

BOARD OF COUNTY ROAD COMMISSIONERS
BOARD OF PUBLIC WORKS

COMMISSIONERS:

W.C. Askew, Sr., Reginald D. Boze, Doug Burleson, Gregory H. Kinney, Wayne Nelson

NOTICE TO BIDDERS

The Board of County Road Commissioners of Van Buren County is accepting sealed proposals at the Road Commission office, 325 W. James St., P.O. Box 156, Lawrence, MI 49064 until **3:30 PM on Friday, January 31, 2025**, as follows:

- Preliminary design engineering and final design engineering for replacement of the structure that carries 40th Street over the Paw Paw River, Waverly Township

Proposals must be in a sealed envelope and plainly marked "Professional Engineering Services-40th Avenue over the Paw Paw River" together with the name of the bidder. All unmarked proposals or proposals received after the submitted deadline may be rejected.

The Request for Proposals may be obtained at the office of the Road Commission.

The Road Commission reserves the right to reject any or all proposals, to waive irregularities in the bidding, and to award the contract in any manner deemed to be in the best interest of the Van Buren County Road Commission.

**AN EQUAL OPPORTUNITY EMPLOYER
VAN BUREN COUNTY ROAD COMMISSION**

REQUEST FOR PROPOSALS

Professional Engineering Services

40th Street over the Paw Paw River, Waverly Township (Structure #10792)

I. Project Description and Location

The Van Buren County Road Commission (VBCRC) has been awarded funding through the MDOT Local Bridge Program for the replacement of the bridge that carries 40th Street over the Paw Paw River, Waverly Township, in fiscal year 2027. The VBCRC's application for Local Bridge Funding is attached together with the MDOT's bridge funding approval letter.

II. Scope

This request is for Preliminary Design Engineering and Final Design Engineering for replacement of the structure that carries 40th Street over the Paw Paw River in Waverly Township. The consultant will be required to survey, prepare a Type, Size and Location Plan (TS&L), obtain project approvals through the Michigan Department of Transportation, and prepare final plans and contract documents for bidding.

In addition, the consultant will be required to acquire all necessary permits including, but not limited to EGLE, SHPO, and to fulfill NEPA requirements. The project shall utilize existing right of way and minimize the use of easements.

The Consultant will be required to work directly with the Van Buren County Road Commission, MDOT, EGLE, and other applicable agencies and acquire all necessary approvals for the proposed work. Coordination and cooperation with the various entities is of the utmost importance so as to let the project for bid in a timely manner.

Our intent is to have this project in a December 2026 bid letting so that the bridge can be constructed during the 2027 construction season.

III. Proposal Requirements

TASK A - Preliminary Design: All work necessary to provide preliminary plans (bridge type and size, location), including a Geotechnical Investigation. All bridge and roadway improvements shall meet all applicable AASHTO and MDOT design requirements. Where required by the design, the consultant will prepare and furnish legal descriptions for required easements.

TASK B - Final Design: All work necessary for preparation of contract documents, including, but not limited to preparation of detailed design and construction plans, cost estimates, contract special provisions and supplemental specifications, design exemption requests, programming application, coordination with the Road Commission, Township, MDOT, EGLE, SHPO, NEPA, and public utilities and other agencies as may be necessary, including attendance at grade inspection and review meetings. Design Engineering shall also include all work necessary for the review and approvals of any required prefabrication shop drawings and also a determination of haunch and screed grades, if needed, and availability for potential construction/design concerns.

REQUEST FOR PROPOSALS

Professional Engineering Services

40th Street over the Paw Paw River, Waverly Township

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TASK C - Asbestos Testing and Paint Testing: The consultant will be responsible for obtaining testing for asbestos, if required, and also testing the paint, if required. The proposal shall identify the testing firm which will be used. The cost for testing shall be listed in the Proposal as a separate line item.

Please include the following information in your Proposal:

- A. Qualifications: Names and brief resumes of personnel who will actually perform design services are required. List all sub-consultants that will be used on the project.
- B. Quality Control (QC) & Quality Assurance (QA): QC/QA Certification is required with the project programming application (MDOT Form 0258). The Proposal shall include the procedures, qualifications of the designer, checker, and reviewer, along with certification that the design computations/calculations and checks/reviews will be completed and documented for the design project.
- C. Similar projects completed.
- D. Proposed Schedule: The consultant shall provide a detailed proposed Schedule outlining the proposed dates for completion of each task.
- E. Cost and Billing: The consultant shall provide a “not to exceed” cost for completing the proposed work of Preliminary Design and Final Design (Task A and B). All costs shall be defined separately. Progress payments for work completed will be made to the consultant as mutually agreed upon by the Road Commission and the Engineering Consulting Firm utilizing the fee schedule and actual hours charged.

IV. Proposal Evaluation

The Van Buren County Road Commission will be selecting a consultant based upon the “not to exceed” cost estimate, proposed schedule, proposed coordination and cooperation efforts, experience and qualification of firm, project manager and staff, familiarity with federal, state and local regulations, capacity, ability to meet the proposed schedule, and recent successful completion of similar projects.

The Van Buren County Road Commission reserves the right to request additional information regarding Consultant qualifications, and clarification of pricing information. Failure to provide all information requested shall be sufficient reason for the Van Buren County Road Commission to eliminate a Consultant from further consideration in the selection process.

REQUEST FOR PROPOSALS

Professional Engineering Services

40th Street over the Paw Paw River, Waverly Township

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The Van Buren County Road Commission reserves the right to reject any or all bids, to waive irregularities in the bidding, and to award the contract in any manner deemed to be in the best interest of the Van Buren County Road Commission.

V. **Proposal Due Date**

The Van Buren County Road Commission is accepting proposals at the Road Commission office, 325 W. James St., P.O. Box 156, Lawrence, MI 49064 until **3:30 PM on Friday, January 31, 2025.** Any Proposal received after the submitted deadline may be rejected.

VI. **Title VI, Non-Discrimination**

The Van Buren County Road Commission, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 USC 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of gender, disability, race, color, or national origin in consideration for an award.

VII. **For Further Information Contact**

Barry J. Anttila, Highway Engineer
Van Buren County Road Commission
325 West James Street, P.O. Box 156
Lawrence, Michigan 49064

269-674-8011, Extension 224 -or- BarryAnttila@vbcrc.org

VIII. **Attachments:**

MDOT bridge funding approval letter; VBCRC Application for Local Bridge Funding



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

October 28, 2024

Barry Anttila, Highway Engineer
Van Buren County
325 W. James Street,
Lawrence, Michigan 49064

Dear Barry Anttila:

The Michigan Department of Transportation (MDOT) is pleased to inform you that the Local Bridge Advisory Board has approved the recommendation by your Region Bridge Council (RBC) to select the following bridge for inclusion in the Local Bridge Program. Each Regional Bridge Council has created a 3-year bridge plan and the bridges selected from the 2024 call for applications are scheduled for funding during the 2027 fiscal year (except as noted below). Unless arrangements have been made with your RBC, a project will not be allowed to be let to contract before its scheduled funding year.

Structure: 10792 40th Street over Paw Paw River
Application Estimate: \$3,885,000.00 Selected for Replacement

The following conditions will apply to these projects:

- The federal and state share will be 90% of the eligible project costs.
- These funds are to be used for eligible bridge and approach construction costs only.
- State and federal participation in approach construction is limited to work within limits defined by "touchdown" points to the existing approach grade. Exact limits will be determined on a project-by-project basis.
- Costs for preliminary engineering, construction engineering, and right of way acquisition are not eligible for federal or state aid under the Local Bridge Program.

The plans and specifications for these projects must be developed using the most current edition of the MDOT Standard Specifications for Construction.

For replacement projects, a Type, Size, and Location (TS&L) study must be submitted to the Local Agency Programs Unit in the Development Services Division for review prior to the

preliminary plan submittal. Please see the requirements for the TS&L submittal on MDOT's website at:

Bridge Program (michigan.gov)

Type, Size, and Location (TS&L) study plans should be submitted 9 to 12 months prior to anticipated letting date.

If at the time of the plan review (grade inspection), the construction estimate exceeds the application estimate by more than 20%, the RBC will need to decide if the project will be capped at the application estimate plus 20%, if it will be allowed to proceed as is, or if the project will be postponed. Please make every effort to limit construction work to stay reasonably close to the application estimate.

The project selected for funding, listed on page 1 of this document, are based on the scope of work listed in the submitted application. The Local Bridge Advisory Board's policy is that a change in scope of a project will require the local agency to make a choice. First, they may proceed with the changed scope and have the funding amount capped at 20% over the application estimate, or, second, they may reapply for the project with the updated scope during a subsequent call of applications. Please be aware of this policy as the plans progress.

The National Environmental Policy Act (NEPA) requires impacts to threatened and endangered species be avoided and/or mitigated. One classification of species that may affect bridge projects is federal and/or state protected mussels. As part of your NEPA review, you will need to work with the United States Fish & Wildlife Service (US FWS), Michigan Department of Natural Resources (MDNR), and the Michigan Department of Environment, Great Lakes and Energy (MDEGLE) to determine if your bridge project could impact protected mussels. If protected mussels may be affected by your bridge project, a mussel survey may be required. There are time restrictions for when a survey can be performed and the time to avoid/mitigate impacts to mussels can be lengthy. It is highly recommended that you begin the NEPA review process early to avoid potential delays to your project.

The Local Agency Environmental NEPA Evaluation (Form 5323) is required to be submitted 2 to 6 months prior to the preliminary plan (grade inspection) package. It may not be possible to complete all sections of Form 5323 at the time of the initial submittal because the documentation needed is not available. These sections can be completed as the documentation is acquired. The Form 5323 must be completed and approved by MDOT's Local Agency Program before obligation can occur.

Barry Anttila
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October 28, 2024

Please complete the Program Application for Bridge Projects (Form 0258), and submit with the preliminary plans to:

Appropriate Bridge Staff Engineer: [Bridge Staff Engineer \(michigan.gov\)](https://www.michigan.gov)

The forms can be found on MDOT's website at:

[0258 – Program Application for Bridge Projects](#)

[5323 – Local Agency Environmental Clearance Form](#)

Refer to Local Agency Programs Project Planning Guide for plan completion and bid letting timetable. The Planning Guide can be found on MDOT's website at:

[LAP FY 25 Project Planning Guide](#)

If you have any questions or, for any reason, you decide not to participate in this program, please contact me at 517-331-1395 or CooperK@Michigan.gov, as soon as possible.

Sincerely,



Keith Cooper, P.E.
Bridge Program Manager
Local Agency Programs

NARRATIVE STATEMENT

40th Street Bridge over Paw Paw River

The existing structure is a 121 foot long by 30 foot wide, 6 span timber bridge built in 1970. The deck is a longitudinal timber panel with a HMA wearing surface. The proposed project would include a full replacement with approach work and guardrail.

The surface has both longitudinal and transverse cracking. The deck has leakage through several cracked deck boards. Rot is starting where deck boards are exposed. Several piers are cracking, crushing, and rotting. The current condition of the structure causes for a load posting of 25/30/40.

The bridge surface has received chip seal and yearly deck and scupper cleaning.

This north – south route takes motorists to interstates and state highways. 40th St. is highly traveled because it is a direct route from M-43 to 52nd Ave. for local traffic heading into the Village of Paw Paw. The current ADT (April 2019 count) is approximately 1,334 vehicles per day and is steadily increasing. If this structure needed to be closed, the detour would be approximately 4 miles and would affect daily commuters as well as commercial, emergency, and agricultural traffic.

Bridge Inspector Work Recommendations have placed a high priority on replacing the structure for several years. The new structure will meet all current EGLE, Michigan Department of Transportation standards and criteria.


Resolutions of support from Van Buren County Road Commission and Waverly Township contributing a 10% local match are included in this submittal.

The contact person for this project is Barry Anttila, Highway Engineer (269-674-8011 x224).

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 10792

STRUCTURE INVENTORY AND APPRAISAL

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition	
40TH STREET	42.2671 / -85.9371	80318H00028B010	Serious Condition(3)	
Feature	Length / Width / Spans	Owner		
PAW PAW RIVER	120.7 / 29.9 / 6	County: Van Buren(80)		
Location	Built / Recon. / Paint / Ovly.	TSC	Operational Status	
2.7 MI SE OF GLENDALE	1970 / / /	Kalamazoo(16)	P Posted for load(253040)	
Region / County	Material / Design	Last NBI Inspection	Scour Evaluation	
Southwest(5) / Van Buren(80)	7 Wood or Timber / 01 Slab	05/23/2023 / L64B	5 Stable w/in footing	

Bridge History, Type, Materials	
27 - Year Built	1970
106 - Year Reconstructed	
202 - Year Painted	
203 - Year Overlay	
43 - Main Span Bridge Type	7 01
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	6
108B - Membrane	0
108C - Deck Protection	0

Structure Dimensions	
34 - Skew	25
35 - Struct Flared	N
45 - Num Main Spans	6
46 - Num Apprs Spans	0
48 - Max Span Length	20
49 - Structure Length	120.7
50A - Width Left Curb/SW	0
50B - Width Right Curb/SW	0
33 - Median	0
51 - Width Curb to Curb	27.9
52 - Width Out to Out	29.9
112 - NBIS Length	Y

Inspection Data	
90 - Inspection Date	05/23/2023
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	2
58 - Deck Rating	5
58A/B - Deck Surface/Bottom	5 5
59 - Superstructure Rating	5
59A - Paint Rating	N
60 - Substructure Rating	3
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 Brgd 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	0000005840 07
19 - Detour Length	1
20 - Toll Facility	3
26 - Functional Class	09
28A - Lanes On	2
29 - ADT	780
30 - Year of ADT	1999
32 - Appr Roadway Width	29.9
32A/B - Ap Pvt Type/Width	4 29.99
42A - Service Type On	1
47L - Left Horizontal Clear	0.0
47R - Right Horizontal Clear	27.6
53 - Min Vert Clr Ov Deck	99 99
100 - STRAHNET	0
102 - Traffic Direct	2
109 - Truck %	3
110 - Truck Network	0
114 - Future ADT	1182
115 - Year Future ADT	2020
Freeway	0

Structure Appraisal	
36A - Bridge Railing	0
36B - Rail Transition	0
36C - Approach Rail	0
36D - Rail Termination	0
67 - Structure Evaluation	3
68 - Deck Geometry	5
69 - Underclearance	N
71 - Waterway Adequacy	6
72 - Approach Alignment	8
103 - Temporary Structure	
113 - Scour Criticality	5

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

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	0
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	31	1
76 - Length of Improvement	125	
94 - Bridge Cost	323	
95 - Roadway Cost	45	
96 - Total Cost	393	
97 - Year of Cost Estimate	1994	

Load Rating and Posting		
31 - Design Load	0	
41 - Open, Posted, Closed	P	
63 - Fed Oper Rtg Method	7	
64F - Fed Oper Rtg Load	.88	
64MA - Mich Oper Rtg Method	7	
64MB - Mich Oper Rtg	.57	
64MC - Mich Oper Truck	17	
65 - Inv Rtg Method	7	
66 - Inventory Load	.66	
70 - Posting	0	
141 - Posted Loading	253040	
193 - Overload Class		

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 10792

BRIDGE SAFETY INSPECTION REPORT

Facility 40TH STREET	Latitude / Longitude 42.2671 / -85.9371	MDOT Structure ID 80318H00028B010	Structure Condition Serious Condition(3)	
Feature PAW PAW RIVER	Length / Width / Spans 120.7 / 29.9 / 6	Owner County: Van Buren(80)		
Location 2.7 MI SE OF GLENDALE	Built / Recon. / Paint / Ovly. 1970 / / /	TSC Kalamazoo(16)	Operational Status P Posted for load(253040)	
Region / County Southwest(5) / Van Buren(80)	Material / Design 7 Wood or Timber / 01 Slab	Last NBI Inspection 05/23/2023 / L64B	Scour Evaluation 5 Stable w/in footing	

NBI INSPECTION

L64B

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Melissa Rozelle	Scott Civil Engineering Co	12	05/23/2023

GENERAL NOTES

Poor. Posted at 25/30/40. Watch pier caps.

Weight limit signs in place on both ends of bridge	YES
Weight limit shown on signs at bridge	253040
Required advance warning weight limit signs in place	YES
Weight limit shown on advance warning signs	253040

DECK


05/21 05/22 05/23

	05/21	05/22	05/23	
1. Surface (SIA-58A)	5	5	5	<p>Longitudinal and transverse cracks coming through chip seal, heavier cracking of HMA along shoulders. HMA breaking up along east edge in south 4 spans. Noted rot starting in top of deck boards where exposed along east edge, SW quad, west edge at span 2S. Transverse cracks over piers. 2'x1.5' pothole in NB lane over pier 3S - patched. ~4" bit on drive lanes. Vegetation growing and debris along edges. (05/23)</p> <p>Longitudinal and transverse cracks coming through chip seal, heavier cracking of HMA along shoulders. HMA breaking up along east edge in south 4 spans. Noted rot starting in top of deck boards where exposed along east edge. Transverse cracks over piers. 2'x1.5' pothole in NB lane over pier 3S - patched. ~4" bit on drive lanes. Vegetation growing and debris along edges. (05/22)</p> <p>Longitudinal and transverse cracks coming through chip seal, heavier cracking of HMA along shoulders. HMA breaking up along east edge in south 4 spans. Noted rot starting in top of deck boards where exposed along east edge. Transverse cracks over piers. 2'x1.5' pothole in NB lane over pier 3S. ~4" bit on drive lanes. (05/21)</p>
2. Expansion Joints	N	N	N	(05/23) (05/22) (05/21)
3. Other Joints	N	N	N	(05/23) (05/22) (05/21)
4. Railings	4	4	4	<p>West rail, 3 south end posts missing nuts, also at pier 2S. Checking noted in timber posts. Brush blocks have checking along top. Ends of brush blocks are rotten and exposed to traffic. North 10' of east brush block is rotten. West brush block is rotten in span 2S and south end of span 3S. Rot starting in other areas. Scraping damage along west brush block. Vegetation growing in tops of brush blocks. Panel rust starting. (05/23)</p> <p>West rail, 3 south end posts missing nuts, also at pier 2S. Checking noted in timber posts. Brush blocks have checking along top. Ends of brush blocks are rotten and exposed to traffic. North 10' of east brush block is rotten. West brush block is rotten in span 2S and south end of span 3S. Rot starting in other areas. Scraping damage along west brush block. Vegetation growing in tops of brush blocks. (05/22)</p> <p>West rail, 3 south end posts missing nuts, also at pier 2S. Checking noted in timber posts. Brush blocks have checking along top. Ends of brush blocks are rotten and exposed to traffic. North 10' of east brush block is rotten. West brush block is rotten in span 2S and south end of span 3S. Rot starting in other areas. Scraping damage along west brush block. (05/21)</p>
5. Sidewalks or Curbs	N	N	N	(05/23) (05/22) (05/21)

MICHIGAN DEPARTMENT OF TRANSPORTATION

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Location 2.7 MI SE OF GLENDALE	Built / Recon. / Paint / Ovly. 1970 / / /	TSC Kalamazoo(16)	Operational Status P Posted for load(253040)	
Region / County Southwest(5) / Van Buren(80)	Material / Design 7 Wood or Timber / 01 Slab	Last NBI Inspection 05/23/2023 / L64B	Scour Evaluation 5 Stable w/in footing	

6. Deck Bottom Surface (SIA-58B) 5 5 5 Areas of uneven boards, typically ~1/2" variation. (05/23)
 Areas of uneven boards, typically ~1/2" variation. (05/22)
 Areas of uneven boards, typically ~1/2" variation. (05/21)

7. Deck (SIA-58) 5 5 5 Several cracked deck boards. Leakage noted through deck. (05/23)
 Several cracked deck boards. Leakage noted through deck. (05/22)
 Several cracked deck boards. Leakage noted through deck. (05/21)

8. Drainage Scuppers are open. (05/23)
 Scuppers are open. (05/22)
 Scuppers are open. (05/21)


SUPERSTRUCTURE

05/21 05/22 05/23

MICHIGAN DEPARTMENT OF TRANSPORTATION

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BRIDGE SAFETY INSPECTION REPORT

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition	
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Location	Built / Recon. / Paint / Ovly.	TSC	Operational Status	
2.7 MI SE OF GLENDALE	1970 / / /	Kalamazoo(16)	P Posted for load(253040)	
Region / County	Material / Design	Last NBI Inspection	Scour Evaluation	
Southwest(5) / Van Buren(80)	7 Wood or Timber / 01 Slab	05/23/2023 / L64B	5 Stable w/in footing	

9. Stringer (SIA-59) 5 5 5 GENERAL - Rot starting on bottom of boards near fascias. Several splintered deck boards. Spreader beams checking. Gaps between deck board near fascias/outside HMA.

SPAN 1S - W end of spreader is damaged. 1 cracked board S/spreader in line with pile 2W, 1 cracked S/spreader in line with pile 3W. 1 splintered S/spreader in line with pile 4W, 1 splintered at S abutment pile 3E. Board 2E damaged. Board 2W rotting N/spreader.

SPAN 2S - Cracked board S/spreader under SB in line with pile 3W. Cracked board N/spreader under SB west of pile 3W, cracked in 2 locations. W fascia rotting near top. 1 splintered S/spreader in line with pile 2E. 2 cracked S/spreader between piles 2W & 3W. Board 3W cracked/split full length. Board 5W cracked knot at pile 1S. Board 3E cracked N/spreader.

SPAN 3S - 2 cracked boards S/spreader under SB in line with pile 3W, 1 under NB E/pile 2E. 2 cracked boards N/spreader under NB east of pile 3E (boards are close together, 1 cracked twice). Cracked board N side of spreader under SB in line with pile 3W. Cracked board at pier 3S near centerline. W fascia rotten at pier 2S at scuppers. 1 split full length between piles 1W & 2W. 2 cracked boards at pier 2S east of pile 2E. Several splintered at pier 3S under NB. 1 board offset 2" near E fascia at pier 2S at deck discontinuity. Board 3W split at spreader.

SPAN 4S - 2 cracked boards 2' apart south of spreader near CL. Board cracked twice N/spreader under NB in line with pile 3E. Cracked board N/spreader under SB in line with pile 3W. Damaged board S/spreader in line with pile 2E. E fascia board damaged, rotting at scuppers. Checking with rot starting in W fascia.

SPAN 5S - Cracked board N & S/spreader near E fascia. Board 3W split/rot.

SPAN 6S - Cracked board S/spreader near E fascia. Cracked board S/spreader under SB lane in line with pier pile 3W. Cracked board N/spreader in line with pile 2E. 1 crack at N abut E/pile 2E. (05/23)

GENERAL - Rot starting on bottom of boards near fascias. Several splintered deck boards. Spreader beams checking.

SPAN 1S - West end of spreader is damaged. 1 cracked board south of spreader in line with pile 2W, 1 cracked south of spreader in line with pile 3W. 1 splintered south of spreader in line with pile 4W, 1 splintered at south abutment pile 3E.

SPAN 2S - Cracked board south of spreader under SB in line with pile 3W. Cracked board north of spreader under SB west of pile 3W, cracked in 2 locations. West fascia rotting near top. 1 splintered south of spreader in line with pile 2E. 2 cracked south of spreader between piles 2W & 3W.

SPAN 3S - 2 cracked boards south of spreader under SB in line with pile 3W, 1 under NB east of pile 2E. 2 cracked boards north of spreader under NB east of pile 3E (boards are close together). Cracked board north side of spreader under SB in line with pile 3W. Cracked board at north end near centerline. West fascia rotten at pier 2S. 1 split full length between piles 1W & 2W. 2 cracked boards at pier 2S east of pile 2E. Several splintered at pier 3S under NB. 1 board offset 2" near east fascia at pier 2S.

SPAN 4S - 2 cracked boards 2' apart south of spreader near centerline. Cracked board north of spreader under NB in line with pile 3E. Cracked board north of spreader under SB in line with pile 3W. East fascia board damaged. Checking with rot starting in west fascia.

SPAN 5S - Cracked board north & south of spreader near east fascia. 3rd board from W fascia split/rot.

SPAN 6S - Cracked board south of spreader near east fascia. Cracked board south of spreader under SB lane in line with pier pile 3W. Cracked board north of spreader in line with pile 2E. 1 crack at N abut in line with pile 2E. (05/22)


GENERAL - Rot starting on bottom of boards near fascias.

SPAN 1S - West end of spreader is damaged.

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 10792

BRIDGE SAFETY INSPECTION REPORT

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition	
40TH STREET	42.2671 / -85.9371	80318H00028B010	Serious Condition(3)	
Feature	Length / Width / Spans	Owner		
PAW PAW RIVER	120.7 / 29.9 / 6	County: Van Buren(80)		
Location	Built / Recon. / Paint / Ovly.	TSC	Operational Status	
2.7 MI SE OF GLENDALE	1970 / / /	Kalamazoo(16)	P Posted for load(253040)	
Region / County	Material / Design	Last NBI Inspection	Scour Evaluation	
Southwest(5) / Van Buren(80)	7 Wood or Timber / 01 Slab	05/23/2023 / L64B	5 Stable w/in footing	

SPAN 2S - Cracked board south of spreader under SB in line with pile 3W. Cracked board north of spreader under SB west of pile 3W. West fascia rotting near top.

SPAN 3S - 2 cracked boards south of spreader under SB in line with pile 3W, 1 under NB east of pile 2E. 2 cracked boards north of spreader under NB east of pile 3E (boards are close together). Cracked board north side of spreader under SB in line with pile 3W. Cracked board at north end near centerline.

SPAN 4S - 2 cracked boards 2' apart south of spreader near centerline. Cracked board north of spreader under NB in line with pile 3E. Cracked board north of spreader under SB in line with pile 3W. East fascia board damaged. Checking with rot starting in west fascia.

SPAN 5S - Cracked board north & south of spreader near east fascia.

SPAN 6S - Cracked board south of spreader near east fascia. Cracked board south of spreader under SB lane in line with pier pile 3W. Cracked board north of spreader 4.25' from east fascia. (05/21)

10. Paint (SIA-59A)	N	N	N	(05/23) (05/22) (05/21)
11. Section Loss	N	N	N	(05/23) (05/22) (05/21)
12. Bearings	N	N	N	(05/23) (05/22) (05/21)

SUBSTRUCTURE


05/21 05/22 05/23

13. Abutments (SIA-60)	6	6	6	<p>SOUTH ABUTMENT: 1/2" gap in backwall boards. Splits and cracks in backwall boards. Cap is split at both ends, split along bottom. Vertical split and surface rot 2.25" deep on pile 1W. Debris damage on pile 2E.</p> <p>NORTH ABUTMENT: Ends of cap are split. Top of cap is rotting at west end. Split or checking along bottom of cap, bolts along bottom are rusted. Pile 1E has checking/brooming. Pile 2E is brooming. Backwall board rotting at pile 4W. (05/23)</p> <p>SOUTH ABUTMENT: 1/2" gap in backwall boards. Splits and cracks in backwall boards. Cap is split at both ends. Vertical split and surface rot 2.25" deep on pile 1W. Debris damage on pile 2E.</p> <p>NORTH ABUTMENT: Ends of cap are split, also split along bottom between piles 1E & 2E and extends to pile 3E. Top of cap is rotting at west end. Split or checking along bottom of cap, bolts along bottom are rusted. Pile 1E has checking/brooming. Pile 2E is brooming. Backwall board rotting at pile 4E. (05/22)</p> <p>SOUTH ABUTMENT: 1/2" gap in backwall boards. Cap is split at both ends. Vertical split and surface rot 2" deep on pile 1W.</p> <p>NORTH ABUTMENT: Ends of cap are split, also split along bottom between piles 1E & 2E and extends 3' west of pile 2E. Top of cap is rotting at west end. Split or checking along bottom of cap, bolts along bottom are rusted. Pile 1E has checking/brooming. Pile 2E is brooming. Backwall board rotting at pile 5E. (05/21)</p>
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MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 10792

BRIDGE SAFETY INSPECTION REPORT

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition	
40TH STREET	42.2671 / -85.9371	80318H00028B010	Serious Condition(3)	
Feature	Length / Width / Spans	Owner		
PAW PAW RIVER	120.7 / 29.9 / 6	County: Van Buren(80)		
Location	Built / Recon. / Paint / Ovly.	TSC	Operational Status	
2.7 MI SE OF GLENDALE	1970 / / /	Kalamazoo(16)	P Posted for load(253040)	
Region / County	Material / Design	Last NBI Inspection	Scour Evaluation	
Southwest(5) / Van Buren(80)	7 Wood or Timber / 01 Slab	05/23/2023 / L64B	5 Stable w/in footing	

14. Piers (SIA-60) 3 3 3 PIER 1S: Vertical split at both ends of cap. Measured west end at 1-1/8" wide, split extends to pile 3W & 3E, up to 5/8" wide between 1W & 2W. South face of cap crushing between piles 1W & 4W. North face of cap crushing between piles 1E & 3E, measured 11-3/4" from top to bottom of cap (original 12"). Crushing starting on north face over pile 2W. Rot starting on west side of pile 1W.

PIER 2S: South face of cap crushing between piles 1W & 4W. North face of cap starting to crush over pile 3W and between piles 1E & 2E, checking full length. Split or checking with water dripping along bottom of cap between pile 1E & 3E.

PIER 3S: Vertical split at both ends of cap, extends full length of cap along bottom, noted water dripping. Typical width of split is 1/8" with areas up to 3/8" between piles. South face of cap crushing at top between piles 1W & 4W. North face of cap crushing at top between piles 1E & 2E, also starting on south face. Checking in pile 2E.

PIER 4S: Vertical split at both ends of cap, extends full length of cap along bottom, up to 3/8" wide under bridge. Water dripping through bottom of cap. South face of cap crushing between piles 1W & 2W. Pile 4E is damaged. Split in pile 3W. Checking in other piles. Cap checked on N face.

PIER 5S: Vertical split at both ends of cap, extends full length of cap along bottom. Typical width of split is 1/4" to 3/8", except 3/4" between piles 1W & 2W. South face of cap crushing over pile 2W. Checking in center 3 piles, outer 1" rotting on center pile.

GENERAL: Horizontal checking in faces of pier caps with leakage noted. Very little increase in areas of cap crushing 2021 to 2022. Vegetation growing on ends of pier caps. A few piles are brooming. (05/23)

PIER 1S: Vertical split at both ends of cap. Measured west end at 1-1/8" wide, split extends to pile 3W & 3E, up to 5/8" wide between 1W & 2W. South face of cap crushing between piles 1W & 4W. North face of cap crushing between piles 1E & 3E, measured 11-3/4" from top to bottom of cap (original 12"). Crushing starting on north face over pile 2W. Rot starting on west side of pile 1W.

PIER 2S: South face of cap crushing between piles 1W & 4W. North face of cap starting to crush over pile 3W and between piles 1E & 2E. Split or checking with water dripping along bottom of cap between pile 1E & 3E.

PIER 3S: Vertical split at both ends of cap, extends full length of cap along bottom, noted water dripping. Typical width of split is 1/8" with areas up to 3/8" between piles. South face of cap crushing at top between piles 1W & 4W. North face of cap crushing at top between piles 1E & 2E, also starting on south face. Checking in pile 2E.

PIER 4S: Vertical split at both ends of cap, extends full length of cap along bottom, up to 3/8" wide under bridge. Water dripping through bottom of cap. South face of cap crushing between piles 1W & 2W. Pile 4E is damaged. Split in pile 3W.

PIER 5S: Vertical split at both ends of cap, extends full length of cap along bottom. Typical width of split is 1/4" to 3/8", except 3/4" between piles 1W & 2W. South face of cap crushing over pile 2W. Checking in center 3 piles, outer 1" rotting on center pile.

GENERAL: Horizontal checking in faces of pier caps with leakage noted. Very little increase in areas of cap crushing 2021 to 2022. Vegetation growing on ends of pier caps. A few piles are brooming. (05/22)

PIER 1S: Vertical split at both ends of cap. Measured west end at 1-1/8" wide, split extends to pile 3W, up to 5/8" wide between 1W & 2W. South face of cap crushing between piles 1W & 4W. North face of cap crushing between piles 1E & 3E, measured 11-3/4" from top to bottom of cap (original 12"). Crushing starting on north face over pile 2W. Rot starting on west side of pile 1W.


PIER 2S: South face of cap crushing between piles 1W & 4W. North face of cap starting to crush over pile 3W and between piles 1E & 2E. Split or checking with water dripping along bottom of cap between pile 1E & 3E.

PIER 3S: Vertical split at both ends of cap, extends full length of cap along bottom, noted

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 10792

BRIDGE SAFETY INSPECTION REPORT

Facility 40TH STREET	Latitude / Longitude 42.2671 / -85.9371	MDOT Structure ID 80318H00028B010	Structure Condition Serious Condition(3)	
Feature PAW PAW RIVER	Length / Width / Spans 120.7 / 29.9 / 6	Owner County: Van Buren(80)		
Location 2.7 MI SE OF GLENDALE	Built / Recon. / Paint / Ovly. 1970 / / /	TSC Kalamazoo(16)	Operational Status P Posted for load(253040)	
Region / County Southwest(5) / Van Buren(80)	Material / Design 7 Wood or Timber / 01 Slab	Last NBI Inspection 05/23/2023 / L64B	Scour Evaluation 5 Stable w/in footing	

water dripping. Typical width of split is 1/8" with areas up to 3/8" between piles. South face of cap crushing at top between piles 1W & 4W. North face of cap crushing at top between piles 1E & 2E, also starting on south face. Checking in pile 2E.

PIER 4S: Vertical split at both ends of cap, extends full length of cap along bottom, up to 3/8" wide under bridge. Water dripping through bottom of cap. South face of cap crushing between piles 1W & 2W. Pile 4E is damaged.

PIER 5S: Vertical split at both ends of cap, extends full length of cap along bottom. Typical width of split is 1/4" to 3/8", except 3/4" between piles 1W & 2W. South face of cap crushing over pile 2W. Checking in center 3 piles, outer 1" rotting on center pile.

GENERAL: Horizontal checking in faces of pier caps with leakage noted. Slight increase in areas of cap crushing 2020 to 2021. Vegetation growing on ends of pier caps. A few piles are brooming. (05/21)

15. Slope Protection	N	N	N	(05/23) (05/22) (05/21)
16. Channel (SIA-61)	6	6	5	Stream has poor alignment with bridge. Debris caught on piers, blocking spans 1-4N. Lots of debris in the stream. (05/23) Stream has poor alignment with bridge. Debris caught on piers, blocking spans 1-4N. Lots of debris in the stream. (05/22) Stream has poor alignment with bridge. Debris caught on piers. Water 4.5' below bottom of deck during inspection. (05/21)
17. Scour Inspection	8	8	8	No scour noted. (05/23) No scour noted. (05/22) No scour noted. (05/21)

APPROACH

05/21 05/22 05/23

18. Approach Pavement	7	7	6	Chip seal is cracked and HMA settled at ref lines. (05/23) Chip seal is cracked at ref lines. (05/22) Chip seal is cracked at ref lines. (05/21)
19. Approach Shoulders Sidewalks	5	5	5	Grass/gravel shoulders. Slightly low. (05/23) Grass shoulders. (05/22) Grass shoulders. (05/21)
20. Approach Slopes				Stable and vegetated. Short approach guardrail. (05/23) Stable and vegetated. (05/22) Stable and vegetated. (05/21)
21. Utilities				Draped over rail on east side. (05/23) Draped over rail on east side. (05/22) Draped over rail on east side. (05/21)
22. Drainage Culverts				None noted. (05/23) None noted. (05/22) None noted. (05/21)

MISCELLANEOUS

Guard Rail		Other Items	
Item	Rating	Item	Rating
36A. Bridge Railings	0	71. Water Adequacy	6
36B. Transitions	0	72. Approach Alignment	8
36C. Approach Guardrail	0	Temporary Support	0 No Temporary Supports

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 10792

BRIDGE SAFETY INSPECTION REPORT

Facility 40TH STREET	Latitude / Longitude 42.2671 / -85.9371	MDOT Structure ID 80318H00028B010	Structure Condition Serious Condition(3)	
Feature PAW PAW RIVER	Length / Width / Spans 120.7 / 29.9 / 6	Owner County: Van Buren(80)		
Location 2.7 MI SE OF GLENDALE	Built / Recon. / Paint / Ovly. 1970 / / /	TSC Kalamazoo(16)	Operational Status P Posted for load(253040)	
Region / County Southwest(5) / Van Buren(80)	Material / Design 7 Wood or Timber / 01 Slab	Last NBI Inspection 05/23/2023 / L64B	Scour Evaluation 5 Stable w/in footing	

36D. Approach Guardrail Ends	0	High Load Hit (M)	No
		Special Insp. Equipment	1
		Underwater Insp. Method	2

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

Critical Feature Inspections (SIA-92)

	<u>Freq</u>	<u>Date</u>
92A. Fracture Critical		
92B. Underwater		
92C. Other Special		
92D. Fatigue Sensitive		

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 10792		SAFETY INSPECTION REPORT - AASHTO ELEMENTS		
Facility 40TH STREET	Latitude / Longitude 42.2671 / -85.9371	MDOT Structure ID 80318H00028B010	Structure Condition Serious Condition(3)	
Feature PAW PAW RIVER	Length / Width / Spans 120.7 / 29.9 / 6	Owner County: Van Buren(80)		
Location 2.7 MI SE OF GLENDALE	Built / Recon. / Paint / Ovly. 1970 / / /	TSC Kalamazoo(16)	Operational Status P Posted for load(253040)	
Region / County Southwest(5) / Van Buren(80)	Material / Design 7 Wood or Timber / 01 Slab	Last NBI Inspection 05/23/2023 / L64B	Scour Evaluation 5 Stable w/in footing	

NBI INSPECTION **L64B**

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Melissa Rozelle	Scott Civil Engineering Co	12	05/23/2023

AASHTO ELEMENTS **(English Units)**

Element Number	Element Name	Total Quantity	Unit	Good CS1	Fair CS2	Poor CS3	Severe CS4
Decks/Slabs							
54	Timber Slab	3609	sq.ft	0 0%	3579 99%	30 1%	0 0%
818	Asphalt Ovl w/o Membrane	3380	sq.ft	0 0%	2320 69%	1000 30%	60 2%

Substructure

216	Timber Abutment	72	ft	0 0%	62 86%	10 14%	0 0%
228	Timber Pile	35	(EA)	23 66%	10 29%	2 6%	0 0%
235	Timber Pier Cap	165	ft	0 0%	55 33%	55 33%	55 33%


Other Elements

330	Metal Bridge Railing	242	ft	0 0%	121 50%	121 50%	0 0%
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MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 10792

WORK RECOMMENDATIONS

Facility 40TH STREET	Latitude / Longitude 42.2671 / -85.9371	MDOT Structure ID 80318H00028B010	Structure Condition Serious Condition(3)	
Feature PAW PAW RIVER	Length / Width / Spans 120.7 / 29.9 / 6	Owner County: Van Buren(80)		
Location 2.7 MI SE OF GLENDALE	Built / Recon. / Paint / Ovly. 1970 / / /	TSC Kalamazoo(16)	Operational Status P Posted for load(253040)	
Region / County Southwest(5) / Van Buren(80)	Material / Design 7 Wood or Timber / 01 Slab	Last NBI Inspection 05/23/2023 / L64B	Scour Evaluation 5 Stable w/in footing	

WORK RECOMMENDATIONS

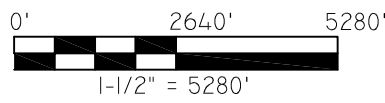
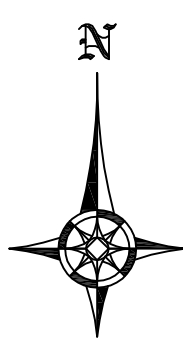
L64B

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Melissa Rozelle	Scott Civil Engineering Co	12	05/23/2023

RECOMMENDATIONS & ACTION ITEMS

Recommendation Type	Priority	Description
Detailed Insp.	H	Watch splits and crushing in pier caps.
Remove Debris	M	Remove debris stuck on piers.
Railing Repair	M	Replace missing nuts on west rail posts. Replace rotten sections of brush block.
Deck Patching	M	Patch along east edge where deck boards are exposed and over pier 3S.
Seal Cracks	M	Place new chip seal. Seal edges outside HMA.
Bridge Repl.	H	Budget for replacement.
Other	M	Remove vegetation growing on pier caps.

WAVERLY TOWNSHIP



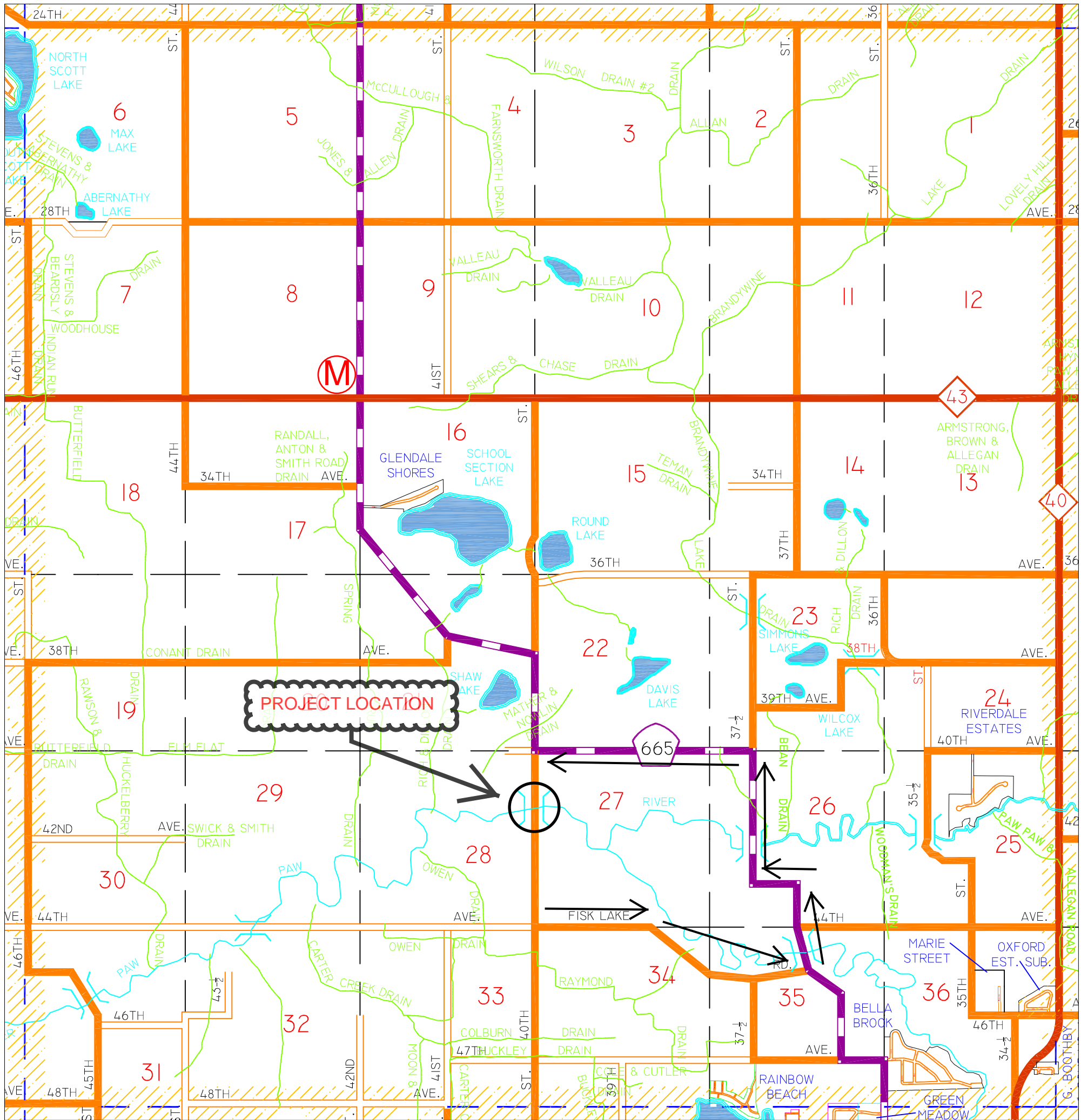
LEGEND

- INTERSTATE
- STATE TRUNKLINE
- CITY OR VILLAGE STREET
- CORPORATE LIMITS
- COUNTY PRIMARY
- COUNTY LOCAL (PAVED)
- COUNTY LOCAL (GRAVEL)
- ADJACENT COUNTY
- RAILROAD
- TRAIL

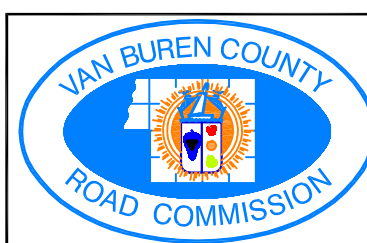
TOWNSHIP: WAVERLY, T. 2S, R. 14W
 COUNTY: VAN BUREN

(M) - Municipal

PRIMARY: 8.53 MILES
 LOCAL: 51.92 MILES



Detour Length = 4.4 miles
 ADT = 1,334
 4.6% Commercial



WAVERLY TOWNSHIP	
DATE CERTIFIED:	DRAFTSMAN: D.STICKELS
NOTES:	DRAFTSMAN: E.M.JONES
REVISED: 10/2006	DRAWING NUMBER 80-7



Bridge section, looking south



HMA cracked at reference lines



Brush block rotting with vegetation growing out of it



HMA cracked over piers; transverse and longitudinal reflective cracking



Deck boards exposed along edges, rotting; vegetation growing in edges



Posting sign, looking north



East bridge elevation



North abutment elevation



North abutment pile brooming



Typical cracked deck board



Pier 1N elevation



Split and damage in pier pile



Deck board cracked and starting to rot near fascias



Pier 2N elevation



West fascia board rotting



Pier 3N elevation



Typical pier cap crushing (pier 4N shown)



Typical gaps between deck boards and spreader beams



Pier 5N elevation



West end of span 1S: Spreader beam damaged, west fascia board and board 2W rotting



South abutment elevation



Vertical split and rot in south abutment pile 1W

ESTIMATED REPLACEMENT COST

40th Street bridge over the Paw Paw River. 80318H00028B010

A.	Approach Construction	(A) \$ 408,720
B.	Structure Construction	(B) \$ 3,476,280
C.	Total (A & B)	Total \$ 3,885,000

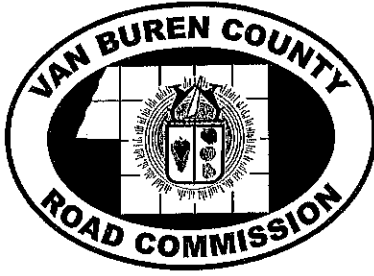
**VAN BUREN COUNTY PRIORITY LISTING FOR
THE LOCAL BRIDGE PROGRAM 2024**

REPLACEMENT STRUCTURES

- | | | | |
|----|-------|--------------------|---|
| 1. | 10769 | 80 3 09 H00010B010 | 8 th Ave. over Black River |
| 2. | 10792 | 80 3 18 H00028B010 | 40 th St. over Paw Paw River |
| 3. | 10784 | 80 3 15 H00019B010 | 2 nd Ave. over Mentha Drain |

PREVENTIVE MAINTENANCE STRUCTURES GROUP 1

- | | | | |
|----|-------|-------------------|--|
| 4. | 10760 | 80 3 03H00025B010 | 28 th Ave. over S. Branch Black River |
| 5. | 10736 | 80 2 00006000B010 | CR 358 over W. Branch Paw Paw River |



BOARD OF COUNTY ROAD COMMISSIONERS
BOARD OF PUBLIC WORKS

COMMISSIONERS:

W.C. Askew, Sr., Reginald D. Boze, Doug Burleson, Gregory H. Kinney, Wayne Nelson

March 7, 2024

At a regular meeting of the Board of County Road Commissioners of the County of Van Buren, Michigan held on March 7, 2024 it was moved by Commissioner Burleson and seconded by Commissioner Nelson to adopt the following Resolution:

RESOLUTION 2024-06

WHEREAS: The Board has reviewed the application for Local Bridge Funding for the replacement of the structure that carries 40th Street over the Paw Paw River, in Waverly Township in 2027; and,

WHEREAS: The bridge does not meet present day standards for shoulder clearance or traffic lane widths, and the bridge does not provide the safety margins now required by present day design standards; and,

WHEREAS: The bridge is posted for weight limits of 25/30/40; and,

WHEREAS: Because of the deterioration of the present structure, a full replacement of the structure would be in the best interest of the traveling public.

NOW, THEREFORE BE IT RESOLVED: That the Board concurs in the importance of the replacement of this structure and urges approval of the application for Local Bridge Funding for the structure that carries 40th Street over the Paw Paw River in Waverly Township.

IT IS FURTHER RESOLVED: That plans for said replacement can be ready within 1-year after notification of a successful application.

YES: 5

NO: 0

RESOLUTION ADOPTED.

I, Jill K. Brien, Board Secretary for the Board of County Road Commissioners, Van Buren County, Michigan, herewith certify that the above is a true and correct copy of a portion of the proceedings of said Board at its regular meeting on March 7, 2024.

A handwritten signature in black ink, appearing to read "Jill K. Brien", is written over a horizontal line.

Jill K. Brien

Board Secretary-Administrative Assistant

WAVERLY TOWNSHIP, VAN BUREN COUNTY, MICHIGAN

RESOLUTION SUPPORTING CRITICAL BRIDGE FUNDING
40th Street over the Paw Paw River, Waverly Township

WHEREAS, the Waverly Township Board has received a request from the Van Buren County Road Commission to support its application for Local Bridge Funding for replacement of the structure that carries 40th Street over the Paw Paw River in Waverly Township in 2027; and,

WHEREAS, because of the deterioration of the present structure and its poor rating a complete replacement would be in the best interest of the traveling public, and

WHEREAS, if selected for Local Bridge Funding, this project could be eligible for 85% participation from Federal and/or State funds in FY 2027. The remaining 15% must be funded locally and is usually split between the Road Commission and the Township 50/50. In addition, the costs of design engineering, and construction engineering do not qualify under the Local Bridge Program and are also usually split 50/50 between the Road Commission and the Township.

NOW, THEREFORE BE IT RESOLVED that the Waverly Township Board concurs in the importance of the replacement of this structure and urges approval of the application for Local Bridge Funding for the structure that carries 40th Street over the Paw Paw River in Waverly Township.

IT IS FURTHER RESOLVED that, if selected for Local Bridge Funding, Waverly Township will commit funding for the replacement of the structure that carries 40th Street over the Paw Paw River as follows: one-half of the Ten (10%) percent local match required (5%), plus one-half (50%) of the design engineering and construction engineering that do not qualify under the Local Bridge Program

IT IS FURTHER RESOLVED that should Waverly Township be unable to secure proper funding by the obligation date, Waverly Township reserves the right to rescind any financial obligation. Waverly Township agrees, in good faith, to work diligently to secure the necessary funding for this project. This Agreement is not binding.

Motion by Millek, second by Bloom.

Roll call vote:

Ayes: Reits, Houston, Bloom, Millek

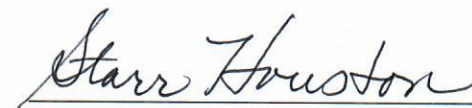
Nays: None

Absent: Fleetwood

Abstain: None

Resolution declared adopted.

Date: March 7, 2024


Starr Houston, Township Clerk