MICHIGAN SENATE

Appropriations Requests for Legislatively Directed Spending Items

1. The sponsoring Senator's First Name
   Roger

2. The sponsoring Senator's Last Name
   Hauck

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:
   Mecosta County

5. Physical address of the recipient:
   120 N Dekrafft Ave, Big Rapids, MI 49307

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:
   Hauck- 34

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.
   Replacement of small structure on Harding road over the Chippewa River near Harding Dam. Structure is too short to be considered for bridge funding. Engineering inspection from 2024 stated structure is in "serious condition", "very poor", and now has weight limit 9 tons.   Public road and does not violate Article IV, S 30.

9. Attach documents here if needed:

10. The amount of state funding requested for the legislatively directed spending item
    $1,320,000

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
    N/A

19. Certification of accuracy
    I certify

STR 6782	BRIDGE SAFETY INSPECTION REPORT		
Facility	**Latitude / Longitude**	**MDOT Structure ID**	**Structure Condition**
HARDING RD	43.7186 / -85.1825	54315H00013B010	Serious Condition(3)
Feature	**Length / Width / Spans**	**Owner**	
W BR CHIPPEWA RIVER	22 / 21 / 1	County: Mecosta(54)	
Location	**Built / Recon. / Paint / Ovly.**	**TSC**	**Operational Status**
0.6 MI S OF 18 MI RD	1909 / 1988 / 1988 / 2015	Cadillac(4)	P Posted for load(09NNNN)
Region / County	**Material / Design**	**Last NBI Inspection**	**Scour Evaluation**
Grand(3) / Mecosta(54)	3 Steel / 72 Multi Str Timb Deck	08/26/2024 / RXJO	3 SC - Unstable

NBI INSPECTION RXJO

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Robert Lothschutz	Scott Civil Engineering Company	12	08/26/2024

GENERAL NOTES

Very poor. Posted at 9 tons. Bridge inventoried west to east. Bridge is only 15.5' between abutments (not NBI length). Bracing installed at midspan in 2021. Cross sections taken in 2019 after flood event. Take cross sections after floods or when changes are noted.

Weight limit signs in place on both ends of bridge	YES
Weight limit shown on signs at bridge	09NNNN
Required advance warning weight limit signs in place	YES
Weight limit shown on advance warning signs	09NNNN

DECK

	08/22	08/23	08/24	
1. Surface (SIA-58A)	6	6	6	HMA over timber deck. Curving crack at east end. 3 transverse cracks at west end. Cracks were previously sealed, but seal is mostly worn off. Additional transverse crack between rail posts 1E & 2E. 6"-7" HMA on deck. (08/24) HMA over timber deck. Curving crack at east end. 3 transverse cracks at west end. Cracks were previously sealed, but seal is no longer effective. Additional transverse crack between rail posts 1E & 2E. 6"-7" HMA on deck. (08/23) HMA over timber deck. Curving crack at east end. 3 transverse cracks at west end. Cracks were previously sealed, but seal is no longer effective. Additional transverse crack between rail posts 1E & 2E. 6"-7" HMA on deck. (08/22)
2. Expansion Joints	N	N	N	(08/24) (08/23) (08/22)
3. Other Joints	N	N	N	(08/24) (08/23) (08/22)
4. Railings	3	3	3	Double W-beam on steel posts. Posts are rusting with scale at deck line. SW post has heavy scale on web. Connections to beams have rust and scale with holes. North rail was previously hit and is leaning out, angle member along top of rail is bent at post 2E, spacer blocks added between posts and W-beam. (08/24) Double W-beam on steel posts. Posts are rusting with scale at deck line. SW post has heavy scale on web. Connections to beams have rust and scale with holes. North rail was previously hit and is leaning out, angle member along top of rail is bent at post 2E, spacer blocks added between posts and W-beam. (08/23) Double W-beam on steel posts. Posts are rusting with scale at deck line. Connections to beams have rust and scale with holes starting. North rail was previously hit and is leaning out, angle member along top of rail is bent at post 2E, spacer blocks added between posts and W-beam. (08/22)
5. Sidewalks or Curbs	N	N	N	(08/24) (08/23) (08/22)
6. Deck Bottom Surface (SIA-58B)	6	5	5	Areas of leakage noted on bottom of timber deck. 2 adjacent cracked boards on south side of beam 6S at west 1/3 span. Checking or splits in several boards. (08/24) Areas of leakage noted on bottom of timber deck. Cracked board on south side of beam 6S at west 1/3 span. Checking or splits in several boards. (08/23) Areas of leakage noted on bottom of timber deck. Cracked board on south side of beam 6S at west 1/3 span. Checking or splits in several boards. (08/22)

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7. Deck (SIA-58)	6	5	5	3.5'' timber deck. Areas of leakage noted. 2 adjacent cracked boards on south side of beam 6S at west 1/3 span. Ends of several boards are split. (08/24) 3.5'' timber deck. Areas of leakage noted. Cracked board on south side of beam 6S at west 1/3 span. Ends of several boards are split. (08/23) 3.5'' timber deck. Areas of leakage noted. Cracked board on south side of beam 6S at west 1/3 span. Ends of several boards are split. (08/22)
8. Drainage				Over the edge. (08/24) Over the edge. (08/23) Over the edge. (08/22)

SUPERSTRUCTURE

	08/22	08/23	08/24

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9. Stringer (SIA-59) 3 3 3

Beam 6S is in the worst condition. Measured 0.30" on south side of bottom flange at midspan, <0.1" with hole forming on north side. 16" hole in web at east end with additional holes starting to form, bottom flange is 1-1/8" above top of abutment. 39" hole located 12" to 51" from west end with additional hole starting at 62" from west end, bottom flange is 5/8" above top of abutment. Note: beam 6S is considered failed for load rating.

Measured bottom flange of beams 5S & 7S at midspan as follows:
Beam 5S - 0.375" south side, 0.365" north side, section loss at bottom of web
Beam 7S - 0.40" south side, 0.375" north side
Could not measure top flange, but appears to be similar to bottom flange. Original flange thickness 0.425". Load rating applies 15% section loss for 5S & 7S.

Other beams have light to moderate rust and scale on webs and flanges. Moderate to heavy scale and section loss on beam ends. Holes in beam ends as follows:
Beam 2S - 9" hole at west end, 6" hole at east end (15" to 21" from end)
Beam 4S - 13" hole at west end (20" to 33" from end)
Beam 5S - 2" hole at east end over bearing
Beam 8S - 3" hole 20" from west end, holes forming 24" to 39" from east end

Steel plate backwalls have heavy scale.

Vehicle impact to north railing in 2020 caused north fascia beam to rotate out up to 4". Beam was partially pulled back in, still offset 2.5" at top. Remaining beams do not appear to have been affected. (08/24)
Beam 6S is in the worst condition. Measured 0.30" on south side of bottom flange at midspan, <0.1" with hole forming on north side. 13" hole in web at east end with additional holes starting to form, bottom flange is 1-1/8" above top of abutment. 39" hole located 12" to 51" from west end with additional hole starting at 62" from west end, bottom flange is 5/8" above top of abutment. Note: beam 6S is considered failed for load rating.

Measured bottom flange of beams 5S & 7S at midspan as follows:
Beam 5S - 0.375" south side, 0.365" north side, section loss at bottom of web
Beam 7S - 0.40" south side, 0.375" north side
Could not measure top flange, but appears to be similar to bottom flange. Original flange thickness 0.425". Load rating applies 15% section loss for 5S & 7S.

Other beams have light to moderate rust and scale on webs and flanges. Moderate to heavy scale and section loss on beam ends. Holes in beam ends as follows:
9" hole at west end of beam 2S
13" hole at west end of beam 4S (20" to 33" from end)
2" hole at east end of beam 5S over bearing

Steel plate backwalls have heavy scale.

Vehicle impact to north railing in 2020 caused north fascia beam to rotate out up to 4". Beam was partially pulled back in, still offset 2.5" at top. Remaining beams do not appear to have been affected. (08/23)
Beam 6S is in the worst condition. Measured 0.30" on south side of bottom flange at midspan, <0.1" with hole forming on north side. 12" hole in web at east end, bottom flange is 1-1/8" above top of abutment. 33" hole located 18" to 51" from west end, bottom flange is 5/8" above top of abutment.

Other beams have light to moderate rust and scale on webs and flanges. Moderate scale and section loss on beam ends. 9" hole at west end of beam 2S.

Vehicle impact to north railing in 2020 caused north fascia beam to rotate out up to 4". Beam was partially pulled back in, still offset 2.5" at top. Remaining beams do not appear to have been affected. (08/22)

10. Paint (SIA-59A) 2 2 2

Estimate 75% of paint missing. (08/24)
Estimate 60% to 70% of paint missing. (08/23)
Estimate 60% of paint missing. (08/22)

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11. Section Loss	0	0	0	Holes at ends of beams 2S, 4S-6S, 8S. Remaining beams have section loss on beam ends. (08/24) Holes in beam 6S web at both ends, beam 2S & 5S web at west end, beam 4S web at east end. Remaining beams have section loss on beam ends. (08/23) Holes in beam 6S web at both ends, beam 2S web at west end. Remaining beams have section loss on beam ends. (08/22)
12. Bearings	N	N	N	(08/24) (08/23) (08/22)

SUBSTRUCTURE

	08/22	08/23	08/24	
13. Abutments (SIA-60)	5	5	5	Cobblestone abutments with newer concrete caps. Masonry grout missing at waterline, can probe up to 18" into voids. East abutment has 1/8" to 3/16" crack in masonry grout under beam 6S, 1/32" crack in concrete cap. Cracked and missing grout at abutment corners. (08/24) Cobblestone abutments with newer concrete caps. Masonry grout missing at waterline, can probe up to 18" into voids. East abutment has 1/8" to 3/16" crack in masonry grout under beam 6S, 1/32" crack in concrete cap. Cracked and missing grout at SW & NW abutment corners. (08/23) Cobblestone abutments with newer concrete caps. Masonry grout missing at waterline, can probe up to 18" into voids. East abutment has 1/8" to 3/16" crack in masonry grout under beam 6S, 1/32" crack in concrete cap. Cracked grout at SW & NW abutment corners. (08/22)
14. Piers (SIA-60)	N	N	N	(08/24) (08/23) (08/22)
15. Slope Protection	N	N	N	(08/24) (08/23) (08/22)
16. Channel (SIA-61)	5	5	5	Cobble/gravel bottom. Some concrete or grout along face of abutments below waterline, ~50% missing. Riprap weir at upstream face. Dam 150' upstream. Bridge too small for stream, causing large scour hole downstream. (08/24) Cobble/gravel bottom. Some concrete or grout along face of abutments below waterline, ~50% missing. Riprap weir at upstream face. Dam 150' upstream. Bridge too small for stream, causing large scour hole downstream. (08/23) Cobble/gravel bottom. Some concrete or grout along face of abutments below waterline, ~50% missing. Riprap weir at upstream face. Dam 150' upstream. Bridge too small for stream, causing large scour hole downstream. (08/22)
17. Scour Inspection	6	6	6	Minor scour at center of both abutments. (08/24) Minor scour at center of both abutments. (08/23) Minor scour at center of both abutments. (08/22)

APPROACH

	08/22	08/23	08/24	
18. Approach Pavement	7	7	7	HMA surface with a few transverse cracks. (08/24) HMA surface with a few transverse cracks. (08/23) HMA surface with a few transverse cracks. (08/22)
19. Approach Shoulders Sidewalks	6	6	6	Narrow, paved to guardrail, some dirt buildup under guardrail. Erosion under guardrail in NW quad. Hole under guardrail in SW quad - dirt washing through joint between slopewall and deck. (08/24) Narrow, paved to guardrail, some dirt buildup under guardrail. Erosion under guardrail in NW quad. (08/23) Narrow, paved to guardrail. Shoulder is low under guardrail in NW quad. (08/22)

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20. Approach Slopes	Vegetated and stable. Dense brush in SW & SE quad. Riprap in NW & NE quad. NE & SE slope has some HMA. Approach guardrail in place. NW terminal damaged, end post broken off. (08/24) Vegetated and stable. Dense brush in SW & SE quad. Riprap in NW & NE quad. NE & SE slope has some HMA. Approach guardrail in place. (08/23) Vegetated and stable. Dense brush in SW & SE quad. NE slope has some HMA. Approach guardrail in place. (08/22)
21. Utilities	None noted. (08/24) None noted. (08/23) None noted. (08/22)
22. Drainage Culverts	None noted. (08/24) None noted. (08/23) None noted. (08/22)

MISCELLANEOUS

Guard Rail

Item	Rating
36A. Bridge Railings	0
36B. Transitions	0
36C. Approach Guardrail	1
36D. Approach Guardrail Ends	1

Other Items

Item	Rating
71. Water Adequacy	6
72. Approach Alignment	4
Temporary Support	0 No Temporary Supports
High Load Hit (M)	No
Special Insp. Equipment	2
Underwater Insp. Method	1

False Decking (Timber) Removed to Complete Inspection N/A - No False Decking

Critical Feature Inspections (SIA-92)

	Freq	Date
92A. Fracture Critical		
92B. Underwater		
92C. Other Special		
92D. Fatigue Sensitive		

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 6782 **STRUCTURE INVENTORY AND APPRAISAL**

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Bridge History, Type, Materials

27 - Year Built	1909	
106 - Year Reconstructed	1988	
202 - Year Painted	1988	
203 - Year Overlay	2015	
43 - Main Span Bridge Type	3	72
44 - Appr Span Bridge Type		
77 - Steel Type	0	
78 - Paint Type	0	
79 - Rail Type	1	
80 - Post Type	0	
107 - Deck Type	8	
108A - Wearing Surface	7	
108B - Membrane	0	
108C - Deck Protection	1	

Structure Dimensions

34 - Skew	0
35 - Struct Flared	N
45 - Num Main Spans	1
46 - Num Apprs Spans	0
48 - Max Span Length	15.5
49 - Structure Length	22
50A - Width Left Curb/SW	0
50B - Width Right Curb/SW	0
33 - Median	0
51 - Width Curb to Curb	21
52 - Width Out to Out	21
112 - NBIS Length	N

Inspection Data

90 - Inspection Date	08/26/2024	
91 - Inspection Freq	12	
92A - Frac Crit Req/Freq	N	
93A - Frac Crit Insp Date		
92B - Und Water Req/Freq	N	
93B - Und Water Insp Date		
92C - Oth Spec Insp Req/Freq	N	
93C - Oth Spec Insp Date		
92D - Fatigue Req/Freq	N	
93D - Fatigue Insp Date		
176A - Und Water Insp Method	1	
58 - Deck Rating	5	
58A/B - Deck Surface/Bottom	6	5
59 - Superstructure Rating	3	
59A - Paint Rating	2	
60 - Substructure Rating	5	
61 - Channel Rating	5	
62 - Culvert Rating	N	

Navigation Data

38 - Navigation Control	0
39 - Vertical Clearance	0
40 - Horizontal Clearance	0
111 - Pier Protection	
116 - Lift Brdg Vert Clear	0

Route Carried By Structure(ON Record)

5A - Record Type	1	
5B - Route Signing	4	
5C - Level of Service	0	
5D - Route Number	00000	
5E - Direction Suffix	0	
10L - Best 3m Unclr-Lt	0	0
10R - Best 3m Unclr-Rt	99	99
PR Number		
Control Section		
11 - Mile Point	0	
12 - Base Highway Network	0	
13 - LRS Route-Subroute	0000005326 03	
19 - Detour Length	5	
20 - Toll Facility	3	
26 - Functional Class	09	
28A - Lanes On	2	
29 - ADT	214	
30 - Year of ADT	2015	
32 - Appr Roadway Width	16.1	
32A/B - Ap Pvt Type/Width	2	16.99
42A - Service Type On	1	
47L - Left Horizontal Clear	0.0	
47R - Right Horizontal Clear	21.0	
53 - Min Vert Clr Ov Deck	99	99
100 - STRAHNET	0	
102 - Traffic Direct	2	
109 - Truck %	-1	
110 - Truck Network	0	
114 - Future ADT	261	
115 - Year Future ADT	2035	
Freeway	0	

Structure Appraisal

36A - Bridge Railing	0
36B - Rail Transition	0
36C - Approach Rail	1
36D - Rail Termination	1
67 - Structure Evaluation	3
68 - Deck Geometry	4
69 - Underclearance	N
71 - Waterway Adequacy	6
72 - Approach Alignment	4
103 - Temporary Structure	
113 - Scour Criticality	3

Miscellaneous

37 - Historical Significance	5
98A - Border Bridge State	
98B - Border Bridge %	
101 - Parallel Structure	N
EPA ID	
Stay in Place Forms	0
143 - Pin & Hanger Code	
148 - No. of Pin & Hangers	

Route Under Structure (UNDER Record)

5A - Record Type		
5B - Route Signing		
5C - Level of Service		
5D - Route Number		
5E - Direction Suffix		
10L - Best 3m Unclr-Lt		
10R - Best 3m Unclr-Rt		
PR Number		
Control Section		
11 - Mile Point		
12 - Base Highway Network		
13 - LRS Route-Subroute		
19 - Detour Length		
20 - Toll Facility		
26 - Functional Class		
28B - Lanes Under		
29 - ADT		
30 - Year of ADT		
42B - Service Type Under	5	
47L - Left Horizontal Clear		
47R - Right Horizontal Clear		
54A - Left Feature		
54B - Left Underclearance	99	99
54C - Right Feature		
54D - Right Clearance	99	99
Under Clearance Year		
55A - Reference Feature	N	
55B - Right Horiz Clearance	99.9	
56 - Left Horiz Clearance	0	
100 - STRAHNET		
102 - Traffic Direct		
109 - Truck %		
110 - Truck Network		
114 - Future ADT		
115 - Year Future ADT		
Freeway		

Proposed Improvements

75 - Type of Work		
76 - Length of Improvement		
94 - Bridge Cost		
95 - Roadway Cost		
96 - Total Cost		
97 - Year of Cost Estimate		

Load Rating and Posting

31 - Design Load	5
41 - Open, Posted, Closed	P
63 - Fed Oper Rtg Method	7
64F - Fed Oper Rtg Load	.36
64MA - Mich Oper Rtg Method	7
64MB - Mich Oper Rtg	.52
64MC - Mich Oper Truck	18
65 - Inv Rtg Method	7
66 - Inventory Load	.27
70 - Posting	0
141 - Posted Loading	09NNNN
193 - Overload Class	

MICHIGAN DEPARTMENT OF TRANSPORTATION

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WORK RECOMMENDATIONS RXJO

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Robert Lothschutz	Scott Civil Engineering Company	12	08/26/2024

RECOMMENDATIONS & ACTION ITEMS

Recommendation Type	Priority	Description
Approach Repair	M	Add HMA or shoulder gravel in NW quad.
Brush Cut	L	Cut brush in SW & SE quad.
Railing Repair	M	Replace bridge rail. Repair NW guardrail terminal.
Bridge Washing	M	Power wash beam ends.
Seal Cracks	H	Seal cracks in HMA surface over bridge.
Bridge Repl.	H	Budget for full replacement.
Other	M	Seal joint between slopewall and deck in SW quad, fill hole.