION 10K 1% REQUIREMENT	ELIGIBLE COST	
		Engineering	Construction
<b>NON – ROAD FACILITIES</b>			
<b>Shared Use Path</b> as a project	All Engineering/construction	100%	100%
<b>Shared Use Path</b> as part of a road project	1) All path related construction 2) Non-path work in the road project, necessitated by the path component (e.g. extra fill, culvert extension, etc) 3) Prorated engineering costs	Prorated*	100% of 1 and 2
<b>Shared Use Structures</b>	All engineering/construction	100%	100%
<b>Bicycle Parking</b>	Acquisition and Installation	100%	100%
<b>Sidewalks, ramps and curb cuts</b>	All engineering/construction	100%	100%
<b>Curb Extensions and Median Refuge Islands</b>	All engineering/construction	100%	100%
<b>Signs, Pavement Markings, Pedestrian Signals</b>	All work specifically associated with the non-motorized facility and its pedestrian/non-motorized users	100%	100%
<b>SERVICES</b>			
<b>Non-motorized Planning and Education</b>	Costs associated with the development of non-motorized planning documents or educational materials intended to promote the development, benefits and use of non-motorized transportation.	NA	NA
<b>ROAD FACILITIES</b>			
<b>New Bike Lanes and associated, pavement, pavement markings, and signage</b>	That portion of the engineering and construction that can be attributed to the bike lane	Prorated	Prorated**
<b>Shoulder Paving</b> as a project	All Engineering/construction	100%	100%
<b>Shoulder Paving</b> as a part other road or bridge construction, reconstruction, resurfacing, or widening work	That portion of the engineering and construction that can be attributed to the paving shoulder portion of the work	Prorated	Prorated**
<b>Road or bridge Construction, Reconstruction, Resurfacing, or Widening</b>	That portion of the outside lane width in excess of the minimum design width for motor vehicles	Prorated	Prorated
* Proration: $E_{nm} = (C_{nm} / C_{tot}) \times E_{tot}$ , where E=Engineering \$s, and C=Construction \$s			
** Proration: $C_{nm} = (W_{nm} / W_{tot}) \times C_{tot}$ where W=Width of roadway, and C=Construction \$s. Note only road/bridge project pay items which include the non-motorized width in the width proration.			
All work needs to be done to AASHTO and ADA standards.			

**Non-road facilities** are accommodations which occur off the edge of the road, and may or may not be within the road right of way. The shared use path (the appropriate name for what are often called bike paths or trails) and shared use structures on those paths are off-roadway facilities intended for non-motorized travel. Ramps and curb cuts where paths or sidewalks cross roadways are eligible facilities; bicycle parking facilities also qualify. Signs, pavement markings and signals associated with road or non-road facilities for bicycle or pedestrian users are also eligible expenditures.

**Road facilities** are non-motorized accommodations built in a roadway. They include paving wide shoulders 4' or greater, and portions of road or bridge construction, reconstruction, resurfacing or widening suitable for non-motorized users. In general, any work that adds width to the roadway beyond the minimum design width provided for motor vehicles use is considered as an accommodation for bicyclists. Widened curb lanes, striped bicycle lanes and paved shoulders are facilities that may add sufficient width to a roadway to qualify as a bicycle accommodation. "Road Diets" or the restriping costs associated with converting a

roadway from four lanes to three lanes (two travel lanes, a turn lane and two bicycle lanes) within the existing curb alignment can also be considered an eligible expenditure.

**Sidewalk** "addition or improvement" are eligible non-motorized expenditures per Public Act 82 of 2006, effective March 29, 2006.

**Proration** of costs is necessary for non-motorized accommodations constructed as part of roadway construction work. The formulas for proration are provided in the table.

**Questions** regarding cost eligibility for items not discussed in this guidance, or for assistance in calculation of expenditures, may be directed to Josh DeBruyn, MDOT's Bicycle and Pedestrian Coordinator, phone (517) 335-2918, email at [debrujnj@michigan.gov](mailto:debrujnj@michigan.gov), or to his attention at: Michigan Department of Transportation, Bureau of Transportation Planning, Intermodal Services Unit, PO Box 30050, Lansing, Michigan 48909.