



**PA 87 Of 2021 Section 311 Legislative Report
MDOT/Local Agency Bridge Bundling Program**

FY 2022 appropriation language - PA 87 of 2021, Section 311

Not later than March 30, 2022, the department shall provide a progress report on the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) - highway infrastructure program - local bridge bundling initiative to the senate and house transportation appropriations subcommittees, the state budget director, and the senate and house fiscal agencies.

The CRRSAA funded local agency bridge bundling program is in the amount of \$196 million, and all funds must be obligated by September 2024.

MDOT progress report:

The Senate and House Transportation Committees prioritized funding based on:

- a) Locally owned vehicle bridges currently closed to traffic.
- b) Locally owned vehicle bridges currently posted or restricted from Michigan Legal Loads.
- c) Locally owned vehicle bridges in need of rehabilitation or replacement as rated by Regional Bridge Councils to ensure citizen safety or unimpeded commercial traffic.

Relative to part a), MDOT conducted the following prioritization based on National Bridge Inspection Standards data:

- 1) NBI Item 37 = 5 (Bridge is not eligible for the National Register of Historic Places)
- 2) NBI Item 38 = 0 (No navigation control on waterway, bridge permit not required)
- 3) NBI Item 41 = K (Closed)
- 4) Not currently programmed for repair or replacement
- 5) Acceptable levels of risk to meet funding obligation requirements
- 6) Prioritized by the Regional Bridge Council

From this data-driven analysis, there are approximately 50 closed bridges, of which 10 -12 bridges are anticipated to be permanently removed and not replaced based on discussions with bridge owners. Most of the remaining bridges will receive funding for full replacement, whereas others will require significant public involvement for operational changes, such as conversion to pedestrian only use, etc.

Relative to part b), MDOT conducted the following prioritization based on National Bridge Inspection Standards data:

- 1) NBI Item 37 = 5 (Bridge is not eligible for the National Register of Historic Places)
- 2) NBI Item 38 = 0 (No navigation control on waterway, bridge permit not required)
- 3) NBI item 41 (Load Posted or Restricted Structures)
- 4) NBI Item 41 = D (Bridge would otherwise be closed or posted if the local agency had not invested in temporary supports)
- 5) Structures previously identified as candidates for the Phase I pilot bundle project
- 6) Not currently programmed for repair or replacement
- 7) Acceptable levels of risk to meet funding obligation requirements
- 8) Carries large volumes of traffic or has a long detour
- 9) Prioritized by the Regional Bridge Council



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From this data-driven analysis, there are approximately 20 load posted bridges, including some very large such as Miller/Rotunda bridge in Wayne County, and the West Spring Lake Road bridge in Ferrysburg that will receive funding for replacement.

Relative to part c), MDOT collaborated and engaged with the seven Region Bridge Councils, soliciting their input on bridge candidates of regional prioritization. Several coordination sessions took place, inclusive of discussion on bridge bundle program governance and prioritization. The recommendations of the Regional Bridge Councils were incorporated into the final selections. Justifications were prepared to ensure bridge candidate selection meeting the requirements of the bill language. MDOT accepted all Regional Bridge Council changes and recommendations regarding the candidate bridges for the program.

Each Regional Bridge Council has four voting members selected by the County Road Association and the Michigan Municipal League after soliciting expressions of interest from bridge owners. MDOT has a non-voting member on each regional bridge council and provides coordination and administrative support. The following table shows the current voting members of the Regional Bridge Councils, along with the meeting dates:

Engagement Sessions	Regional Bridge Council Members and Agency			
Bay Region 10/4/21 & 1/27/22	Stacie Tewari Mt. Pleasant	Bob Dion Bay City	Dan Armentrout Saginaw CRC	Tom Donnellon Huron CRC
Grand Region 10/11/21 & 1/26/22	Russ Henckel Wyoming	Rick DeVries Grand Rapids	Ken Hulka Muskegon CRC	Brett Laughlin Ottawa CRC
Metro Region 9/29/21 & 1/27/22	Bill Huotari Troy	Allan Schneck Rochester Hills	Scott Wanagat Macomb CDR	Michael Clark St. Clair CRC
North Region 9/23/21 & 1/25/22	Charlie Kendziorski Alpena	Tim Lodge Traverse City	Brian Gutowski Emmet CRC	Neil Belanger Roscommon CRC
Southwest Region 10/6/21 & 1/26/22	Jarret Geering Battle Creek	Anthony Ladd Kalamazoo	Joe Bellina Cass CRC	Garrett Myland St Joseph CRC
Superior Region 9/24/21 & 1/25/22	Nate Heffron Negaunee	Devin Olson Munising	Alex Elsenheimer Marquette CRC	Dirk Heckman Mackinac CRC
University Region 10/13/21 & 1/27/22	Dan Danke Lansing	Troy White Jackson	Matt Snell Monroe CRC	Nate Murphy Washtenaw CRC

MDOT engaged with each of the Regional Bridge Councils and the Local Bridge Advisory Boards in the fall of 2021 and winter of 2022 (see dates above for a total of eleven meetings) to provide an update on the statewide pilot project and to coordinate next steps in the screening, scoping and prioritization of bridges utilizing the \$196 million in CRRSAA funding provided by the legislature.

The core agenda for the Fall 2021 meetings included background on the state-local partnership, a discussion of some funding strategies and scenarios based on the known requirements, and a call for feedback from the councils throughout the process. The Winter 2022 meetings focused on a discussion



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of the preliminary framework for prioritizing the \$196 million and a draft listing of the bridges prioritized for funding. Subsequent to these meetings, MDOT sent an email to all Regional Bridge Council members in late January requesting formal feedback on the methodology and the prioritized bridges and provided recommendations on areas of focus for the feedback.

In summary, the discussions were inclusive and effective. MDOT received positive feedback on the overall approach and specific recommendations for changes in the priorities provided from 4 of the 7 regions. MDOT accepted all recommendations proposed.

See attached final CRRSAA funded bridge bundling candidate list, and maps of bundle regions. Risks associated with the ability to deliver candidate bridges in the program by the September 2024 obligation date were also assessed, and considered in the final bridge list based on the following:

	FY 22	FY 22 - 23	FY 23 - 24	By Sep 24
Permanent Bridge Removals (Rehabilitation) as approved by bridge owners and local units of government	X			
Replacement or Rehabilitation (R&R) – rural, not over a waterway or railroad, closure and detour	X	X		
R&R – rural, not over a waterway or railroad, part-width construction		X	X	
R&R – rural, not over a waterway or railroad, minor structure/geometric improvements		X	X	
R&R – rural, over a waterway, closure and detour		X	X	
R&R – rural, over a waterway, part-width construction		X	X	X
R&R – rural, over a waterway, major structure/geometric improvements			X	X
R&R – rural, over a waterway, shallow depths (based on inspections)		X	X	
R&R – rural, over a waterway, deep channel			X	X
R&R – urban, not over a waterway or railroad, closure and detour		X		
R&R – urban, not over a waterway or railroad, part-width construction		X	X	
R&R – urban, minor structure/geometric improvements		X	X	
R&R – urban, over a waterway, closure and detour		X	X	
R&R – urban, over a waterway, part-width construction			X	X
R&R – urban, major structure/geometric improvements			X	X
R&R – urban, over a waterway, significant hydraulic improvements				X
R&R – downtown/urban gateway structure				X
R&R – urban/rural requiring an EA				X

Assumptions:

- Permitting & Coordination: 9 – 12 months (e.g., EGLE, SHPO - coordination will be concurrent with PE phase)*
- Utility relocation: 8 months rural, 12 months urban*
- ROW certification: 9 – 12 months*
- Complex structure/geometrics and gateway bridges: 36 – 48 months*
- Environmental certification Categorical Exclusion (CatEx): 6 months rural, 12 months urban*
- Environmental certification, Environmental Assessment (EA): 18 – 36 months*



Bridge Candidate Recommendations

Local Agency Bridge Bundle Phase II

ID	OWNER	FACILITY CARRIED	FEATURE INTERSECTED	PROGRAM CRITERIA	SCOPE OF WORK	YEAR	COST
18	Alcona County	Lakeshore Drive	Black River	RBC Recommended Load Restricted	Replacement	FY 24	\$ 4,470,000
68	Alger County	Woodland Road	Au Train River	Closed	Permanent Removal	FY 24	\$ 440,000
73	Alger County	Kivamaki Road	Whitefish River	Closed	Replacement	FY 24	\$ 1,530,000
204	Allegan County	16th Street	Miller Creek	RBC Recommended Load Restricted	Replacement	FY 23	\$ 1,780,000
454	Arenac County	Noggle Road	Big Creek A Drain	Closed	Replacement	FY 23	\$ 1,740,000
464	Arenac County	Ostrander Rd	Big Creek A Drain	Closed	Replacement	FY 23	\$ 1,610,000
688	Bay County	Erickson Road	N Br Kawkawlin River	Closed	Replacement	FY 23	\$ 2,260,000
730	Bay County	Eight Mile Road	N Br Kawkawlin River	RBC Recommended Load Restricted	Replacement	FY 23	\$ 3,780,000
741	Bay County	Fraser Road	Pinconning River	Load Restricted	Replacement	FY 23	\$ 1,290,000
767	Benzie County	Reynolds Road	Betsie River	RBC Recommended Load Restricted	Replacement	FY 23	\$ 2,010,000
772	Benzie County	Haze Road	Betsie River	Closed	RBC Recommended Permanent Removal	FY 24	\$ 240,000
1109	Branch County	Central Road	Coldwater River	RBC Recommended Load Restricted	Replacement	FY 23	\$ 1,970,000
1179	Branch County	Gower Road	Coldwater River	Closed	Permanent Removal	FY 22	\$ 500,000
1326	Calhoun County	Old-27	St Joseph River	RBC Recommended Load Restricted	Replacement	FY 24	\$ 4,310,000
1328	Calhoun County	Old-27	State and Indian Creek	RBC Recommended Load Restricted	Replacement	FY 23	\$ 2,710,000
2761	Genesee County	Lillie Road	S Br Shiawassee River	Closed	Permanent Removal	FY 22	\$ 640,000
2816	Genesee	Webster Road	Pine Run	RBC Recommended Load Restricted	RBC Recommended Replacement	FY 24	\$ 1,550,000
2830	City of Flint	W Second Street	Swartz Creek	Load Restricted	Replacement	FY 24	\$ 6,040,000



Bridge Candidate Recommendations

Local Agency Bridge Bundle Phase II

ID	OWNER	FACILITY CARRIED	FEATURE INTERSECTED	PROGRAM CRITERIA	SCOPE OF WORK	YEAR	COST
2998	Gogebic County	Copps Mine Road	Presque Isle River	Closed	Permanent Removal	FY 22	\$ 420,000
3600	Huron	Hartsell Road	E Br Pigeon River	RBC Recommended Load Restricted	RBC Recommended Replacement	FY 23	\$ 1,940,000
3627	Huron County	Grassmere Road	E Br Pinnebog River	Closed	Permanent Removal	FY 22	\$ 420,000
4132	Iosco County	Alabaster Rd	Whitney Creek	Closed	Replacement	FY 23	\$ 2,740,000
4526	Jackson County	Hanover Road	S Branch Kalamazoo	Closed	Replacement	FY 24	\$ 2,880,000
4541	City of Jackson	East Ganson Street	Grand River	Load Restricted	EPE/PE Only	NA	\$ 620,000
5423	Lapeer County	Bohms Road	Madison Drain	Closed	Replacement	FY 23	\$ 1,610,000
5470	Lapeer County	Squaw Creek Road	Squaw Creek Drain	Closed	Replacement	FY 23	\$ 1,830,000
5547	Lenawee County	Mulberry Road	Bean Creek	Closed	Replacement	FY 24	\$ 3,180,000
5548	Lenawee County	Mulberry Road	Nile Creek	Closed	Replacement	FY 24	\$ 1,450,000
5612	Lenawee County	Townline Hwy	Wolf Creek	Closed	Replacement	FY 24	\$ 1,960,000
5650	Lenawee County	Dillon Hwy	Bean Creek	Closed	Replacement	FY 24	\$ 2,240,000
5861	Livingston County	McCabe Road	Huron River	Closed	Replacement	FY 24	\$ 4,110,000
5893	Livingston County	Bowdish Road	Unnamed Creek	Closed	Replacement	FY 23	\$ 1,740,000
5913	Luce County	County Road 501	Little Two Hearted	Load Restricted	Replacement	FY 24	\$ 2,070,000
6357	Macomb County	25 Mile Rd	North Branch Clinton	Closed	Replacement	FY 23	\$ 4,090,000
6466	Manistee County	Leffew Road	Big Bear Creek	Closed	RBC Recommended Permanent Removal	FY 24	\$ 220,000
6596	Marquette County	Jad Road (Old M41)	Carp River	Load Restricted	Replacement	FY 24	\$ 3,170,000
7050	Missaukee County	Dorr Rd	Haymarsh Creek	Load Restricted	Replacement	FY 23	\$ 1,640,000
7254	Monroe County	Lenawee Co Line Rd	Milan-Macon Drain	Load Restricted	Replacement	FY 23	\$ 1,310,000
7368	Monroe County	Day Road	Saline River	Closed	Replacement	FY 24	\$ 2,700,000
7377	Monroe County	N County Line Road	North Macon Creek	Closed	Replacement	FY 23	\$ 1,530,000
7700	City of Muskegon	Ottawa St	Muskegon River S	Closed	Permanent Removal	FY 22	\$ 1,190,000
8144	Oakland County	Sashabaw Rd	Clinton River	Load Restricted	Replacement	FY 24	\$ 2,620,000
8402	Oceana County	88th Avenue	N Br Pentwater River	Closed	Permanent Removal	FY 22	\$ 400,000
8528	Ontonagon County	Old M-28	Trout Creek	Closed	Permanent Removal	FY 22	\$ 780,000



Bridge Candidate Recommendations

Local Agency Bridge Bundle Phase II

ID	OWNER	FACILITY CARRIED	FEATURE INTERSECTED	PROGRAM CRITERIA	SCOPE OF WORK	YEAR	COST
8535	Ontonagon County	Larson Road	Mile & One Half Creek	Closed	Permanent Removal	FY 22	\$ 390,000
8870	Ottawa County	32nd Ave	N Branch Crockery	Load Restricted	Replacement	FY 23	\$ 3,570,000
8939	City of Coopersville	Grove St	Deer Creek	Closed	Replacement	FY 24	\$ 3,310,000
8941	City of Ferrysburg	W Spring Lake Rd	Smith Bayou	Load Restricted	Superstructure	FY 24	\$ 9,920,000
8987	Presque Isle County	Shubert Highway	Monaghan Creek	RBC Recommended Load Restricted	Replacement	FY 23	\$ 1,800,000
8994	Presque Isle County	638 Hwy	Little Trout River	Closed	RBC Recommended Permanent Removal	FY 23	\$ 230,000
9281	Saginaw County	Bueche Road	Pattie Creek	Closed	Replacement	FY 23	\$ 2,380,000
9287	Saginaw County	Wadsworth Road	Uncle Henry Drain	RBC Recommended Load Restricted	Replacement	FY 23	\$ 2,780,000
10655	Tuscola County	Oak Road	Gooding Creek	Closed	Replacement	FY 24	\$ 1,240,000
10987	Washtenaw County	Dexter-Chelsea Road	Letts (Mill) Creek	RBC Recommended Load Restricted	Superstructure Replacement	FY 23	\$ 1,640,000
12053	Wayne County	Rotunda Drive	Open Area	Load Restricted	Replacement	FY 23	\$ -
12239	Wayne County	Miller Road	Conrail	Load Restricted	Replacement	FY 23	\$ 66,690,000
12302	Wayne County	Streicher Rd	Silver Creek	Closed	Replacement	FY 24	\$ 1,440,000
12968	Oceana County	Roosevelt Road	Flower Creek	Closed	Permanent Removal	FY 22	\$ 300,000
14318	Macomb County	28 Mile Rd	Deer Creek	Closed	Replacement	FY 23	\$ 1,490,000

PHASE II BRIDGE BUNDLE CANDIDATES



SUPERIOR

NORTH

GRAND

SOUTHWEST

BAY

UNIVERSITY

METRO

Ontonagon

Houghton

Baraga

Gogebic

Iron

Dickinson

Menominee

Delta

Schoolcraft

Alger

Luce

Chippewa

Mackinac

Emmet

Cheboygan

Presque Isle

Alpena

Alcona

Oscoda

Crawford

Kalkaska

Grand Traverse

Benzie

Leelanau

Manistee

Wexford

Missaukee

Roscommon

Ogemaw

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