

# Livingston County Road Commission

3535 Grand Oaks Drive • Howell, Michigan 48843-8575

Telephone: (517) 546-4250 • Facsimile: (517) 546-9628

Internet Address: [www.livingstonroads.org](http://www.livingstonroads.org)

## BOARD OF COUNTY ROAD COMMISSIONERS OF THE COUNTY OF LIVINGSTON

### AGENDA

March 16, 2023

9:30 A.M.

- A. CALL TO ORDER
- B. PLEDGE OF ALLEGIANCE
- C. ROLL CALL
- D. APPROVAL OF AGENDA

**ACTION:** Staff recommends approval as presented

- E. CALL TO THE PUBLIC (1)
- F. ACTION ITEMS

- 1. Project Agreement – Unadilla Township
  - Livermore Road  
(Resolution 2303-027)

**ACTION:** Staff recommends approval

- 2. MDOT Contract Approval
  - MDOT Contract No. 22-5446 – US-23 Construction Project  
(Resolution 2303-028)

**ACTION:** Staff recommends approval

- 3. Local Bridge Applications – Fiscal Year 2026
  - Mason Road Bridge over the Red Cedar Imp. Drain  
(Resolution 2303-029)
  - Marr Road Bridge over the South Branch of the Shiawassee River  
(Resolution 2303-030)
  - Jones Road Bridge over Bogue Creek  
(Resolution 2303-031)
  - Milett Road Bridge over the Red Cedar River  
(Resolution 2303-032)

**ACTION:** Staff recommends approval

4. Grant Sponsorship
  - Huron-Clinton Metropolitan Authority  
(Resolution 2303-033)

**ACTION:** Staff recommends approval

**G. INFORMATION AND REPORTS**

1. Salt Usage
2. Chilson Road Bid Results
3. Fowlerville Road Bid Results

**H. CALL TO THE PUBLIC (2)**

**I. LEGAL**

**J. ADMINISTRATIVE BUSINESS**

1. Minutes
  - a. Regular Board Meeting – February 9, 2023

**ACTION:** Staff recommends approval

- b. Regular Board Meeting – March 2, 2023

**ACTION:** Staff recommends approval

2. Bills

**ACTION:** Staff recommends approval

3. Meetings Announced
  - a. Next Regular Board Meeting – March 30, 2023

4. Financial Reports
  - a. Cash Position Statement
  - b. MTF

5. Miscellaneous Road Items

**K. ADJOURNMENT**

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F.1.

## MEMORANDUM

**Date:** March 16, 2023

**To:** Board of County Road Commissioners

**From:** Steve Wasylk, Managing Director

**Subject:** Project Agreement – Unadilla Township

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Attached is a project agreement authorized by Unadilla Township for road improvements to the section of Livermore Road between M-36 and Doyle Road. Staff recommends approval of the agreement and the associated resolution.

**RESOLUTION OF THE**

**NUMBER:**

**2303-027**

**BOARD OF COUNTY ROAD  
COMMISSIONERS OF THE  
COUNTY OF LIVINGSTON**

**DATE:**

**March 16, 2023**

---

**Resolution Accepting a Project Agreement with Unadilla Township**

**WHEREAS,** Unadilla Township wishes to provide improvements to the following road segment in accordance with a cost estimate prepared by Livingston County Road Commission staff:

- Livermore Road – between M-36 and Doyle Road
- and

**WHEREAS,** Unadilla Township has approved the associated project agreement, now therefore be it

**RESOLVED,** that the Board of County Road Commissioners of the County of Livingston approves said project agreement with Unadilla Township for road improvements as indicated in the agreement, and be it further

**RESOLVED,** that the Board authorizes the Managing Director and the Director of Finance to sign the agreement on their behalf.

**MOVED:**

**SUPPORTED:**

**AYES:**

**NAYS:**

I hereby certify this to be a true copy of a resolution made and adopted by the Board of County Road Commissioners of the County of Livingston.

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Steven J. Wasylk, Managing Director



**PROJECT AGREEMENT**

**JOB NUMBER: 489.16.5108BV**

This Agreement made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2023 by and between the TOWNSHIP of UNADILLA, Livingston County, Michigan, hereinafter referred to as "TOWNSHIP" and the BOARD OF COUNTY ROAD COMMISSIONERS OF THE COUNTY OF LIVINGSTON, hereinafter referred to as "ROAD COMMISSION."

**WITNESSETH**

The Township has selected the following road to be improved as described below:

**LIVERMORE ROAD  
(FROM M36 TO DOYLE ROAD)  
APPROXIMATELY 4,700 FEET  
LIMESTONE RESURFACING, LIMITED DRAINAGE, AND TREE WORK  
ALTOGETHER WITH THE NECESSARY RELATED WORK**

The parties agree as follows:

1. The Township shall pay the Road Commission 100% of the cost of the project, as follows: \$248,000.
  - A. The balance shall be paid promptly as invoiced.
  - B. The Road Commission shall furnish the Township with a final breakdown of its actual expenses upon completion of the project.
  - C. The Township will not withhold payments because of any set-off, counterclaim, or any other claim which it may have against the Road Commission arising out of this or any other matter. If there is a dispute over the balance due upon completion, the Township will pay the amount claimed by the Road Commission, and such payment shall not be a waiver by the Township of any claims it may have arising from this contract and the completion of the project.
2. All work shall be performed in a good workmanlike manner and in accordance with plans and specifications adopted by the Road Commission.
3. The work will be completed within the current contract year, unless the parties otherwise so agree.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the date and year first above written.

TOWNSHIP OF UNADILLA

BY: *Linda C. Walker*  
LINDA C. WALKER, SUPERVISOR  
*Linda J. Topping*  
LINDA J. TOPPING, CLERK

BOARD OF COUNTY ROAD COMMISSIONERS  
OF THE COUNTY OF LIVINGSTON

BY: \_\_\_\_\_  
STEVEN J. WASYLK, MANAGING DIRECTOR  
\_\_\_\_\_  
SARAH R. NEWTON, DIRECTOR OF FINANCE

# Livingston County Road Commission

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F.2.

## MEMORANDUM

**Date:** March 16, 2023

**To:** Board of County Road Commissioners

**From:** Steve Wasylk, Managing Director

**Subject:** MDOT Contract Approval – US-23 Construction Project

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Attached is Michigan Department of Transportation (MDOT) Contract No. 22-5446 for work in connection with MDOT's upcoming US-23 construction project. As part of their project, they will be performing roundabout lighting installation, roundabout pavement marking, and roundabout signing along road segments under our jurisdiction. This work will be at no cost to the Road Commission, but we will be responsible for the maintenance costs of these facilities once they have been installed.

Staff has reviewed the proposed design and contract language and recommends approval of MDOT Contract No. 22-5446.

**RESOLUTION OF THE**

**NUMBER:**

**2303-028**

**BOARD OF COUNTY ROAD  
COMMISSIONERS OF THE  
COUNTY OF LIVINGSTON**

**DATE:**

**March 16, 2023**

---

**Resolution Approving Contract No. 22-5446 with the Michigan Department of Transportation**

**WHEREAS,** the Michigan Department of Transportation (MDOT) has tendered Contract No. 22-5446 for work on Whitmore Lake Road, Silver Lake Road, Fieldcrest Road, and Nine Mile Road in connection with MDOT's US-23 construction project, and

**WHEREAS,** staff has reviewed the aforementioned contract and recommends its approval, now therefore be it

**RESOLVED,** that the Board of County Road Commissioners of the County of Livingston hereby approves MDOT Contract No. 22-5446, and be it further

**RESOLVED,** that Steve Wasylk, the Managing Director of the Livingston County Road Commission, is hereby authorized to execute the contract on behalf of the Board.

**MOVED:**

**SUPPORTED:**

**AYES:**

**NAYS:**

I hereby certify this to be a true copy of a resolution made and adopted by the Board of County Road Commissioners of the County of Livingston.

---

Steven J. Wasylk, Managing Director



SPECIAL TRUNKLINE  
NON-ACT-51  
ADDED WORK

DA  
Control Section RBMP 47013  
Job Number 210068CON  
Fed Project # 23A0267  
Contract 22-5446

THIS CONTRACT is made by and between the MICHIGAN DEPARTMENT OF TRANSPORTATION, hereinafter referred to as the "DEPARTMENT"; and the BOARD OF COUNTY ROAD COMMISSIONERS OF THE COUNTY OF LIVINGSTON, MICHIGAN, hereinafter referred to as the "BOARD"; for the purpose of fixing the rights and obligations of the parties in agreeing to construction improvements in conjunction with the DEPARTMENT'S construction on Highway US-23, within the limits of Green Oak Charter Township, Livingston County, Michigan.

WITNESSETH:

WHEREAS, the DEPARTMENT is planning roundabout construction at the Highway US-23 and Highway M-36 and Highway US-23 and Silver Lake Road interchanges; and

WHEREAS, the BOARD has requested that the DEPARTMENT perform additional work for and on behalf of the BOARD in connection with the Highway US-23 construction, which additional work is hereinafter referred to as the "PROJECT" and is located, described, and depicted in EXHIBIT "A", pages 1 - 4, Dated September 16, 2022, attached and hereto and made a part hereof as follows:

Roundabout lighting installation work along Whitmore Lake Road from approximately 400 feet south of Highway M-36 to approximately 500 feet north of Highway M-36, along Silver Lake Road from the Whitmore Lake roundabout easterly to approximately 400 feet east of Fieldcrest Drive, and along Whitmore Lake Road from approximately 800 feet south of Silver Lake Road northerly to approximately 600 feet north of Silver Lake Road; roundabout pavement marking and signing along Highway M-36, 9 Mile Road, Whitmore Lake Road, Fieldcrest Drive, and Silver Lake Road as shown on EXHIBIT A; together with necessary related work, located within Green Oak Charter Township, Livingston County, Michigan; and

WHEREAS, the parties hereto have reached an understanding with each other regarding the performance of the PROJECT work and desire to set forth this understanding in the form of a written Contract.

NOW, THEREFORE, in consideration of the premises and of the mutual undertakings of the parties and in conformity with applicable law, it is agreed:

1. The DEPARTMENT will construct the PROJECT at no cost to the BOARD.

2. The BOARD will approve the design intent of the PROJECT and shall accept full responsibility for the constructed PROJECT functioning as a part of the BOARD'S facilities. The BOARD is solely responsible for any input which it provides as it relates to the design of the PROJECT functioning as part of the BOARD'S facilities.

3. The PROJECT work will be performed by DTE Energy and administered by the DEPARTMENT at no cost to the BOARD.

4. The PROJECT may require special or unusual operation and/or maintenance. Upon completion of the PROJECT, the BOARD shall accept the facilities as constructed by the DEPARTMENT and DTE Energy. The BOARD certifies by execution of this contract, the BOARD shall own the facilities and all operation and maintenance of the PROJECT shall be the responsibility of the BOARD. Maintenance work shall include, but not be limited to replacement of lights and poles, as needed.

All expenses for electrical service and maintenance of the lighting portion of the PROJECT shall be the responsibility of the BOARD.

5. Any and all approvals of, reviews of, and recommendations regarding contracts, agreements, permits, plans, specifications, or documents, of any nature, or any inspections of work by the DEPARTMENT pursuant to the terms of this Contract are done to assist the BOARD. Such approvals, reviews, inspections and recommendations by the DEPARTMENT shall not relieve the BOARD of its ultimate control and shall not be construed as a warranty of their propriety or that the DEPARTMENT is assuming any liability, control or jurisdiction.

When providing approvals, reviews and recommendations under this Contract, the DEPARTMENT is performing a governmental function, as that term is defined in MCL 691.1401 et seq., as amended, which is incidental to the completion of the PROJECT.

6. In connection with the performance of PROJECT work under this Contract the parties hereto (hereinafter in Appendix "A" referred to as the "contractor") agree to comply with the State of Michigan provisions for "Prohibition of Discrimination in State Contracts", as set forth in Appendix A, attached hereto and made a part hereof. The parties further covenant that they will comply with the Civil Rights Acts of 1964, being P.L. 88-352, 78 Stat. 241, as amended, being Title 42 U.S.C. Sections 1971, 1975a-1975d, and 2000a-2000h-6 and the Regulations of the United States Department of Transportation (49 C.F.R. Part 21) issued pursuant to said Act, including Appendix "B", attached hereto and made a part hereof, and will require similar covenants on the part of any contractor or subcontractor employed in the performance of this Contract. The parties will carry out the applicable requirements of the DEPARTMENT'S Disadvantaged Business Enterprise (DBE) program and 49 CFR, Part 26, including, but not limited to, those requirements set forth in Appendix C.

7. This Contract shall become binding on the parties hereto and of full force and effect upon the signing thereof by the duly authorized officials for the BOARD and for the DEPARTMENT; upon the adoption of a resolution approving said Contract and authorizing the signatures thereto of the respective officials of the BOARD, a certified copy of which resolution shall be attached to this Contract.

IN WITNESS WHEREOF, the parties hereto have caused this contract to be executed as written below.

BOARD OF COUNTY ROAD  
COMMISSIONERS OF THE  
COUNTY OF LIVINGSTON

MICHIGAN DEPARTMENT  
OF TRANSPORTATION

By \_\_\_\_\_  
Title:

By \_\_\_\_\_  
*for* Department Director MDOT

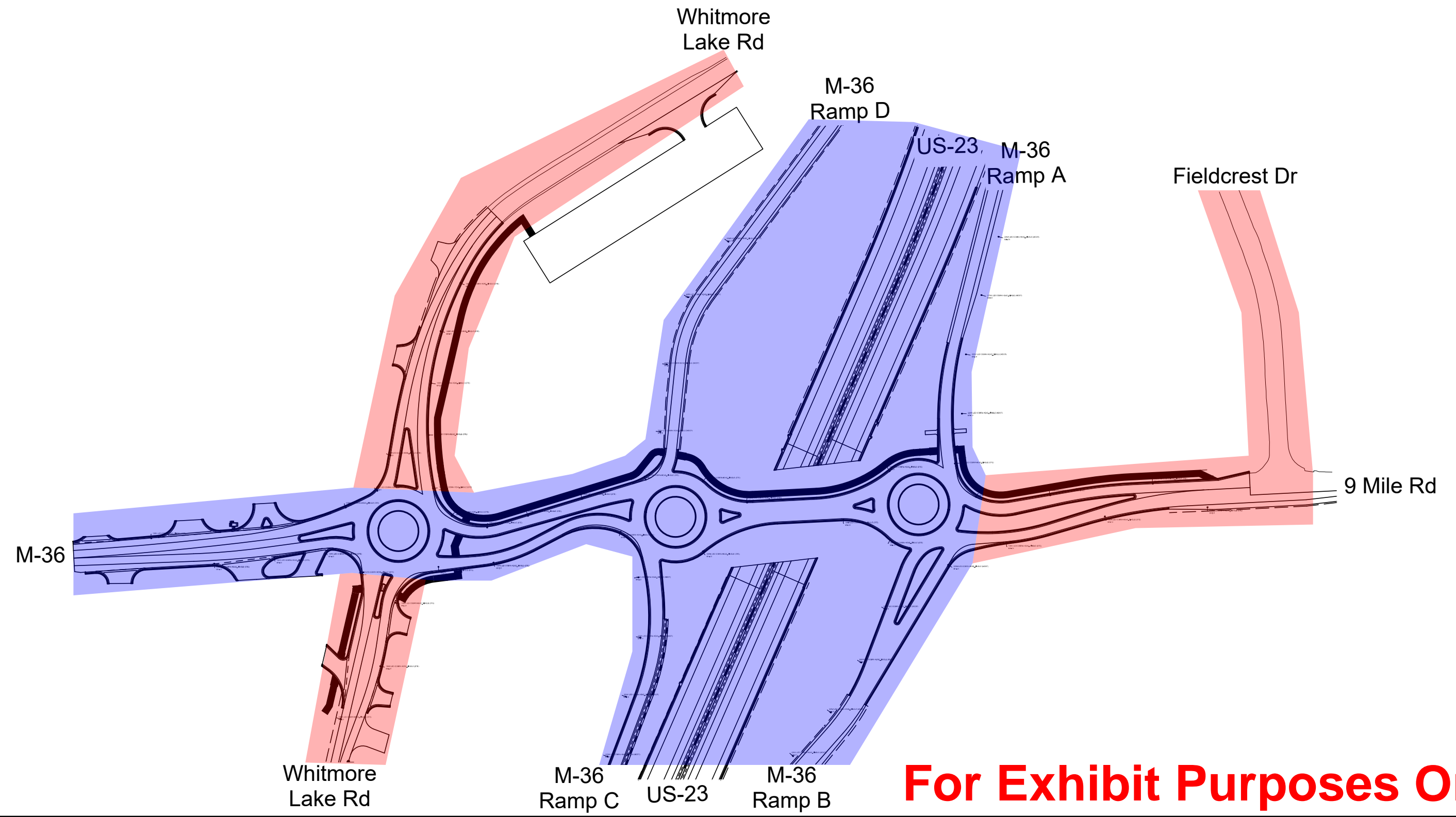
By \_\_\_\_\_  
Title:



# M-36 at US-23 Interchange Pavement Marking and Signing Maintenance Areas

**LEGEND**

- PROPOSED MDOT MAINTENANCE RESPONSIBILITY
- PROPOSED LCRC MAINTENANCE RESPONSIBILITY



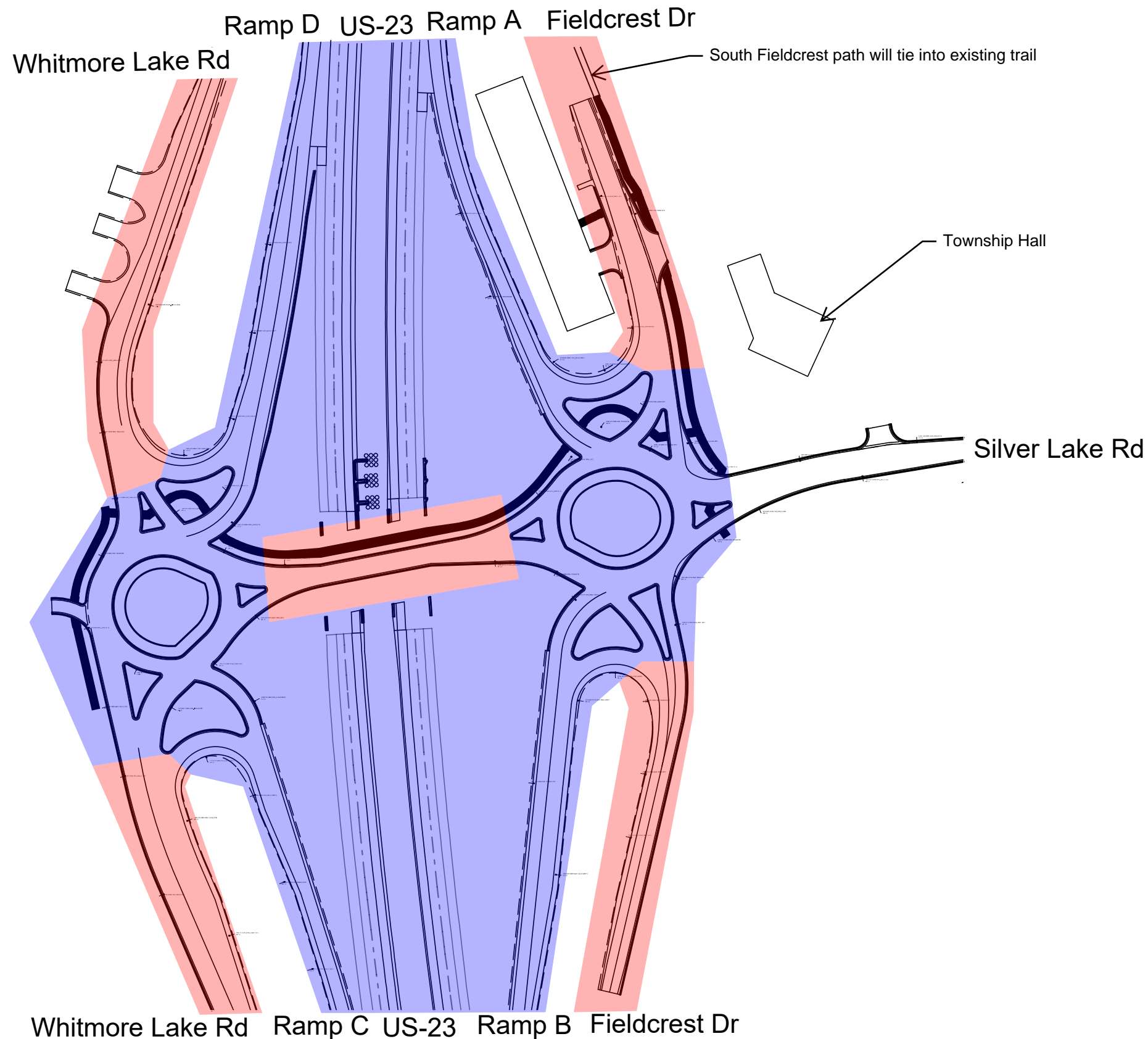
**For Exhibit Purposes Only**

FINAL ROW PLAN REVISIONS				SUBMITTAL DATE:				HNTB	MDOT Michigan Department of Transportation	NO SCALE	DATE: 09/16/22	CS: 47013, 47014, 47041	DRAWING	SHEET
NO.	DATE	AUTH	DESCRIPTION	NO.	DATE	AUTH	DESCRIPTION							
										TSC: BRIGHTON				
FILE:											US-23 M-36			

# Silver Lake Road at US-23 Interchange Pavement Marking and Signing Maintenance Areas

**LEGEND**

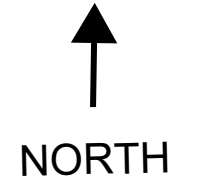
- PROPOSED MDOT MAINTENANCE RESPONSIBILITY
- PROPOSED LCRC MAINTENANCE RESPONSIBILITY



For Exhibit Purposes Only

FINAL ROW PLAN REVISIONS				SUBMITTAL DATE:				<b>HNTB</b>	<b>MDOT</b> <small>Michigan Department of Transportation</small>	NO SCALE	DATE: 09/16/22		CS: 47013, 47014		DRAWING SHEET	
NO.	DATE	AUTH	DESCRIPTION	NO.	DATE	AUTH	DESCRIPTION				DESIGN UNIT: RICK	JN:	210068	LIGHTING EXHIBIT	US-23	SHEET
FILE:											TSC: BRIGHTON		US-23 LIGHT		SECT 1	
											US-23 SILVER LAKE					

# M-36 at US-23 Interchange



Whitmore Lake Rd

M-36  
Ramp D

US-23

M-36  
Ramp A

**LEGEND**

- PROPOSED LIGHT STANDARD (MDOT)
- PROPOSED LIGHT STANDARD (LCRC MAINTENANCE - DTE PREFERRED INSTALL AND MAINTENANCE)
- PROPOSED LIGHT STANDARD (TOWNSHIP MAINTENANCE)

9 Mile Rd

M-36  
(9 Mile Rd)

M-36  
Ramp C

US-23

M-36  
Ramp B

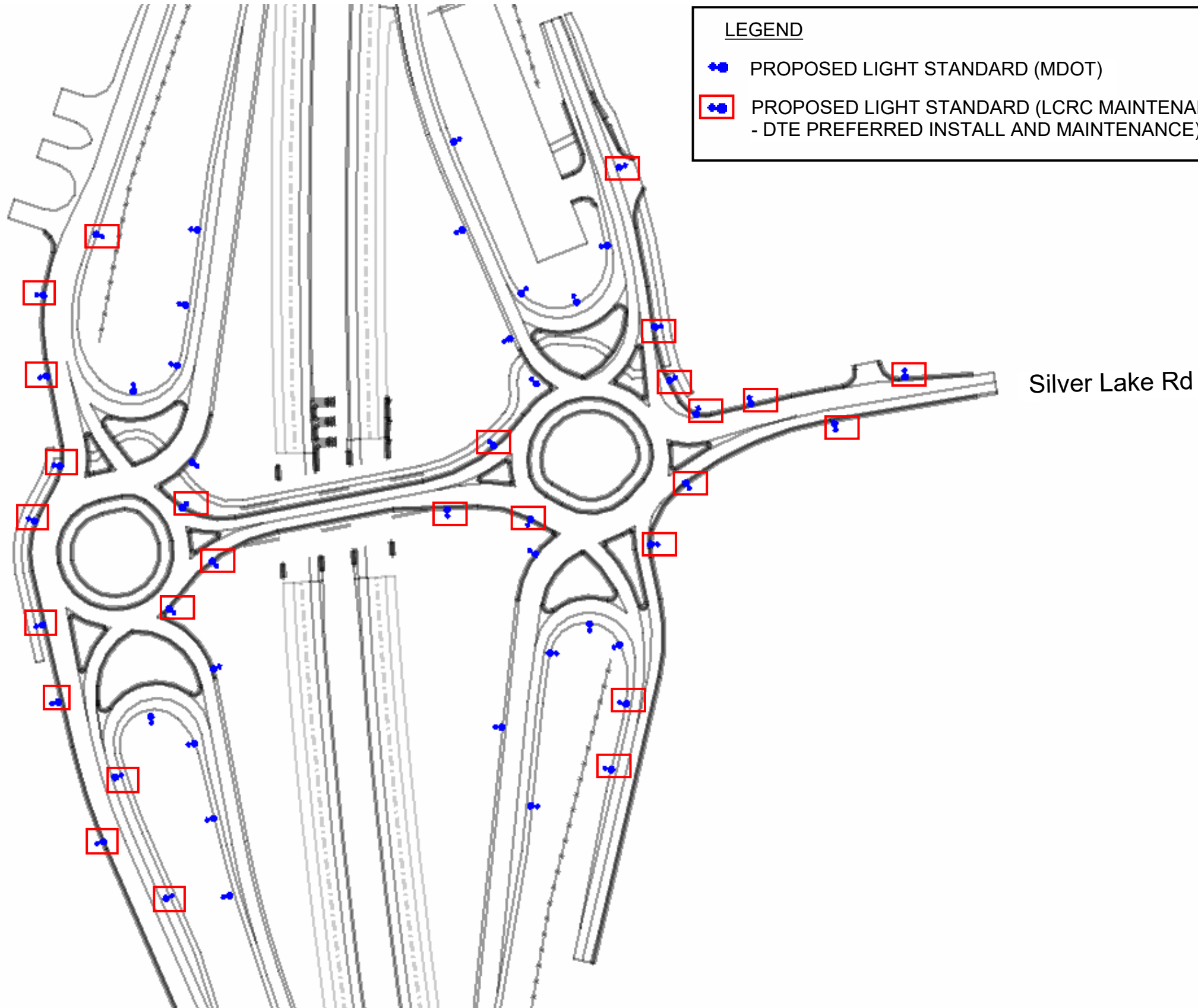
# Silver Lake Road at US-23 Interchange



Whitmore Lake Rd Ramp D US-23 Ramp A Fieldcrest Dr

**LEGEND**

- PROPOSED LIGHT STANDARD (MDOT)
- PROPOSED LIGHT STANDARD (LCRC MAINTENANCE - DTE PREFERRED INSTALL AND MAINTENANCE)



Ramp C US-23 Ramp B

**APPENDIX A**  
**PROHIBITION OF DISCRIMINATION IN STATE CONTRACTS**

In connection with the performance of work under this contract; the contractor agrees as follows:

1. In accordance with Public Act 453 of 1976 (Elliott-Larsen Civil Rights Act), the contractor shall not discriminate against an employee or applicant for employment with respect to hire, tenure, treatment, terms, conditions, or privileges of employment or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, sex, height, weight, or marital status. A breach of this covenant will be regarded as a material breach of this contract. Further, in accordance with Public Act 220 of 1976 (Persons with Disabilities Civil Rights Act), as amended by Public Act 478 of 1980, the contractor shall not discriminate against any employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment or a matter directly or indirectly related to employment because of a disability that is unrelated to the individual's ability to perform the duties of a particular job or position. A breach of the above covenants will be regarded as a material breach of this contract.
2. The contractor hereby agrees that any and all subcontracts to this contract, whereby a portion of the work set forth in this contract is to be performed, shall contain a covenant the same as hereinabove set forth in Section 1 of this Appendix.
3. The contractor will take affirmative action to ensure that applicants for employment and employees are treated without regard to their race, color, religion, national origin, age, sex, height, weight, marital status, or any disability that is unrelated to the individual's ability to perform the duties of a particular job or position. Such action shall include, but not be limited to, the following: employment; treatment; upgrading; demotion or transfer; recruitment; advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
4. The contractor shall, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, national origin, age, sex, height, weight, marital status, or disability that is unrelated to the individual's ability to perform the duties of a particular job or position.
5. The contractor or its collective bargaining representative shall send to each labor union or representative of workers with which the contractor has a collective bargaining agreement or other contract or understanding a notice advising such labor union or workers' representative of the contractor's commitments under this Appendix.
6. The contractor shall comply with all relevant published rules, regulations, directives, and orders of the Michigan Civil Rights Commission that may be in effect prior to the taking of bids for any individual state project.



7. The contractor shall furnish and file compliance reports within such time and upon such forms as provided by the Michigan Civil Rights Commission; said forms may also elicit information as to the practices, policies, program, and employment statistics of each subcontractor, as well as the contractor itself, and said contractor shall permit access to the contractor's books, records, and accounts by the Michigan Civil Rights Commission and/or its agent for the purposes of investigation to ascertain compliance under this contract and relevant rules, regulations, and orders of the Michigan Civil Rights Commission.
8. In the event that the Michigan Civil Rights Commission finds, after a hearing held pursuant to its rules, that a contractor has not complied with the contractual obligations under this contract, the Michigan Civil Rights Commission may, as a part of its order based upon such findings, certify said findings to the State Administrative Board of the State of Michigan, which State Administrative Board may order the cancellation of the contract found to have been violated and/or declare the contractor ineligible for future contracts with the state and its political and civil subdivisions, departments, and officers, including the governing boards of institutions of higher education, until the contractor complies with said order of the Michigan Civil Rights Commission. Notice of said declaration of future ineligibility may be given to any or all of the persons with whom the contractor is declared ineligible to contract as a contracting party in future contracts. In any case before the Michigan Civil Rights Commission in which cancellation of an existing contract is a possibility, the contracting agency shall be notified of such possible remedy and shall be given the option by the Michigan Civil Rights Commission to participate in such proceedings.
9. The contractor shall include or incorporate by reference, the provisions of the foregoing paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Michigan Civil Rights Commission; all subcontracts and purchase orders will also state that said provisions will be binding upon each subcontractor or supplier.

Revised June 2011

**APPENDIX B**  
**TITLE VI ASSURANCE**

During the performance of this contract, the contractor, for itself, its assignees, and its successors in interest (hereinafter referred to as the “contractor”), agrees as follows:

1. **Compliance with Regulations:** For all federally assisted programs, the contractor shall comply with the nondiscrimination regulations set forth in 49 CFR Part 21, as may be amended from time to time (hereinafter referred to as the Regulations). Such Regulations are incorporated herein by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed under the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection, retention, and treatment of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the contractor covers a program set forth in Appendix B of the Regulations.
3. **Solicitation for Subcontracts, Including Procurements of Materials and Equipment:** All solicitations made by the contractor, either by competitive bidding or by negotiation for subcontract work, including procurement of materials or leases of equipment, must include a notification to each potential subcontractor or supplier of the contractor’s obligations under the contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and facilities as may be determined to be pertinent by the Department or the United States Department of Transportation (USDOT) in order to ascertain compliance with such Regulations or directives. If required information concerning the contractor is in the exclusive possession of another who fails or refuses to furnish the required information, the contractor shall certify to the Department or the USDOT, as appropriate, and shall set forth the efforts that it made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the contractor’s noncompliance with the nondiscrimination provisions of this contract, the Department shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including, but not limited to, the following:
  - a. Withholding payments to the contractor until the contractor complies; and/or
  - b. Canceling, terminating, or suspending the contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor shall include the provisions of Sections (1) through (6) in every subcontract, including procurement of material and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the Department or the USDOT may direct as a means of enforcing such provisions, including sanctions for non-compliance, provided, however, that in the event a contractor becomes involved in or is threatened with litigation from a subcontractor or supplier as a result of such direction, the contractor may request the Department to enter into such litigation to protect the interests of the state. In addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

Revised June 2011

## APPENDIX C

### TO BE INCLUDED IN ALL FINANCIAL ASSISTANCE AGREEMENTS WITH LOCAL AGENCIES

#### Assurance that Recipients and Contractors Must Make (Excerpts from US DOT Regulation 49 CFR 26.13)

- A. Each financial assistance agreement signed with a DOT operating administration (or a primary recipient) must include the following assurance:

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any US DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of US DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26 and as approved by US DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

- B. Each contract MDOT signs with a contractor (and each subcontract the prime contractor signs with a subcontractor) must include the following assurance:

The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of US DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

# Livingston County Road Commission

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**F.3.**

## MEMORANDUM

**Date:** March 16, 2023

**To:** Board of County Road Commissioners

**From:** Steve Wasylk, Managing Director

**Subject:** Bridge Applications for Fiscal Year 2026

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Annually, the Michigan Department of Transportation (MDOT) issues a call for projects to local agencies for bridge repair and replacement. This year, we are recommending that four bridges be considered by MDOT for funding under this program for fiscal year 2026.


The details of the four proposed bridge projects are attached for your review in priority order. As part of the application process, the Board must approve the projects by individual resolution. The four required resolutions are included after the descriptions of all four proposed projects. Listed in priority order, the recommended bridge projects are as follows:

1. Mason Road Bridge over the Red Cedar River Imp. Drain in Iosco Township
2. Marr Road Bridge over the south branch of the Shiawassee River in Howell Township
3. Jones Road Bridge over Bogue Creek in Cohoctah Township
4. Milett Road Bridge over the Red Cedar River in Howell Township

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5814

BRIDGE SAFETY INSPECTION REPORT

<b>Facility</b> MASON ROAD	<b>Latitude / Longitude</b> 42.5993 / -84.0745	<b>MDOT Structure ID</b> 47200017000B020	<b>Structure Condition</b> Poor Condition(4)	
<b>Feature</b> RED CEDAR RIVER IMP. DRN	<b>Length / Width / Spans</b> 35.8 / 46.3 / 1	<b>Owner</b> County: Livingston(47)		
<b>Location</b> SEC 3 IOSCO TWP	<b>Built / Recon. / Paint / Ovly.</b> 1990 / / 1990 / 1990	<b>TSC</b> Brighton(3)	<b>Operational Status</b> P Posted for load(366666)	
<b>Region / County</b> University(6) / Livingston(47)	<b>Material / Design</b> 5 Prestressed Concrete / 04 Tee Beam	<b>Last NBI Inspection</b> 08/25/2021 / NB5D	<b>Scour Evaluation</b> U Unknown Scour	

NBI INSPECTION

NB5D

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	24	08/25/2021

GENERAL NOTES

Weight limit signs in place on both ends of bridge	YES
Weight limit shown on signs at bridge	366666
Required advance warning weight limit signs in place	YES
Weight limit shown on advance warning signs	366666

Frequency Justification Comments (required when Poor Condition and frequency is equal to 24 months)

Deterioration of stringers was moderate from the past inspection cycle. A 24 month inspection cycle is still appropriate for this structure.


DECK

	08/17	08/19	08/21	
<b>1. Surface (SIA-58A)</b>	6	6	6	Bit surface longitudinal and transverse cracks in HMA throughout. Some cracks are wide and open. Dirt on shoulder in front of railing posts. (08/21) Bit surface longitudinal and transverse cracks in HMA throughout. Some cracks are wide and open. Dirt on shoulder in front of railing posts. (08/19) Bit surface longitudinal and transverse cracks in HMA throughout. Some cracks are wide and open. Dirt on shoulder in front of railing posts. (08/17)
<b>2. Expansion Joints</b>	6	6	6	Asphalt over joints. Partially sealed crack at east reference line that needs to be resealed. West has full width cracking. Some raveling of pavement around cracks. (08/21) Asphalt over joints. Partially sealed crack at east reference line that needs to be resealed. West has full width cracking. Some raveling of pavement around cracks. (08/19) Asphalt over joints. Sealed crack at east reference line that needs to be resealed. West has full width cracking. Some raveling of pavement around cracks. (08/17)
<b>3. Other Joints</b>	N	N	N	(08/21) (08/19) (08/17)
<b>4. Railings</b>	7	7	7	Open concrete railing. Map cracks with leaching and rusted rebar ends at bottom of rail. (08/21) Open concrete railing. Map cracks with leaching and rusted rebar ends at bottom of rail. (08/19) Open concrete railing. Map cracks with leaching and rusted rebar ends at bottom of rail. (08/17)
<b>5. Sidewalks or Curbs</b>	N	N	N	(08/21) (08/19) (08/17)
<b>6. Deck Bottom Surface (SIA-58B)</b>	N	N	N	No structural deck. HMA surface wearing on beams. (08/21) No structural deck. HMA surface wearing on beams. (08/19) No structural deck. HMA surface wearing on beams. (08/17)
<b>7. Deck (SIA-58)</b>	4	4	4	No structural deck. Rating based on condition of superstructure. (08/21) No structural deck. Rating based on condition of superstructure. (08/19) No structural deck. Rating based on condition of superstructure. (08/17)

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5814

BRIDGE SAFETY INSPECTION REPORT

<b>Facility</b> MASON ROAD	<b>Latitude / Longitude</b> 42.5993 / -84.0745	<b>MDOT Structure ID</b> 47200017000B020	<b>Structure Condition</b> Poor Condition(4)	
<b>Feature</b> RED CEDAR RIVER IMP. DRN	<b>Length / Width / Spans</b> 35.8 / 46.3 / 1	<b>Owner</b> County: Livingston(47)		
<b>Location</b> SEC 3 IOSCO TWP	<b>Built / Recon. / Paint / Ovly.</b> 1990 / / 1990 / 1990	<b>TSC</b> Brighton(3)	<b>Operational Status</b> P Posted for load(366666)	
<b>Region / County</b> University(6) / Livingston(47)	<b>Material / Design</b> 5 Prestressed Concrete / 04 Tee Beam	<b>Last NBI Inspection</b> 08/25/2021 / NB5D	<b>Scour Evaluation</b> U Unknown Scour	

**8. Drainage** Gravel and vegetation along barrier. SE quadrant does not drain well because of high shoulders. (08/21)  
Gravel and vegetation along barrier. SE quadrant does not drain well because of high shoulders. (08/19)  
Gravel and vegetation along barrier. SE quadrant does not drain well because of high shoulders. (08/17)

**SUPERSTRUCTURE**

08/17 08/19 08/21

<b>9. Stringer (SIA-59)</b>	4	4	4	Double T-beams. No deterioration of stems. North fascia spalled along entire length. South fascia spalled to steel along entire length. Delamination, cracking and spalling at joints 2, 4 & 6 from the south. Delamination over 90% of length and spalled to steel with broken strands in the middle 1/2 at joints 3 4 & 5 from the south. The joint is still tight at the top flange but the bottom 2-3 inches by 6" wide is spalled along each flange as described above. (08/21) Double T-beams. No deterioration of stems. North fascia spalled along entire length. South fascia spalled to steel along entire length. Delamination, cracking and spalling at joints 2, 4 & 6 from the south. Delamination over 90% of length and spalled to steel with broken strands in the middle 1/2 at joints 3 4 & 5 from the south. The joint is still tight at the top flange but the bottom 2-3 inches by 6" wide is spalled along each flange as described above. (08/19) Double T-beams. No deterioration of stems. North fascia spalled along entire length. South fascia spalled to steel along entire length. Delamination, cracking and spalling at joints 2, 4 & 6 from the south. Delamination over 90% of length and spalled to steel with broken strands in the middle 1/2 at joint 5 from the south. The joint is still tight at the top flange but the bottom 2-3 inches by 6" wide is spalled along each flange as described above. Joint 4 from south is similar to joint 5 but with approximately 75% deteriorated and slightly less spalling and broken strands. (08/17)
<b>10. Paint (SIA-59A)</b>	N	N	N	(08/21) (08/19) (08/17)
<b>11. Section Loss</b>	N	N	N	(08/21) (08/19) (08/17)
<b>12. Bearings</b>	7	7	7	Steel plates and elastomeric bearings working as intended. (08/21) Steel plates and elastomeric bearings working as intended. (08/19) Steel plates and elastomeric bearings working as intended. (08/17)

**SUBSTRUCTURE**


08/17 08/19 08/21

<b>13. Abutments (SIA-60)</b>	7	7	7	One vertical crack under joint 5 from south. (08/21) One vertical crack under joint 5 from south. (08/19) One vertical crack under joint 5 from south. (08/17)
<b>14. Piers (SIA-60)</b>	N	N	N	(08/21) (08/19) (08/17)
<b>15. Slope Protection</b>	N	N	N	(08/21) (08/19) (08/17)
<b>16. Channel (SIA-61)</b>	8	8	8	Wide channel with well vegetated banks. Flow is along west abutment. Silty muck bank along east abutment. (08/21) Wide channel with well vegetated banks. Flow is along west abutment. Silty muck bank along east abutment. (08/19) Wide channel with well vegetated banks. Flow is along west abutment. Silty muck bank along east abutment. (08/17)

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5814

BRIDGE SAFETY INSPECTION REPORT

<b>Facility</b> MASON ROAD	<b>Latitude / Longitude</b> 42.5993 / -84.0745	<b>MDOT Structure ID</b> 47200017000B020	<b>Structure Condition</b> Poor Condition(4)	
<b>Feature</b> RED CEDAR RIVER IMP. DRN	<b>Length / Width / Spans</b> 35.8 / 46.3 / 1	<b>Owner</b> County: Livingston(47)		
<b>Location</b> SEC 3 IOSCO TWP	<b>Built / Recon. / Paint / Ovly.</b> 1990 / / 1990 / 1990	<b>TSC</b> Brighton(3)	<b>Operational Status</b> P Posted for load(366666)	
<b>Region / County</b> University(6) / Livingston(47)	<b>Material / Design</b> 5 Prestressed Concrete / 04 Tee Beam	<b>Last NBI Inspection</b> 08/25/2021 / NB5D	<b>Scour Evaluation</b> U Unknown Scour	

**17. Scour Inspection**      7      7      7      No signs of scour. No slope protection (08/21)  
 No signs of scour. No slope protection (08/19)  
 No signs of scour. No slope protection (08/17)

**APPROACH**

08/17   08/19   08/21

**18. Approach Pavement**      6      5      5      Large transverse crack in HMA west approach 15' W of reference line, minor other cracks in the HMA on the west approach. East approach has minor cracking in the eastbound lane and significant alligator cracking and rutting in the westbound lane approximately 15' east of the reference line with some settling and cold patch (08/21)  
 Large transverse crack in HMA west approach 15' W of reference line, minor other cracks in the HMA on the west approach. East approach has minor cracking in the eastbound lane and significant alligator cracking and rutting in the westbound lane approximately 15' east of the reference line with some settling and cold patch (08/19)  
 Large transverse crack in HMA west approach 15' W of reference line, minor other cracks in the HMA on the west approach. East approach has minor cracking in the eastbound lane and significant alligator cracking and rutting in the westbound lane approximately 15' east of the reference line. (08/17)

**19. Approach Shoulders Sidewalks**      7      7      7      Guardrail has signs of minor scrapes. The NE & NW quads have twisted spacer blocks and split. Minor transverse cracking in approach shoulders. Major impact damage to approach rail in NW quadrant (08/21)  
 Guardrail has signs of minor scrapes. The NE & NW quads have twisted spacer blocks and split. Minor transverse cracking in approach shoulders. Major impact damage to approach rail in NW quadrant (08/19)  
 Guardrail has signs of minor scrapes. The NE & NW quads have twisted spacer blocks and split. Minor transverse cracking in approach shoulders. (08/17)

**20. Approach Slopes**      No sign of erosion. (08/21)  
 No sign of erosion. (08/19)  
 No sign of erosion. (08/17)

**21. Utilities**      Phone markers in SW & SE quads. Phone box in NW & SW quad. Conduit at south fascia connected to the railing & 2 conduits at north fascia. Overhead electrical 200' north of bridge. (08/21)  
 Phone markers in SW & SE quads. Phone box in NW & SW quad. Conduit at south fascia connected to the railing & 2 conduits at north fascia. Overhead electrical 200' north of bridge. (08/19)  
 Phone markers in SW & SE quads. Phone box in NW & SW quad. Conduit at south fascia connected to the railing & 2 conduits at north fascia. Overhead electrical 200' north of bridge. (08/17)

**22. Drainage Culverts**      (08/21)  
 (08/19)  
 (08/17)

**MISCELLANEOUS**


Guard Rail		Other Items	
Item	Rating	Item	Rating
36A. Bridge Railings	0	71. Water Adequacy	8
36B. Transitions	1	72. Approach Alignment	8
36C. Approach Guardrail	0	Temporary Support	0 No Temporary Supports
36D. Approach Guardrail Ends	0	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	



MICHIGAN DEPARTMENT OF TRANSPORTATION

**STR 5814**

**BRIDGE SAFETY INSPECTION REPORT**

<b>Facility</b> MASON ROAD	<b>Latitude / Longitude</b> 42.5993 / -84.0745	<b>MDOT Structure ID</b> 47200017000B020	<b>Structure Condition</b> Poor Condition(4)	
<b>Feature</b> RED CEDAR RIVER IMP. DRN	<b>Length / Width / Spans</b> 35.8 / 46.3 / 1	<b>Owner</b> County: Livingston(47)		
<b>Location</b> SEC 3 IOSCO TWP	<b>Built / Recon. / Paint / Ovly.</b> 1990 / / 1990 / 1990	<b>TSC</b> Brighton(3)	<b>Operational Status</b> P Posted for load(366666)	
<b>Region / County</b> University(6) / Livingston(47)	<b>Material / Design</b> 5 Prestressed Concrete / 04 Tee Beam	<b>Last NBI Inspection</b> 08/25/2021 / NB5D	<b>Scour Evaluation</b> U Unknown Scour	


**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

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STRUCTURE INVENTORY AND APPRAISAL

<b>Facility</b>	<b>Latitude / Longitude</b>	<b>MDOT Structure ID</b>	<b>Structure Condition</b>	
MASON ROAD	42.5993 / -84.0745	47200017000B020	Poor Condition(4)	
<b>Feature</b>	<b>Length / Width / Spans</b>	<b>Owner</b>		
RED CEDAR RIVER IMP. DRN	35.8 / 46.3 / 1	County: Livingston(47)		
<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 3 IOSCO TWP	1990 / / 1990 / 1990	Brighton(3)	P Posted for load(366666)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	5 Prestressed Concrete / 04 Tee Beam	08/25/2021 / NB5D	U Unknown Scour	

Bridge History, Type, Materials	
27 - Year Built	1990
106 - Year Reconstructed	
202 - Year Painted	1990
203 - Year Overlay	1990
43 - Main Span Bridge Type	5 04
44 - Appr Span Bridge Type	
77 - Steel Type	0
78 - Paint Type	0
79 - Rail Type	6
80 - Post Type	0
107 - Deck Type	1
108A - Wearing Surface	6
108B - Membrane	0
108C - Deck Protection	0

Structure Dimensions	
34 - Skew	0
35 - Struct Flared	0
45 - Num Main Spans	1
46 - Num Apprs Spans	0
48 - Max Span Length	31.8
49 - Structure Length	35.8
50A - Width Left Curb/SW	0
50B - Width Right Curb/SW	0
33 - Median	0
51 - Width Curb to Curb	44
52 - Width Out to Out	46.3
112 - NBIS Length	Y

Inspection Data	
90 - Inspection Date	08/25/2021
91 - Inspection Freq	24
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	4
58A/B - Deck Surface/Bottom	6 N
59 - Superstructure Rating	4
59A - Paint Rating	N
60 - Substructure Rating	7
61 - Channel Rating	8
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	

Route Carried By Structure(ON Record)	
5A - Record Type	1
5B - Route Signing	4
5C - Level of Service	0
5D - Route Number	04750
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	0000041044 03
19 - Detour Length	4
20 - Toll Facility	3
26 - Functional Class	07
28A - Lanes On	2
29 - ADT	5110
30 - Year of ADT	2020
32 - Appr Roadway Width	44
32A/B - Ap Pvt Type/Width	5 44
42A - Service Type On	1
47L - Left Horizontal Clear	0.0
47R - Right Horizontal Clear	41.0
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	6132
115 - Year Future ADT	2039
Freeway	0

Structure Appraisal	
36A - Bridge Railing	0
36B - Rail Transition	1
36C - Approach Rail	0
36D - Rail Termination	0
67 - Structure Evaluation	4
68 - Deck Geometry	6
69 - Underclearance	N
71 - Waterway Adequacy	8
72 - Approach Alignment	8
103 - Temporary Structure	
113 - Scour Criticality	U

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	
148 - No. of Pin & Hangers	-1

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	-1
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	6
64F - Fed Oper Rtg Load	1.36
64MA - Mich Oper Rtg Method	6
64MB - Mich Oper Rtg	.92
64MC - Mich Oper Truck	18
65 - Inv Rtg Method	6
66 - Inventory Load	.81
70 - Posting	3
141 - Posted Loading	366666
193 - Overload Class	

MICHIGAN DEPARTMENT OF TRANSPORTATION

**STR 5814**

**WORK RECOMMENDATIONS**

<b>Facility</b> MASON ROAD	<b>Latitude / Longitude</b> 42.5993 / -84.0745	<b>MDOT Structure ID</b> 47200017000B020	<b>Structure Condition</b> Poor Condition(4)	
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<b>Region / County</b> University(6) / Livingston(47)	<b>Material / Design</b> 5 Prestressed Concrete / 04 Tee Beam	<b>Last NBI Inspection</b> 08/25/2021 / NB5D	<b>Scour Evaluation</b> U Unknown Scour	

**WORK RECOMMENDATIONS**

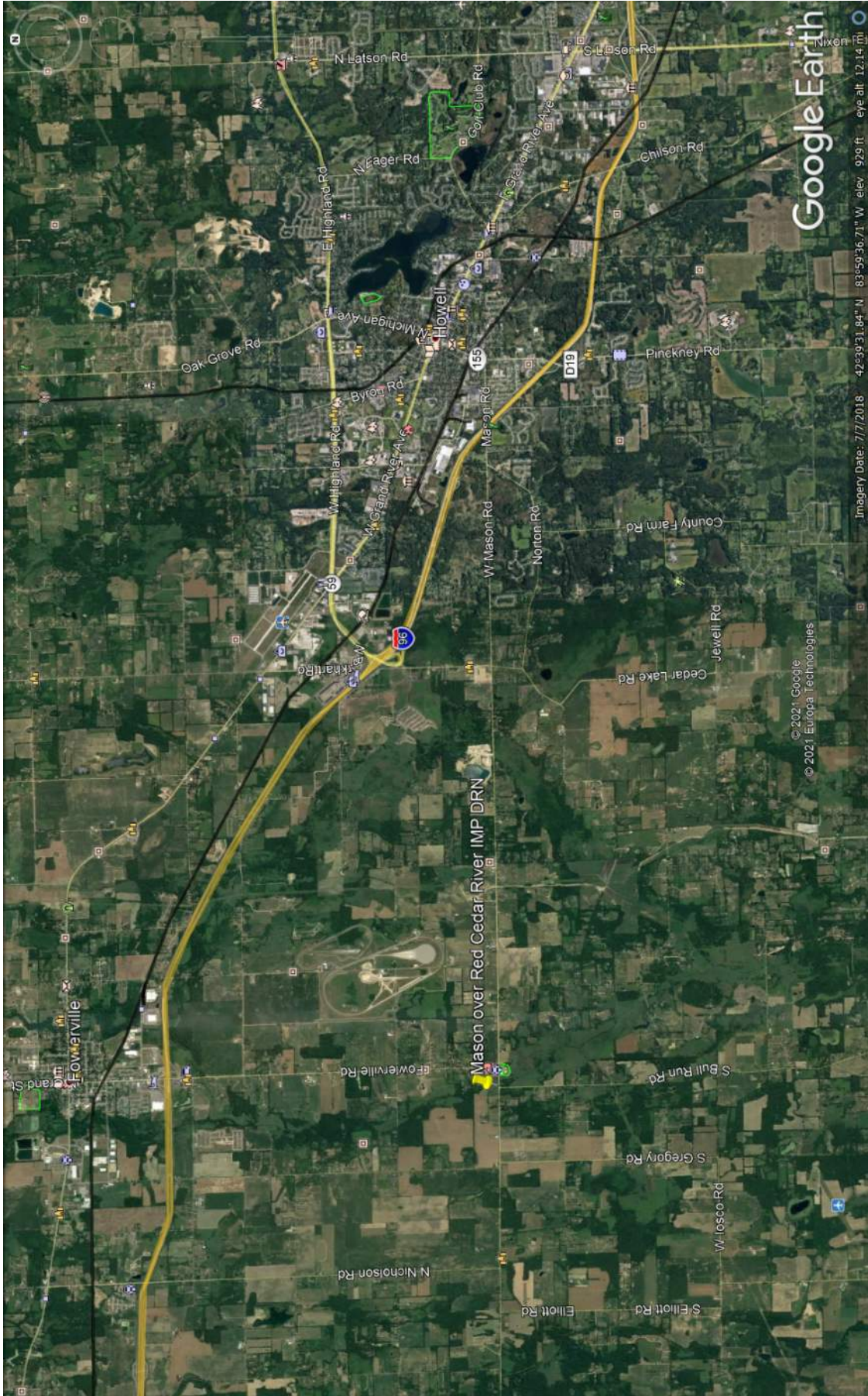
**NB5D**

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	24	08/25/2021

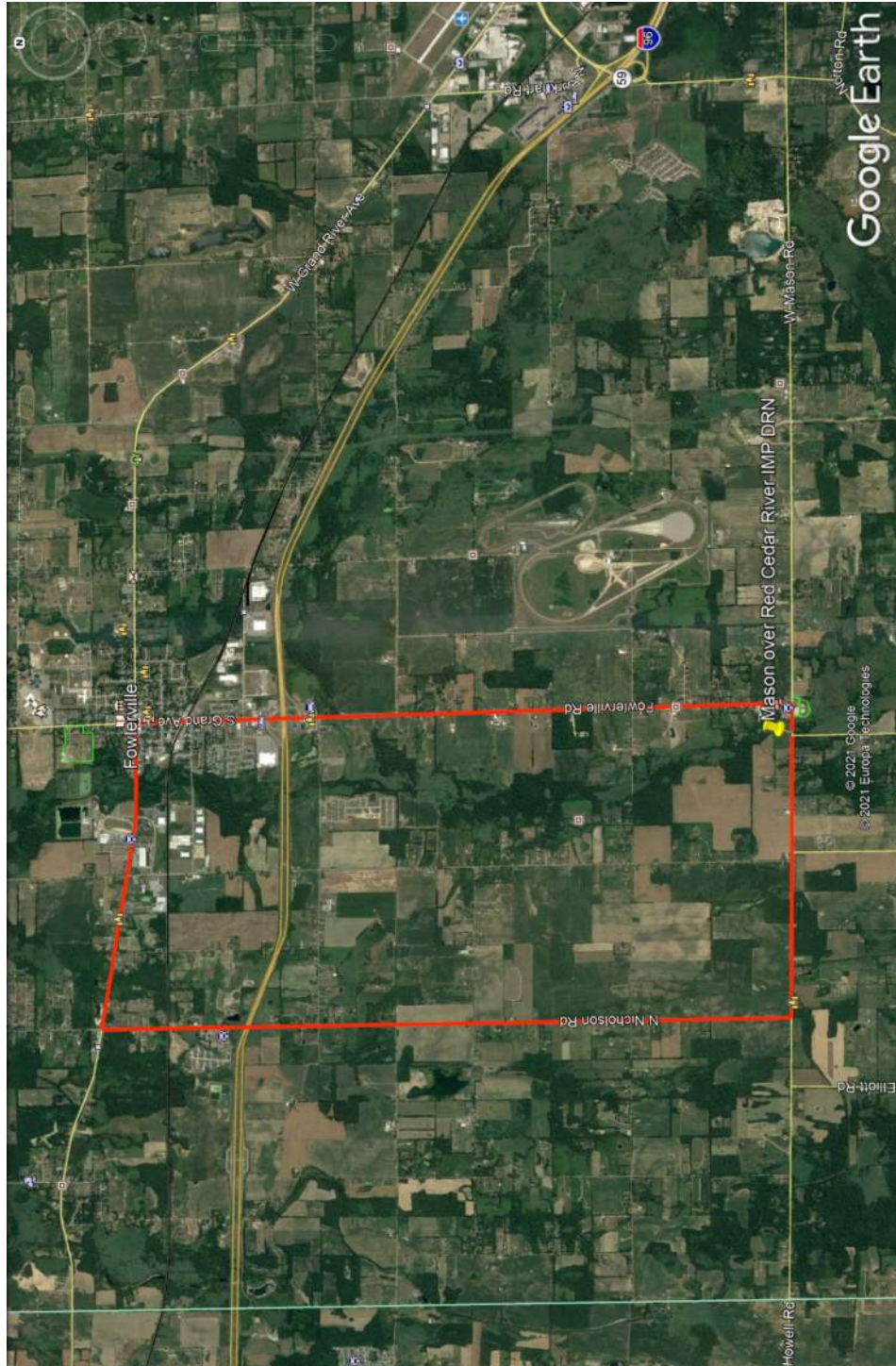
**RECOMMENDATIONS & ACTION ITEMS**

Recommendation Type	Priority	Description
Joint Repair	H	Seal cracks in deck and at reference lines.
Super Repair	M	Repair top flanges of beams and overlay or replace superstructure.
Other	L	Repair twisted and split spacer blocks on guardrail. Grade shoulders. Monitor beams. Load rate structure - beams have degraded.

**1a. Situation Map**



## 2b. Detour Map



W Mason Rd to N Nicholson Rd

To E Grand River Ave

To S Grand Ave

To Fowlerville Rd

To W Mason Rd

Detour: 12.7 miles (Note: Mason is a minor arterial and detour utilizes minor arterial or greater road classifications.)

### 3. Photographs



Eastbound Posted Weight Limit



Westbound Posted Weight Limit



West Approach



East Approach Looking West



West Reference Line



East Reference Line





East Abutment



West Abutment



South Elevation



Underside of Deck at Joint 3



Underside of Deck at Joint 4



Underside of Deck at Joint 5 East



Underside of Deck at Joint 5 West



Barrier

#### **4. Application Requirements for Mason Road over Red Cedar River Imp. Dn.**

##### **A. Local Agency Contact Person**

Steve Wasylk, PE  
Managing Director  
(517) 546-4250

##### **B. The purpose of this application is for the rehabilitation of the bridge carrying Mason Road over Red Cedar River Imp. Dn. Funding requested for superstructure replacement. The Road Commission will be matching 25% of funds on this bridge.**

##### **C. Economic Importance of the Structure**

This structure is located in the west-central portion of the county. It is southwest of I-96 and south of downtown Fowlerville. Mason is an east-west minor arterial road, and this bridge carries 8,000 cars per day. Mason takes traffic in and out of Howell and Fowlerville, south/west of I-96 and continues west into Mason. This structure allows motorists quick and easy access to Howell and Fowlerville. It is one of the few minor arterial routes in the area so keeping the route open is critical and therefore the highest priority project for the county. This bridge is also directly adjacent to a community ball fields and a local market/deli.

The existing structure is a prestressed concrete double T-beam structure built in 1990. The existing beams are in poor condition with spalling of the concrete on the bottom of the top flanges. There is corroded rebar, delamination, cracking and spalling at several joint locations. There is also a broken strand with a 6" spall on each of the affected flanges. There is significant alligator cracking and rutting in the westbound lane of the east approach approximately 15ft east of the reference line.

Recommended repair for the bridge is a superstructure replacement. The County understands that replacement of a superstructure is abnormal for a 31-year-old structure, however the double T beams used in the superstructure have been problematic to the industry due to the minimal amounts of concrete cover and the general slenderness of the members. T-beams have proven not to be durable bridge beam members and their use has been discontinued. Deterioration of the beams has resulted in enough strength loss to require this bridge to be posted for legal loads. Repairing the top flanges of the beams and providing an overlay was considered but determined to be less cost effective than performing a full superstructure replacement due to the continued maintenance, limited extension of the service life and existing weight limits. The most appropriate repair is to replace the superstructure and to provide minor repairs to the existing abutments, which are in good condition.

The county has prepared an asset management plan outlining all roads, bridges, culverts, and signals that are owned. The asset management plan can be found at: [Livingston County Asset Management Plan](#)

There is a very similar structure on Mason Road east of this location that has deterioration patterns that this one has mimicked. The other structure had more severe deterioration and load restrictions and the superstructure was replaced in 2022. Based on the deterioration rates of the structure which was replaced it is anticipated that the superstructure of this structure will deteriorate at a similar rate and will require further load restrictions. The top flanges are continuing to deteriorate, and it's anticipated that in the next couple of year road plate, placed to span the top flanges, or closing the structure will be needed.

**D. If there is a current detour, what does it affect?**

Currently the bridge is open to traffic and there is no detour. The bridge is currently posted for loads.

**E. If the structure were to be closed, what would the detour affect?**

If the structure were to be closed, the detour would affect the many motorists that travel the roadway each day. The roadway is a minor arterial and although much of the local traffic will be able to find a shorter detour the truck traffic will be significantly impacted. This minor arterial is one of only a few south of I-96. For truck traffic needing to navigate Mason Road the detour is lengthy and time consuming. With fuel prices being on the rise this will add cost to companies using this roadway.

In addition, the community using the adjacent ball fields or traveling to the local market will be impacted if trying to access the amenities from the west. They will be required to take the 13-mile detour. Since this is a minor arterial, it is also common for emergency services to use this route when accessing the homes and businesses south/west of I-96. It is likely that an alternate detour could be used, but any time added to emergency response will adversely impact help to those in need.

**F. The structure is not currently closed.**

**G. Maintenance of the Structure**

This structure is regularly inspected and maintained. Most recently cracks in the deck and at the reference line have been sealed. This structure has also been load rated and posted for legal loads as a result of the deterioration in the beams.

## **5. Estimated Rehabilitation Costs**

<u>Superstructure Replacement</u>	
A. Approach Construction	\$ 335,000.00
B. Structure Construction	\$ 684,000.00
Total (A & B)	\$ 1,019,000.00

For a breakdown of Construction costs see Appendix A. **The Road Commission will be matching 25% of funds on this bridge.**

## **6. Priority List**

- 1) Mason Rd over Red Cedar River Imp. Dn. (Rehabilitation - Superstructure Replacement)**
- 2) Marr Rd over Shiawassee River (Bridge Replacement)
- 3) Jones Rd over Bogue Creek (Bridge Replacement)
- 4) Millet Rd over Red Cedar River (Bridge Replacement)

## **7. Resolution**

The resolution is attached in Appendix B.

## **8. Previous Applications**

It is understood that all previous applications have been discarded and that this application will be used to select funding.

## **APPENDIX A**



Exhibit 4 - Cost Estimating Worksheet

2023

BRIDGE COST ESTIMATE WORKSHEET  
- CPM, REHAB, REPLACE -

REV. 01/31/2023

OWNER: Livingston County	FISCAL YEAR: 2026	Out to Out	Curb to Curb	DATE: 3/10/2023
REGION: University		LENGTH 35.8	WIDTH 46.3	ENGINEER: O'Rear
TSC: Brighton	PR: #N/A MP: #N/A		WIDTH 44.0	STRUCTURE ID: 5814
LOCATION: MASON ROAD over RED CEDAR RIVER IMP. DRN				BRIDGE ID: N/A
PRIMARY WORK ACTIVITY Superstructure Replacement		DECK AREA: 1,658	SFT	STR. TYPE: Prestressed Concrete Tee Beam
OTHER WORK: Bridge Approach		CLEAR ROADWAY: 1,575	SFT	

WORK ACTIVITY	MDOT Bridge Design Guides	QUANTITY	UNIT	UNIT COST	TOTAL
<b>NEW BRIDGE</b> (increase deck area based on design standards and hydraulic requirements)					
Single or Multiple Spans, Grade Separation	(add demo, approach, MOT)		SFT	\$415.00 /SFT	
Single Span, Over Water	Length < 100ft (add demo, approach, MOT)		SFT	\$500.00 /SFT	
Multiple Spans, Over Water	Length > 100ft (add demo, approach, MOT)		SFT	\$450.00 /SFT	
Precast Culvert	Length < 40ft (add demo, approach, MOT)		SFT	\$540.00 /SFT	
<b>NEW SUPERSTRUCTURE</b>					
New Superstructure, Grade Separation	(incl. remove exist deck/super; add MOT & approach)		SFT	\$295.00 /SFT	
New Superstructure, Over Water	(incl. remove exist deck/super; add MOT & approach)	1,519.0	SFT	\$300.00 /SFT	\$455,700.00
<b>WIDENING</b>					
Structure Widening, ___ ft	(incl. deck/super/sub widening, add approach transition)		SFT	\$630.00 /SFT	
<b>NEW DECK</b>					
New Bridge Deck & Barrier	(incl. remove exist deck/railing, add approach, MOT)		SFT	\$150.00 /SFT	
<b>DEMOLITION</b>					
Entire Structure, Grade Separation			SFT	\$75.00 /SFT	
Entire Structure, Over Water			SFT	\$95.00 /SFT	
<b>DECK REPAIR / TREATMENTS</b>					
Bridge Railing Replacement	(incl. removal and replacement)		FT	\$750.00 /FT	
Concrete Brush Block / Curb Patch	(incl. hand chipping and formwork)		FT	\$29.00 /FT	
Concrete Barrier Patch	(incl. hand chipping and formwork)		SFT	\$85.00 /SFT	
Concrete Deck Patch	(incl. hand chipping)		SFT	\$68.00 /SFT	
Deep Overlay	(incl. joint repl & hydro)		SFT	\$46.00 /SFT	
Epoxy Overlay	(incl. warranty)		SYD	\$48.00 /SYD	
Expansion Joint Gland Replacement	(remove and replace elastomeric gland)		FT	\$125.00 /FT	
Expansion Joint Replacement	(incl. removal)		FT	\$860.00 /FT	
Full Depth Patch			SFT	\$140.00 /SFT	
Healer / Sealer	(penetrates cracks in bridge deck)		SYD	\$30.00 /SYD	
HMA Overlay with WP membrane			SYD	\$60.00 /SYD	
Overlay Removal	(Epoxy: \$22/syd   Latex: \$26/syd   HMA: \$7/syd)		SYD	\$22.00 /SYD	
Reseal Bridge Joints			FT	\$28.00 /FT	
Shallow Overlay	(incl. joint repl & hydro)		SFT	\$46.00 /SFT	
<b>SUPERSTRUCTURE REPAIR</b>					
Bearing Realignment / Replacement	(incl. temporary supports)		EA	\$6,450.00 EA	
Heat Straightening	(incl. clean and coat)		EA	\$57,000.00 EA	
Pack Rust Repair	(greater than 3/8" separation)		FT	\$1,150.00 /FT	
Paint - Complete	(incl. clean & coat)		SFT	\$30.00 /SFT	
Paint - Partial / Spot / Zone	(incl. clean & coat - \$20k minimum)		SFT	\$60.00 /SFT	
PCI Beam End Blockout	(incl. temporary supports)		EA	\$7,200.00 EA	
Pin & Hanger Replacement	(incl. temporary supports)		EA	\$17,000.00 EA	
Structural Steel Repair	(based on 6ft repair length)		EA	\$4,000.00 EA	
Structural Steel Repair - Stiffener	(includes each side of beam)		EA	\$1,500.00 EA	
<b>SUBSTRUCTURE REPAIR</b>					
Substructure Patching	(measured x 2) replace if repair area > 30%	20.0	CFT	\$360.00 /CFT	\$7,200.00
Substructure Replacement	(incl. temporary supports, excavation)		CFT	\$375.00 /CFT	
Substructure Horizontal Surface Sealer			SYD	\$75.00 /SYD	
Temporary Supports	(add Structural Steel Repair - Stiffener for ea steel beam)		EA	\$4,000.00 EA	
<b>MISCELLANEOUS</b>					
Articulating Concrete Block System (ACB)			SYD	\$320.00 /SYD	
Concrete Surface Coating			SYD	\$47.00 /SYD	
Culvert Cleanout			FT	\$125.00 /FT	
Epoxy Crack Injection	(structural crack repair)		FT	\$70.00 /FT	
Metal Mesh Panels	(48" width, max 6'-6" length)		SFT	\$28.00 /SFT	
Pressure Relief Joint	(use when approach concrete roadway exceeds 1,000ft)		FT	\$110.00 /FT	
Riprap	(assume 10ft distance around perimeter of substructure)		SYD	\$275.00 /SYD	
Silane Treatment	(penetrating sealer for concrete surfaces)		SFT	\$7.00 /SFT	
Slope Protection Repairs			SYD	\$150.00 /SYD	
Other					

**STRUCTURE CONSTRUCTION BUDGET** \$462,900

<b>ROAD WORK</b>					
Approach Pavement, 12" RC	(incl. removal; add curb, gutter, guardrail) 40' ea. end	356.0	SYD	\$230.00 /SYD	\$81,880.00
Approach Curb & Gutter	(incl. removal) 40' ea. quadrant	160.0	FT	\$57.00 /FT	\$9,120.00
Guardrail Anchorage to Bridge	(each quadrant)	4.0	EA	\$2,540.00 /EA	\$10,160.00
Guardrail	(incl. removal) < 200ft beyond reference line	100.0	FT	\$41.00 /FT	\$4,100.00
Guardrail Terminal	(each quadrant)	4.0	EA	\$3,900.00 /EA	\$15,600.00
Roadway Approach Work	(beyond approach pavement)	1.0	LSUM	\$75,000.00 /LSUM	\$75,000.00
Utilities			LSUM		
<b>TRAFFIC CONTROL</b> <i>Unit Cost to be determined by Region or TSC Traffic &amp; Safety</i>					
Part Width Construction			LSUM		
Crossovers			EA		
Temporary Traffic Signals			set		
RR Flagging			LSUM		
Detour		1.0	LSUM	\$30,000.00 /LSUM	\$30,000.00

**RELATED ROAD/TRAFFIC CONSTRUCTION BUDGET** \$225,860

<b>CONTINGENCY</b>	(10% - 20%) (use higher contingency for small projects)	20	%	\$689,000.00	\$138,000.00
<b>MOBILIZATION</b>	(estimate at 10%)	10	%	\$827,000.00	\$83,000.00
<b>INFLATION</b>	(assume 4% per year, beginning in 2024)	12	%	\$910,000.00	\$109,000.00

(Does not include PE or CE)  
(Refer to programming guidelines in Bridge Cost Estimating Worksheet-Key for CE, PE & PE-S)


<b>TOTAL CONSTRUCTION BUDGET</b>		\$1,019,000
15 % CE	CON BUDGET	\$1,172,000
10 % PE	PE BUDGET	\$98,000
% PE	PE-S BUDGET	\$0

## **APPENDIX B**

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5818

BRIDGE SAFETY INSPECTION REPORT

<b>Facility</b>	<b>Latitude / Longitude</b>	<b>MDOT Structure ID</b>	<b>Structure Condition</b>	
MARR ROAD	42.6673 / -83.9755	47200021000B010	Serious Condition(3)	
<b>Feature</b>	<b>Length / Width / Spans</b>	<b>Owner</b>		
S BR SHIAWASSEE RIVER	32.8 / 24.3 / 1	County: Livingston(47)		
<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 10 HOWELL TWP	1937 / / /	Brighton(3)	P Posted for load(172338)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	09/14/2022 / 77F7	U Unknown Scour	

NBI INSPECTION

77F7

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	12	09/14/2022

GENERAL NOTES

Triton barrier restricts traffic to single lane road located over beams with minimal section loss. Beams with significant section loss do not receive live load in the load rating model.

Weight limit signs in place on both ends of bridge	YES
Weight limit shown on signs at bridge	172338
Required advance warning weight limit signs in place	YES
Weight limit shown on advance warning signs	172338

DECK


09/20 09/21 09/22

	09/20	09/21	09/22	
<b>1. Surface (SIA-58A)</b>	6	6	6	Few areas of pitting and some abrasion. Dirt build-up on shoulders. Triton barrier installed in spring 2019. (09/22) Few areas of pitting and some abrasion. Dirt build-up on shoulders. New triton barrier installed in spring 2019. (09/21) Few areas of pitting and some abrasion. Dirt build-up on shoulders. New triton barrier installed in spring 2019. (09/20)
<b>2. Expansion Joints</b>	N	N	N	None. (09/22) None. (09/21) None. (09/20)
<b>3. Other Joints</b>	N	N	N	None. (09/22) None. (09/21) None. (09/20)
<b>4. Railings</b>	5	5	4	North rail spalled at top over entire length with leaching cracks throughout. South barrier spalling on top over half of rail with many leaching cracks. Scaling throughout both barriers. (09/22) North rail spalled at top over entire length with leaching cracks throughout. South barrier spalling on top over half of rail with many leaching cracks. (09/21) North rail spalled at top over entire length with leaching cracks throughout. South barrier spalling on top over half of rail with many leaching cracks. (09/20)
<b>5. Sidewalks or Curbs</b>	N	N	N	(09/22) (09/21) (09/20)
<b>6. Deck Bottom Surface (SIA-58B)</b>	5	5	5	Spalled with steel exposed in both fascia bays. Spalling on both fascias with rebar exposed on both fascias. Inipient spall in bay 3N, 2N, and 3S (09/22) Spalled with steel exposed in both fascia bays. Spalling on both fascias with rebar exposed on both fascias. Inipient spall in bay 3N, 2N, and 3S (09/21) Spalled with steel exposed in both fascia bays. Spalling on both fascias with rebar exposed on both fascias. Inipient spall in bay 3N, 2N, and 3S (09/20)
<b>7. Deck (SIA-58)</b>	5	5	5	Pitted surface and cracking with leaching on underside. Spalled areas under barrier. (09/22) Pitted surface and cracking with leaching on underside. Spalled areas under barrier. (09/21) Pitted surface and cracking with leaching on underside. Spalled areas under barrier. (09/20)

MICHIGAN DEPARTMENT OF TRANSPORTATION

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BRIDGE SAFETY INSPECTION REPORT

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<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 10 HOWELL TWP	1937 / / /	Brighton(3)	P Posted for load(172338)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	09/14/2022 / 77F7	U Unknown Scour	

8. Drainage

(09/22)  
 Road gravel on bridge and approaches do not drain properly because of road grading. Bridge is at high point. Drain holes are blocked. (09/21)  
 Road gravel on bridge and approaches do not drain properly because of road grading. Bridge is at high point. Drain holes are blocked (09/20)

SUPERSTRUCTURE

09/20 09/21 09/22

9. Stringer (SIA-59)

3 3 3

South fascia beam (beam 1S) has several holes in the web and flange detached from deck. First three beams from north fascia have heavy pack rust on webs and flanges. N fascia diaphragm is heavily cracked and the bottom of it has spalled away. South fascia diaphragm has delaminated. NW quad backwall spalled at bottom.

Beam 2S: pack rust on bottom flange and web at 1/4 pts. Heavier section loss at east 1/4 point.

Beam 3S: Hole in web at bottom of West end, thin web for West 1/4 of beam.

Beam 4-6S: Scaling present with minimal section loss

Beam 7S: Scaling with section loss of web and flange at East 1/4 pt and midspan

Beam 8S: Scaling with section loss of web and flange at midspan.

N Fascia Beam: hole in web at East 1/4 pt. Heavy section loss at midspan scaling and pack rust throughout most notably on inside face of beam. Pack rust continues to build up. (09/22)  
 South fascia beam (beam 1S) has several holes in the web and flange detached from deck. First three beams from north fascia have heavy pack rust on webs and flanges. N fascia diaphragm is heavily cracked and the bottom of it has spalled away. South fascia diaphragm has delaminated. NW quad backwall spalled at bottom.

Beam 2S: pack rust on bottom flange and web at 1/4 pts. Heavier section loss at east 1/4 point.

Beam 3S: Hole in web at bottom of West end, thin web for West 1/4 of beam.

Beam 4-6S: Scaling present with minimal section loss

Beam 7S: Scaling with section loss of web and flange at East 1/4 pt and midspan

Beam 8S: Scaling with section loss of web and flange at midspan.

N Fascia Beam: hole in web at East 1/4 pt. Heavy section loss at midspan scaling and pack rust throughout most notably on inside face of beam. (09/21)  
 South fascia beam (beam 1S) has several holes in the web and flange detached from deck. First three beams from north fascia have heavy pack rust on webs and flanges. N fascia diaphragm is heavily cracked and the bottom of it has spalled away. South fascia diaphragm has delaminated. NW quad backwall spalled at bottom.

Beam 2S: pack rust on bottom flange and web at 1/4 pts. Heavier section loss at east 1/4 point.

Beam 3S: Hole in web at bottom of West end, thin web for West 1/4 of beam.

Beam 4-6S: Scaling present with minimal section loss

Beam 7S: Scaling with section loss of web and flange at East 1/4 pt and midspan


Beam 8S: Scaling with section loss of web and flange at midspan.

N Fascia Beam: hole in web at East 1/4 pt. Heavy section loss at midspan scaling and pack rust throughout most notably on inside face of beam. (09/20)

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5818

BRIDGE SAFETY INSPECTION REPORT

<b>Facility</b>	<b>Latitude / Longitude</b>	<b>MDOT Structure ID</b>	<b>Structure Condition</b>	
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<b>Feature</b>	<b>Length / Width / Spans</b>	<b>Owner</b>		
S BR SHIAWASSEE RIVER	32.8 / 24.3 / 1	County: Livingston(47)		
<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 10 HOWELL TWP	1937 / / /	Brighton(3)	P Posted for load(172338)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	09/14/2022 / 77F7	U Unknown Scour	

<b>10. Paint (SIA-59A)</b>	N	N	N	No evidence of previous paint. (09/22) No evidence of previous paint. (09/21) No evidence of previous paint. (09/20)
<b>11. Section Loss</b>	0	0	0	Holes in web of beam 3S and North fascia beam. Holes in south fascia beam. Entire south fascia beam is corroded through. Flange section loss as described above. (09/22) Holes in web of beam 3S and North fascia beam. Holes in south fascia beam. Entire south fascia beam is corroded through. Flange section loss as described above. (09/21) Holes in web of beam 3S and North fascia beam. Holes in south fascia beam. Entire south fascia beam is corroded through. Flange section loss as described above. (09/20)
<b>12. Bearings</b>	6	6	5	Plates have corrosion. Appear to be functioning as intended. Pack rust buildup. (09/22) Plates have corrosion. Appear to be functioning as intended. (09/21) Plates have corrosion. Appear to be functioning as intended. (09/20)

**SUBSTRUCTURE**

	09/20	09/21	09/22	
<b>13. Abutments (SIA-60)</b>	4	4	4	Top 1-ft of end of footing exposed in southwest quadrant. Wingwalls in good condition. West abutment has one full height vertical crack between 2nd and 3rd beam from south fascia. East abutment has one vertical crack in same location. Vertical crack in east abutment is 1" wide at top and 3/4" out of plane. The crack gets larger at the top. (09/22) Top 1-ft of end of footing exposed in southwest quadrant. Wingwalls in good condition. West abutment has one full height vertical crack between 2nd and 3rd beam from south fascia. East abutment has one vertical crack in same location. Vertical crack in east abutment is 1" wide at top and 3/4" out of plane. The crack gets larger at the top. (09/21) Top 1-ft of end of footing exposed in southwest quadrant. Wingwalls in good condition. West abutment has one full height vertical crack between 2nd and 3rd beam from south fascia. East abutment has one vertical crack in same location. Vertical crack in east abutment is 1" wide at top and 3/4" out of plane. The crack gets larger at the top. (09/20)
<b>14. Piers (SIA-60)</b>	N	N	N	(09/22) (09/21) (09/20)
<b>15. Slope Protection</b>	N	N	N	None present. (09/22) None present. (09/21) None present. (09/20)
<b>16. Channel (SIA-61)</b>	5	5	5	Banks are beginning to erode. Minor scour in SW quadrant is not affecting the abutments. Tree debris present upstream. Flow is deeper at east abutment than in middle or west abutment (09/22) Banks are beginning to erode. Minor scour in SW quadrant is not affecting the abutments. Tree debris present upstream. Flow is deeper at east abutment than in middle or west abutment (09/21) Banks are beginning to erode. Minor scour in SW quadrant is not affecting the abutments. Tree debris present upstream. Flow is deeper at east abutment than in middle or west abutment (09/20)
<b>17. Scour Inspection</b>	5	5	5	Top of footing is exposed with scour in SW quadrant. No undermining of footing (09/22) Top of footing is exposed with scour in SW quadrant. No undermining of footing (09/21) Top of footing is exposed with scour in SW quadrant. No undermining of footing (09/20)


**APPROACH**

	09/20	09/21	09/22	
<b>18. Approach Pavement</b>	7	7	6	HMA pavement in good condition with gravel beyond. Transverse cracking and abrasion. (09/22) HMA pavement in good condition with gravel beyond (09/21) HMA pavement in good condition with gravel beyond (09/20)

MICHIGAN DEPARTMENT OF TRANSPORTATION

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BRIDGE SAFETY INSPECTION REPORT

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MARR ROAD	42.6673 / -83.9755	47200021000B010	Serious Condition(3)	
<b>Feature</b>	<b>Length / Width / Spans</b>	<b>Owner</b>		
S BR SHIAWASSEE RIVER	32.8 / 24.3 / 1	County: Livingston(47)		
<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 10 HOWELL TWP	1937 / / /	Brighton(3)	P Posted for load(172338)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	09/14/2022 / 77F7	U Unknown Scour	

- 19. Approach Shoulders Sidewalks** (09/22)  
No defined shoulders. Blocked by Triton barrier. (09/22)  
No defined shoulders. blocked by Triton barrier. (09/21)  
No defined shoulders. blocked by Triton barrier. (09/20)
- 20. Approach Slopes** (09/22)  
No guardrail. Well vegetated slopes. Erosion at ends of wingwalls in all quads. (09/21)  
No guardrail. Well vegetated slopes. Erosion at ends of wingwalls in all quads. (09/20)
- 21. Utilities** (09/22)  
Conduit crossing stream bottom 20' north of bridge. Overhead 150' west of structure crossing road and running west down north side of road. Overhead crossing Marr Rd 300' east of structure. Pole with phone box at base 150' west in NW quad. (09/21)  
Conduit crossing stream bottom 20' north of bridge. Overhead 150' west of structure crossing road and running west down north side of road. Overhead crossing Marr Rd 300' east of structure. Pole with phone box at base 150' west in NW quad. (09/20)
- 22. Drainage Culverts** (09/22)  
Small culvert in northwest quadrant away from bridge. (09/21)  
Small culvert in northwest quadrant away from bridge. (09/20)

**MISCELLANEOUS**

<b>Guard Rail</b>		<b>Other Items</b>	
<u>Item</u>	<u>Rating</u>	<u>Item</u>	<u>Rating</u>
36A. Bridge Railings	0	71. Water Adequacy	8
36B. Transitions	0	72. Approach Alignment	6
36C. Approach Guardrail	0	Temporary Support	0 No Temporary Supports
36D. Approach Guardrail Ends	0	High Load Hit (M)	No
		Special Insp. Equipment	2
		Underwater Insp. Method	1
<b>False Decking (Timber) Removed to Complete Inspection</b>		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		

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STRUCTURE INVENTORY AND APPRAISAL

<b>Facility</b>	<b>Latitude / Longitude</b>	<b>MDOT Structure ID</b>	<b>Structure Condition</b>	
MARR ROAD	42.6673 / -83.9755	47200021000B010	Serious Condition(3)	
<b>Feature</b>	<b>Length / Width / Spans</b>	<b>Owner</b>		
S BR SHIAWASSEE RIVER	32.8 / 24.3 / 1	County: Livingston(47)		
<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 10 HOWELL TWP	1937 / / /	Brighton(3)	P Posted for load(172338)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	09/14/2022 / 77F7	U Unknown Scour	

**Bridge History, Type, Materials**

27 - Year Built	1937
106 - Year Reconstructed	
202 - Year Painted	
203 - Year Overlay	
43 - Main Span Bridge Type	3 02
44 - Appr Span Bridge Type	
77 - Steel Type	1
78 - Paint Type	0
79 - Rail Type	5
80 - Post Type	0
107 - Deck Type	1
108A - Wearing Surface	1
108B - Membrane	0
108C - Deck Protection	0

**Structure Dimensions**

34 - Skew	0
35 - Struct Flared	N
45 - Num Main Spans	1
46 - Num Apprs Spans	0
48 - Max Span Length	30.8
49 - Structure Length	32.8
50A - Width Left Curb/SW	0
50B - Width Right Curb/SW	0
33 - Median	0
51 - Width Curb to Curb	22
52 - Width Out to Out	24.3
112 - NBIS Length	Y

**Inspection Data**

90 - Inspection Date	09/14/2022
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	N
60 - Substructure Rating	4
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	

**Route Carried By Structure(ON Record)**

5A - Record Type	1
5B - Route Signing	4
5C - Level of Service	0
5D - Route Number	04770
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	0000009346 01
19 - Detour Length	7
20 - Toll Facility	3
26 - Functional Class	07
28A - Lanes On	2
29 - ADT	348
30 - Year of ADT	2014
32 - Appr Roadway Width	20
32A/B - Ap Pvt Type/Width	2 20.01
42A - Service Type On	1
47L - Left Horizontal Clear	0.0
47R - Right Horizontal Clear	21.7
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	400
115 - Year Future ADT	2034
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	4
69 - Underclearance	N
71 - Waterway Adequacy	8
72 - Approach Alignment	6
103 - Temporary Structure	
113 - Scour Criticality	U

**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	
148 - No. of Pin & Hangers	-1

**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	-1
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	6
41 - Open, Posted, Closed	P
63 - Fed Oper Rtg Method	6
64F - Fed Oper Rtg Load	.65
64MA - Mich Oper Rtg Method	6
64MB - Mich Oper Rtg	.49
64MC - Mich Oper Truck	18
65 - Inv Rtg Method	6
66 - Inventory Load	.39
70 - Posting	0
141 - Posted Loading	172338
193 - Overload Class	

MICHIGAN DEPARTMENT OF TRANSPORTATION

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WORK RECOMMENDATIONS

<b>Facility</b>	<b>Latitude / Longitude</b>	<b>MDOT Structure ID</b>	<b>Structure Condition</b>	
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<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 10 HOWELL TWP	1937 / / /	Brighton(3)	P Posted for load(172338)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	09/14/2022 / 77F7	U Unknown Scour	

WORK RECOMMENDATIONS

77F7

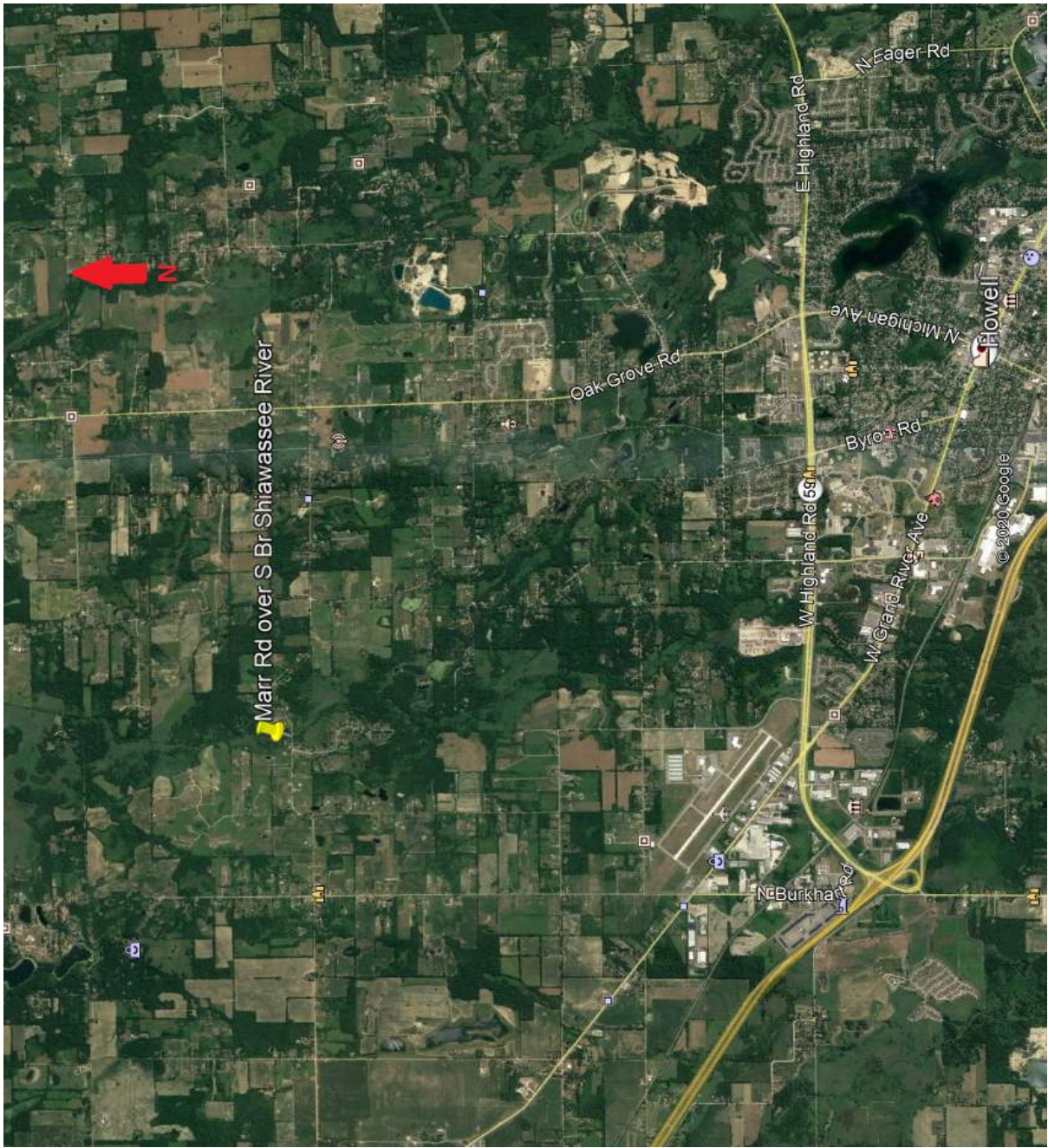
Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	12	09/14/2022

RECOMMENDATIONS & ACTION ITEMS

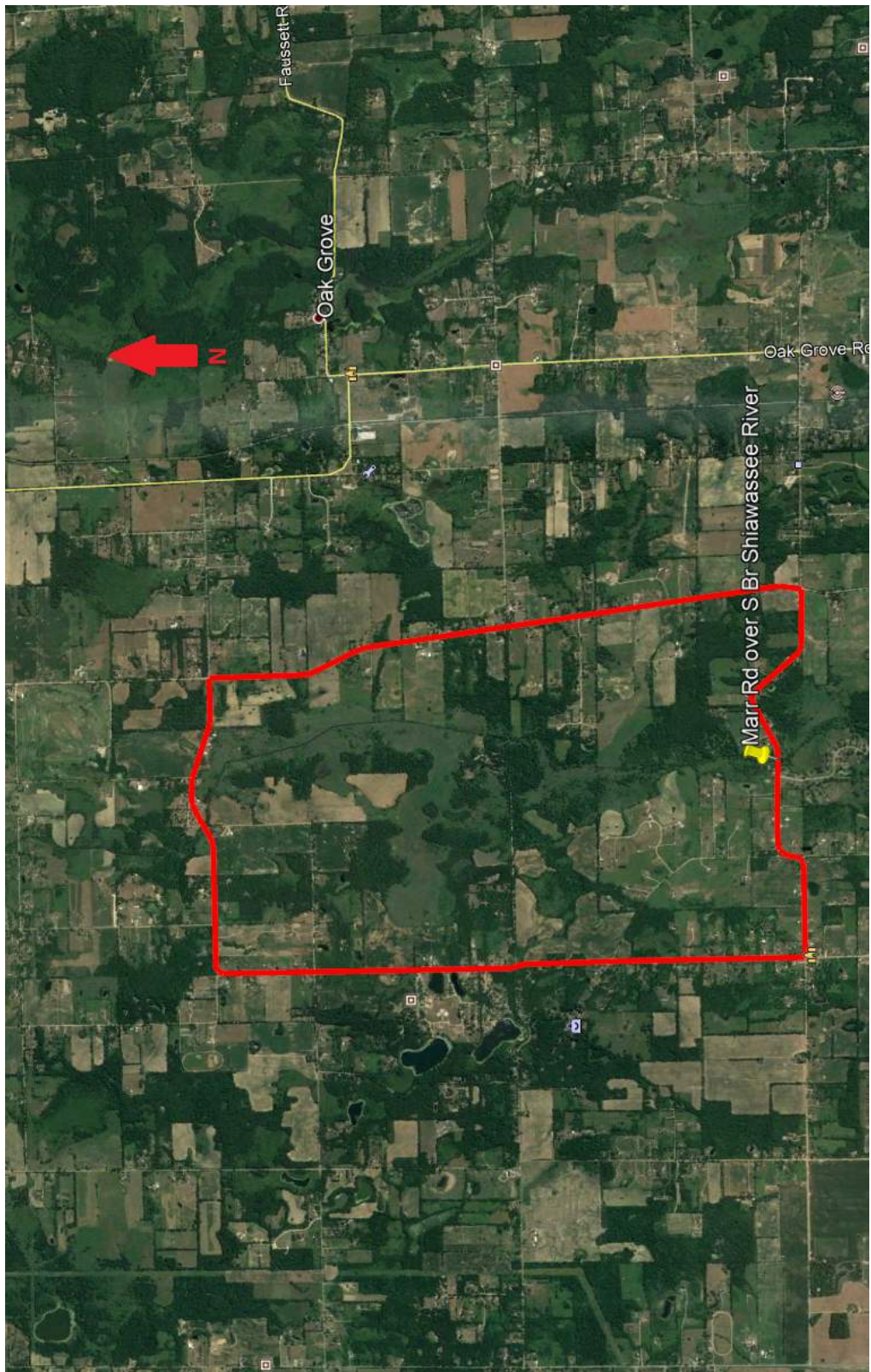
Recommendation Type	Priority	Description
Bridge Repl.	L	Replace bridge.



**1a. Situation Map**



## 2b. Detour Map



Marr Rd to Burkhart Rd  
to Chase Lake Rd  
to Byron Rd  
to Marr Rd

## 3. Photographs

Detour Length: 9.5 Miles



East Approach Looking West



Typical Posting



Surface



Typical Temporary Barrier



East Abutment



West Abutment



Interior Beams



Beam 3 South with Section Loss



South Fascia Beam



North Fascia Beam

#### **4. Application Requirements for Marr Rd over S Br Shiawassee River**

##### **A. Local Agency Contact Person**

Steven J. Wasylk  
Managing Director  
(517) 546-4250

##### **B. The purpose of this application is for the replacement of the bridge carrying Marr Rd over S Br Shiawassee River. The Road Commission will be matching 10% of funds on this bridge.**

##### **C. Economic Importance of the Structure**

This structure is located approximately 3.1 miles north of M-59 and 2 miles west of Oak Grove Road. Marr is classified as a minor collector according to the National Function Classification system. It is an east/west roadway that serves residential and farming areas between Howell and Oak Grove. With the many lakes and swamps in the immediate area there are a limited number of roadways that run east/west.

Although there are no schools in the immediate area of the bridge, Marr Road is utilized by the school district for bussing purposes. It is one of the major east/west roadways in the area. If bus traffic is not able to cross the bridge it will put a financial burden on the already tight school budgets because of increased length of bus routes. Emergency vehicles would also be impacted by the closing as well, increasing response times.

The existing bridge is a one span steel beam simply supported structure on concrete abutments. The existing structure is in serious condition and rated a 3 overall. It is posted for load and carries only one lane of traffic due to temporary barriers being placed to keep traffic off the exterior beams. The stringers are in serious condition and rated a 3. The south fascia beam has several holes in the web and the flange has detached from the deck. Beam 2S has pack rust on bottom flange and web at quarter points. Beam 3S has a hole in the web at the bottom of the west end and thin web for the rest of the west quarter of the beam. Beams 4-6S have scaling with minimal section loss. Beam 7S has scaling with section loss of web and flange at the east quarter point and midspan. Beam 8S has scaling with section loss of flange and web and midspan. The north fascia beam has a hole in the web at the east quarter point. Heavy section loss has also occurred at midspan with pack rust and scaling throughout the rest of the beam.

The abutments are in poor condition and rated a 4. The west abutment has one full height vertical crack. The east abutment has a wide full height vertical crack that is greater than 1-inch at the top and the two halves have begun to rotate and are 3/4" out of plane.



The county has prepared an asset management plan outlining all roads, bridges, culverts, and signals that are owned. The asset management plan can be found at: [Livingston County Asset Management Plan](#)

The recommended course of action for the bridge is to do a full replacement. The stringers have reached a point where they cannot carry the required loads and cannot be cost effectively repair due to their condition. A superstructure replacement is not recommended because of the large crack in the abutment that is rotating out of plane. This is a sign of more serious issues that can only be address by replacing the abutments.

**D. If there is a current detour, what does it affect?**

Currently the bridge is open to traffic and there is no detour. However, temporary barriers have been placed to keep traffic from applying load to the fascia beams, resulting in a one lane bridge.

**E. If the structure were to be closed, what would the detour affect?**

If the structure were to be closed, the detour would affect the residents in the area. Marr Road is one of the few east/west roads in the area and closing it will increase volumes of traffic on the surrounding roadways. The school system, with its already tight budget, will have cost increases because of the need to reroute its busses. Emergency vehicles would have to take a longer route to reach emergencies in the area. As seconds matters in an emergency, this could become a public safety issue.

**F. The structure is not currently closed.**

**G. Maintenance of the Structure**

No maintenance has been done on this structure.

**5. Estimated Rehabilitation Costs**

<u>Bridge Replacement</u>	
A. Road/Traffic	\$ 322,000.00
B. Structure Construction	\$ 1,265,000.00
Total (A & B)	\$ 1,587,000.00

For a breakdown of Construction costs, see Appendix A. **The Road Commission will be matching 10% of funds on this bridge.**

## **6. Priority List**

1. Mason Rd over Red Cedar River Imp. Dn. (Rehabilitation - Superstructure Replacement)
- 2. Marr Rd over Shiawassee River (Bridge Replacement)**
3. Jones Rd over Bogue Creek (Bridge Replacement)
4. Munsell Rd over Red Cedar River (Bridge Replacement)

## **7. Resolution**

The resolution is attached in Appendix B.

## **8. Previous Applications**

It is understood that all previous applications have been discarded and that this application will be used to select funding.

## **APPENDIX A**

Exhibit 4 - Cost Estimating Worksheet

2023

BRIDGE COST ESTIMATE WORKSHEET  
- CPM, REHAB, REPLACE -

REV. 01/31/2023

OWNER: Livingston County	FISCAL YEAR: 2026	Out to Out	Curb to Curb	DATE: 3/10/2023
REGION: University		LENGTH 32.8	WIDTH 24.3	ENGINEER: O'Rear
TSC: Brighton	PR: #N/A MP: #N/A		WIDTH 22.0	STRUCTURE ID: 5818
	LOCATION: MARR ROAD over S BR SHIAWASSEE RIVER			BRIDGE ID: N/A
PRIMARY WORK ACTIVITY: Bridge Replacement		DECK AREA: 797	SFT	STR. TYPE: Steel
OTHER WORK:		CLEAR ROADWAY: 722	SFT	Multi-Stringer, W or I-Beam

WORK ACTIVITY	MDOT Bridge Design Guides	QUANTITY	UNIT	UNIT COST	TOTAL
<b>NEW BRIDGE</b> (increase deck area based on design standards and hydraulic requirements)					
Single or Multiple Spans, Grade Separation	(add demo, approach, MOT)		SFT	\$415.00 /SFT	
Single Span, Over Water	Length < 100ft (add demo, approach, MOT)	1,558.6	SFT	\$500.00 /SFT	\$779,316.67
Multiple Spans, Over Water	Length > 100ft (add demo, approach, MOT)		SFT	\$450.00 /SFT	
Precast Culvert	Length < 40ft (add demo, approach, MOT)		SFT	\$540.00 /SFT	
<b>NEW SUPERSTRUCTURE</b>					
New Superstructure, Grade Separation	(incl. remove exist deck/super; add MOT & approach)		SFT	\$295.00 /SFT	
New Superstructure, Over Water	(incl. remove exist deck/super; add MOT & approach)		SFT	\$300.00 /SFT	
<b>WIDENING</b>					
Structure Widening, ___ ft	(incl. deck/super/sub widening, add approach transition)		SFT	\$630.00 /SFT	
<b>NEW DECK</b>					
New Bridge Deck & Barrier	(incl. remove exist deck/railing, add approach, MOT)		SFT	\$150.00 /SFT	
<b>DEMOLITION</b>					
Entire Structure, Grade Separation			SFT	\$75.00 /SFT	
Entire Structure, Over Water		797.0	SFT	\$95.00 /SFT	\$75,718.80
<b>DECK REPAIR / TREATMENTS</b>					
Bridge Railing Replacement	(incl. removal and replacement)		FT	\$750.00 /FT	
Concrete Brush Block / Curb Patch	(incl. hand chipping and formwork)		FT	\$29.00 /FT	
Concrete Barrier Patch	(incl. hand chipping and formwork)		SFT	\$85.00 /SFT	
Concrete Deck Patch	(incl. hand chipping)		SFT	\$68.00 /SFT	
Deep Overlay	(incl. joint repl & hydro)		SFT	\$46.00 /SFT	
Epoxy Overlay	(incl. warranty)		SYD	\$48.00 /SYD	
Expansion Joint Gland Replacement	(remove and replace elastomeric gland)		FT	\$125.00 /FT	
Expansion Joint Replacement	(incl. removal)		FT	\$860.00 /FT	
Full Depth Patch			SFT	\$140.00 /SFT	
Healer / Sealer	(penetrates cracks in bridge deck)		SYD	\$30.00 /SYD	
HMA Overlay with WP membrane			SYD	\$60.00 /SYD	
Overlay Removal	(Epoxy: \$22/syd   Latex: \$26/syd   HMA: \$7/syd)		SYD	\$22.00 /SYD	
Reseal Bridge Joints			FT	\$28.00 /FT	
Shallow Overlay	(incl. joint repl & hydro)		SFT	\$46.00 /SFT	
<b>SUPERSTRUCTURE REPAIR</b>					
Bearing Realignment / Replacement	(incl. temporary supports)		EA	\$6,450.00 EA	
Heat Straightening	(incl. clean and coat)		EA	\$57,000.00 EA	
Pack Rust Repair	(greater than 3/8" separation)		FT	\$1,150.00 /FT	
Paint - Complete	(incl. clean & coat)		SFT	\$30.00 /SFT	
Paint - Partial / Spot / Zone	(incl. clean & coat - \$20k minimum)		SFT	\$60.00 /SFT	
PCI Beam End Blockout	(incl. temporary supports)		EA	\$7,200.00 EA	
Pin & Hanger Replacement	(incl. temporary supports)		EA	\$17,000.00 EA	
Structural Steel Repair	(based on 6ft repair length)		EA	\$4,000.00 EA	
Structural Steel Repair - Stiffener	(includes each side of beam)		EA	\$1,500.00 EA	
<b>SUBSTRUCTURE REPAIR</b>					
Substructure Patching	(measured x 2) replace if repair area > 30%		CFT	\$360.00 /CFT	
Substructure Replacement	(incl. temporary supports, excavation)		CFT	\$375.00 /CFT	
Substructure Horizontal Surface Sealer			SYD	\$75.00 /SYD	
Temporary Supports	(add Structural Steel Repair - Stiffener for ea steel beam)		EA	\$4,000.00 EA	
<b>MISCELLANEOUS</b>					
Articulating Concrete Block System (ACB)			SYD	\$320.00 /SYD	
Concrete Surface Coating			SYD	\$47.00 /SYD	
Culvert Cleanout			FT	\$125.00 /FT	
Epoxy Crack Injection	(structural crack repair)		FT	\$70.00 /FT	
Metal Mesh Panels	(48" width, max 6'-6" length)		SFT	\$28.00 /SFT	
Pressure Relief Joint	(use when approach concrete roadway exceeds 1,000ft)		FT	\$110.00 /FT	
Riprap	(assume 10ft distance around perimeter of substructure)		SYD	\$275.00 /SYD	
Silane Treatment	(penetrating sealer for concrete surfaces)		SFT	\$7.00 /SFT	
Slope Protection Repairs			SYD	\$150.00 /SYD	
Other					

**STRUCTURE CONSTRUCTION BUDGET** \$855,035

<b>ROAD WORK</b>					
Approach Pavement, 12" RC	(incl. removal; add curb, gutter, guardrail) 40' ea. end	302.2	SYD	\$230.00 /SYD	\$69,511.11
Approach Curb & Gutter	(incl. removal) 40' ea. quadrant	160.0	FT	\$57.00 /FT	\$9,120.00
Guardrail Anchorage to Bridge	(each quadrant)	4.0	EA	\$2,540.00 /EA	\$10,160.00
Guardrail	(incl. removal) < 200ft beyond reference line	200.0	FT	\$41.00 /FT	\$8,200.00
Guardrail Terminal	(each quadrant)	4.0	EA	\$3,900.00 /EA	\$15,600.00
Roadway Approach Work	(beyond approach pavement)	1.0	LSUM	\$75,000.00 /LSUM	\$75,000.00
Utilities			LSUM		
<b>TRAFFIC CONTROL</b> <i>Unit Cost to be determined by Region or TSC Traffic &amp; Safety</i>					
Part Width Construction			LSUM		
Crossovers			EA		
Temporary Traffic Signals			set		
RR Flagging			LSUM		
Detour		1.0	LSUM	\$30,000.00 /LSUM	\$30,000.00

**RELATED ROAD/TRAFFIC CONSTRUCTION BUDGET** \$217,591

<b>CONTINGENCY</b>	(10% - 20%) (use higher contingency for small projects)	20	%	\$1,073,000.00	\$215,000
<b>MOBILIZATION</b>	(estimate at 10%)	10	%	\$1,288,000.00	\$129,000
<b>INFLATION</b>	(assume 4% per year, beginning in 2024)	12	%	\$1,417,000.00	\$170,000

(Does not include PE or CE)  
(Refer to programming guidelines in Bridge Cost Estimating Worksheet-Key for CE, PE & PE-S)


<b>TOTAL CONSTRUCTION BUDGET</b>		\$1,587,000
15 % CE	CON BUDGET	\$1,825,000
10 % PE	PE BUDGET	\$152,000
% PE	PE-S BUDGET	\$0

## **APPENDIX B**

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5848

BRIDGE SAFETY INSPECTION REPORT

<b>Facility</b> JONES ROAD	<b>Latitude / Longitude</b> 42.7216 / -83.9317	<b>MDOT Structure ID</b> 47302H00004B010	<b>Structure Condition</b> Poor Condition(4)	
<b>Feature</b> BOGUE CREEK	<b>Length / Width / Spans</b> 37.7 / 22 / 2	<b>Owner</b> County: Livingston(47)		
<b>Location</b> SEC 24 COHOCTAH TWP	<b>Built / Recon. / Paint / Ovly.</b> 1941 / / /	<b>TSC</b> Brighton(3)	<b>Operational Status</b> A Open, no restriction(A)	
<b>Region / County</b> University(6) / Livingston(47)	<b>Material / Design</b> 3 Steel / 02 Multi Str Non Comp	<b>Last NBI Inspection</b> 08/25/2022 / 639G	<b>Scour Evaluation</b> U Unknown Scour	

NBI INSPECTION

639G

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	12	08/25/2022

GENERAL NOTES

Moved to 12 month cycle in 2022 due to deteriorating pier condition.

DECK

	08/18	08/20	08/22	
<b>1. Surface (SIA-58A)</b>	6	6	6	Entire surface is abraded. Few small spalls. Gravel buildup along brushblock with vegetation. (08/22) Entire surface is abraded. Few small spalls. (08/20) Entire surface is abraded. Few small spalls. (08/18)
<b>2. Expansion Joints</b>	N	N	N	(08/22) (08/20) (08/18)
<b>3. Other Joints</b>	N	N	N	(08/22) (08/20) (08/18)
<b>4. Railings</b>	5	5	5	Surface is corroded. Pack rust on vertical posts 2" up. Section loss on some of the vertical posts. some section loss and pack rust at post bases. (08/22) Surface is corroded. Pack rust on vertical posts 2" up. Section loss on some of the vertical posts. some section loss and pack rust at post bases. (08/20) Surface is corroded. Pack rust on vertical posts 2" up. Section loss on some of the vertical posts. (08/18)
<b>5. Sidewalks or Curbs</b>	5	5	5	Minor cracking and previous repairs are delaminating. A few minor spalls along top corner. (08/22) Minor cracking and previous repairs are delaminating. A few minor spalls along top corner. (08/20) Minor cracking and previous repairs are delaminating. A few minor spalls along top corner. (08/18)
<b>6. Deck Bottom Surface (SIA-58B)</b>	7	7	6	Rebar visible in SW quadrant. Small spall in NE bay. Isolated shallow spalls throughout. (08/22) Rebar visible in SW quadrant. No other cracks noted. (08/20) Rebar visible in SW quadrant. No other cracks noted. (08/18)
<b>7. Deck (SIA-58)</b>	6	6	6	Entire surface is abraded. Few small spalls. Gravel buildup along brushblock with vegetation. (08/22) Abraded surface and one small area with spalling on bottom. (08/20) Abraded surface and one small area with spalling on bottom. (08/18)
<b>8. Drainage</b>				(08/22) (08/20) (08/18)


SUPERSTRUCTURE

08/18 08/20 08/22

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5848

BRIDGE SAFETY INSPECTION REPORT

<b>Facility</b>	<b>Latitude / Longitude</b>	<b>MDOT Structure ID</b>	<b>Structure Condition</b>	
JONES ROAD	42.7216 / -83.9317	47302H00004B010	Poor Condition(4)	
<b>Feature</b>	<b>Length / Width / Spans</b>	<b>Owner</b>		
BOGUE CREEK	37.7 / 22 / 2	County: Livingston(47)		
<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 24 COHOCTAH TWP	1941 / / /	Brighton(3)	A Open, no restriction(A)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	08/25/2022 / 639G	U Unknown Scour	

<b>9. Stringer (SIA-59)</b>	6	6	6	North fascia beam has heavy section loss on bottom flange and web. Mostly in inside face. Rest of beams are corroded with minor section loss. North beam west span is in poor condition. (08/22) North fascia beam has heavy section loss on bottom flange and web. Mostly in inside face. Rest of beams are corroded with minor section loss. (08/20) North fascia beam has heavy section loss on bottom flange and web. Mostly in inside face. Rest of beams are corroded with minor section loss. (08/18)
<b>10. Paint (SIA-59A)</b>	2	2	2	Nearly all paint is deteriorated. (08/22) Nearly all paint is deteriorated. (08/20) Nearly all paint is deteriorated. (08/18)
<b>11. Section Loss</b>	1	1	1	North fascia beam has heavy section loss in west span. (08/22) North fascia beam has heavy section loss in west span. (08/20) North fascia beam has heavy section loss. (08/18)
<b>12. Bearings</b>	7	7	6	Steel plates are corroded, but no problems noted. Steel on timber. (08/22) Steel plates are corroded, but no problems noted. (08/20) Steel plates are corroded, but no problems noted. (08/18)

**SUBSTRUCTURE**

	08/18	08/20	08/22	
<b>13. Abutments (SIA-60)</b>	4	4	4	Few splits in piles. West abutment is in good condition. SE and NE bay timbers are cracked, split and checked (east abutment). Soil is visible behind walls. (08/22) Few splits in piles. West abutment is in good condition. SE and NE bay timbers are cracked, split and checked (east abutment). Soil is visible behind walls. (08/20) Few splits in piles. West abutment is in good condition. SE and NE bay timbers are cracked, split and checked (east abutment). Soil is visible behind walls. (08/18)
<b>14. Piers (SIA-60)</b>	4	4	4	A couple of longitudinal checks and splits on the cap. Debris on pier cross bracing. North, south, and second pile from south piles are hollow. Evidence of rot in pier cap ends. (08/22) A couple of longitudinal cracks on the cap. Debris on pier cross bracing. North, south, and second pile from south piles are hollow. No distress noted on pile cap. (08/20) A couple of longitudinal cracks on the cap. Debris on pier cross bracing. North, south, and second pile from south piles are hollow. No distress noted on pile cap. (08/18)
<b>15. Slope Protection</b>	N	N	N	(08/22) (08/20) (08/18)
<b>16. Channel (SIA-61)</b>	6	6	5	West bank encroaching on channel. Most of channel flow is through east span. Tree debris around pier columns and bracing. Bridge is near bend in river. Channel flows from south to north. (08/22) West bank encroaching on channel. Most of channel flow is through east span. Tree debris in channel with fallen tree in SE quad. Tree debris around pier columns and bracing. Bridge is near bend in river. Channel flows from south to north. (08/20) West bank encroaching on channel. Most of channel flow is through east span. Tree debris in channel with fallen tree in SE quad. Tree debris around pier columns and bracing. Bridge is near bend in river. Channel flows from south to north. (08/18)
<b>17. Scour Inspection</b>	6	6	5	No sign of scour. East abutment has stone along it. No protection visible along west abutment. Channel is irregular throughout bridge. (08/22) No sign of scour. East abutment has stone along it. No protection visible along west abutment. (08/20) No sign of scour. East abutment has stone along it. No protection along west abutment. (08/18)

**APPROACH**

08/18 08/20 08/22

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5848

BRIDGE SAFETY INSPECTION REPORT

<b>Facility</b> JONES ROAD	<b>Latitude / Longitude</b> 42.7216 / -83.9317	<b>MDOT Structure ID</b> 47302H00004B010	<b>Structure Condition</b> Poor Condition(4)	
<b>Feature</b> BOGUE CREEK	<b>Length / Width / Spans</b> 37.7 / 22 / 2	<b>Owner</b> County: Livingston(47)		
<b>Location</b> SEC 24 COHOCTAH TWP	<b>Built / Recon. / Paint / Ovly.</b> 1941 / / /	<b>TSC</b> Brighton(3)	<b>Operational Status</b> A Open, no restriction(A)	
<b>Region / County</b> University(6) / Livingston(47)	<b>Material / Design</b> 3 Steel / 02 Multi Str Non Comp	<b>Last NBI Inspection</b> 08/25/2022 / 639G	<b>Scour Evaluation</b> U Unknown Scour	

<b>18. Approach Pavement</b>	7	6	6	Well graded gravel surface. A few shallow potholes at reference lines. (08/22) Well graded gravel surface. A few shallow potholes at reference lines. (08/20) Well graded gravel surface. (08/18)
<b>19. Approach Shoulders Sidewalks</b>	6	6	6	Shoulders are built up and do not allow the road to drain properly. Grassy and stable. (08/22) Shoulders are built up and do not allow the road to drain properly. Grassy and stable. (08/20) Shoulders are built up and do not allow the road to drain properly. Grassy and stable. (08/18)
<b>20. Approach Slopes</b>				Vegetated with minor erosion behind all wingwalls. (08/22) Vegetated with minor erosion behind all wingwalls. (08/20) Vegetated with minor erosion behind all wingwalls. (08/18)
<b>21. Utilities</b>				OH 350' upstream. (08/22) OH 350' upstream. (08/20) OH 350' upstream. (08/18)
<b>22. Drainage Culverts</b>				None. (08/22) None. (08/20) None. (08/18)

MISCELLANEOUS

Guard Rail		Other Items	
Item	Rating	Item	Rating
36A. Bridge Railings	0	71. Water Adequacy	7
36B. Transitions	0	72. Approach Alignment	5
36C. Approach Guardrail	0	Temporary Support	0 No Temporary Supports
36D. Approach Guardrail Ends	0	High Load Hit (M)	No
		Special Insp. Equipment	
		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 5848

STRUCTURE INVENTORY AND APPRAISAL

<b>Facility</b>	<b>Latitude / Longitude</b>	<b>MDOT Structure ID</b>	<b>Structure Condition</b>	
JONES ROAD	42.7216 / -83.9317	47302H00004B010	Poor Condition(4)	
<b>Feature</b>	<b>Length / Width / Spans</b>	<b>Owner</b>		
BOGUE CREEK	37.7 / 22 / 2	County: Livingston(47)		
<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 24 COHOCTAH TWP	1941 / / /	Brighton(3)	A Open, no restriction(A)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	08/25/2022 / 639G	U Unknown Scour	

**Bridge History, Type, Materials**

27 - Year Built	1941
106 - Year Reconstructed	
202 - Year Painted	
203 - Year Overlay	
43 - Main Span Bridge Type	3 02
44 - Appr Span Bridge Type	
77 - Steel Type	0
78 - Paint Type	0
79 - Rail Type	
80 - Post Type	
107 - Deck Type	1
108A - Wearing Surface	1
108B - Membrane	0
108C - Deck Protection	0

**Structure Dimensions**

34 - Skew	5
35 - Struct Flared	0
45 - Num Main Spans	2
46 - Num Apprs Spans	0
48 - Max Span Length	18.7
49 - Structure Length	37.7
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	22
112 - NBIS Length	Y

**Inspection Data**

90 - Inspection Date	08/25/2022
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	6
58A/B - Deck Surface/Bottom	6 6
59 - Superstructure Rating	6
59A - Paint Rating	2
60 - Substructure Rating	4
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	

**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	0000009399 02
19 - Detour Length	7
20 - Toll Facility	3
26 - Functional Class	09
28A - Lanes On	2
29 - ADT	70
30 - Year of ADT	2015
32 - Appr Roadway Width	18
32A/B - Ap Pvt Type/Width	2 18.01
42A - Service Type On	1
47L - Left Horizontal Clear	0.0
47R - Right Horizontal Clear	20.7
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	100
115 - Year Future ADT	2035
Freeway	0

**Structure Appraisal**

36A - Bridge Railing	0
36B - Rail Transition	0
36C - Approach Rail	0
36D - Rail Termination	0
67 - Structure Evaluation	4
68 - Deck Geometry	5
69 - Underclearance	N
71 - Waterway Adequacy	7
72 - Approach Alignment	5
103 - Temporary Structure	
113 - Scour Criticality	U

**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	1
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	-1
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	6
41 - Open, Posted, Closed	A
63 - Fed Oper Rtg Method	6
64F - Fed Oper Rtg Load	1.13
64MA - Mich Oper Rtg Method	6
64MB - Mich Oper Rtg	1.11
64MC - Mich Oper Truck	18
65 - Inv Rtg Method	6
66 - Inventory Load	.68
70 - Posting	5
141 - Posted Loading	
193 - Overload Class	N

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5848

WORK RECOMMENDATIONS

<b>Facility</b> JONES ROAD	<b>Latitude / Longitude</b> 42.7216 / -83.9317	<b>MDOT Structure ID</b> 47302H00004B010	<b>Structure Condition</b> Poor Condition(4)	
<b>Feature</b> BOGUE CREEK	<b>Length / Width / Spans</b> 37.7 / 22 / 2	<b>Owner</b> County: Livingston(47)		
<b>Location</b> SEC 24 COHOCTAH TWP	<b>Built / Recon. / Paint / Ovly.</b> 1941 / / /	<b>TSC</b> Brighton(3)	<b>Operational Status</b> A Open, no restriction(A)	
<b>Region / County</b> University(6) / Livingston(47)	<b>Material / Design</b> 3 Steel / 02 Multi Str Non Comp	<b>Last NBI Inspection</b> 08/25/2022 / 639G	<b>Scour Evaluation</b> U Unknown Scour	

WORK RECOMMENDATIONS

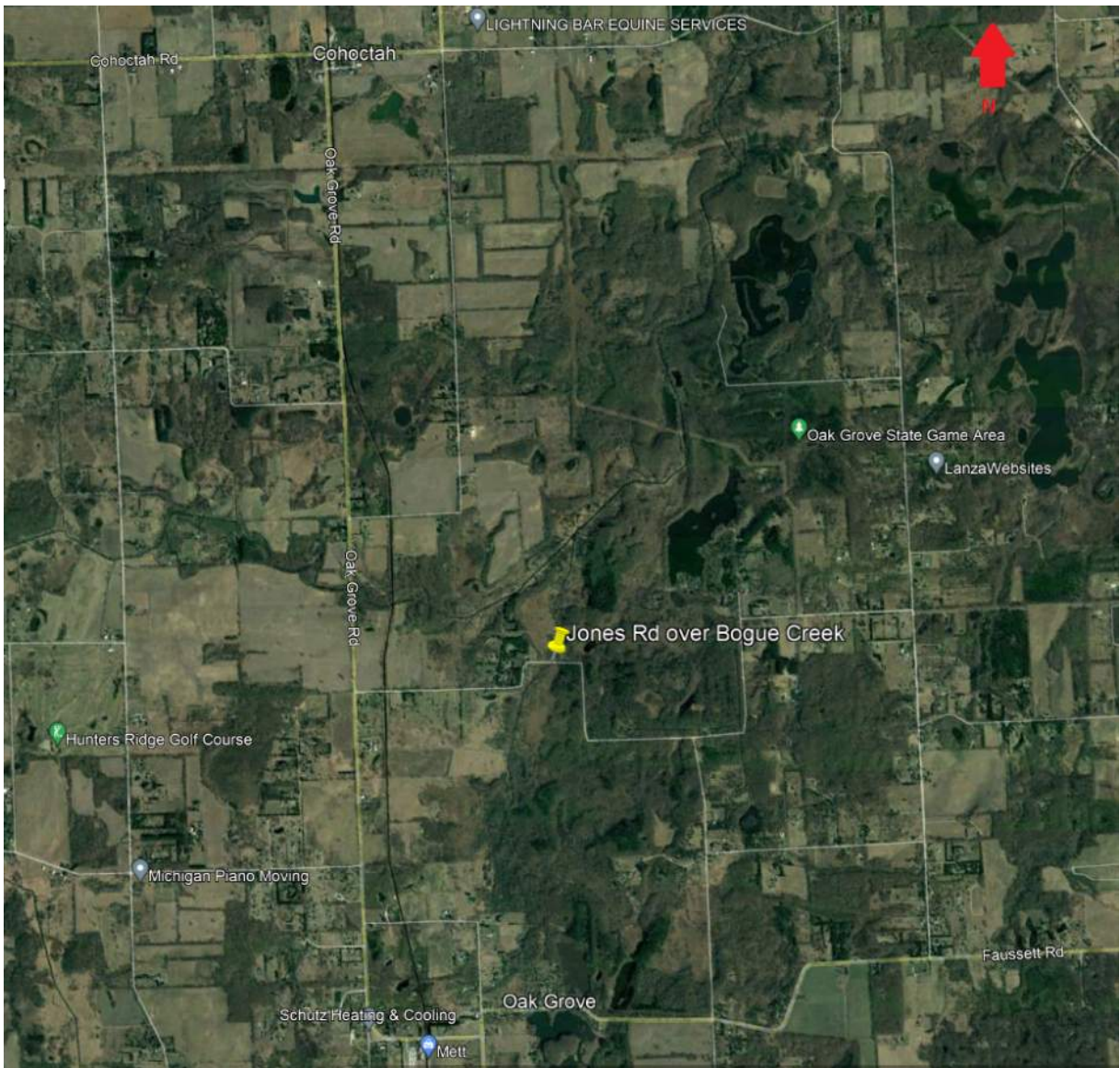
639G

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	12	08/25/2022

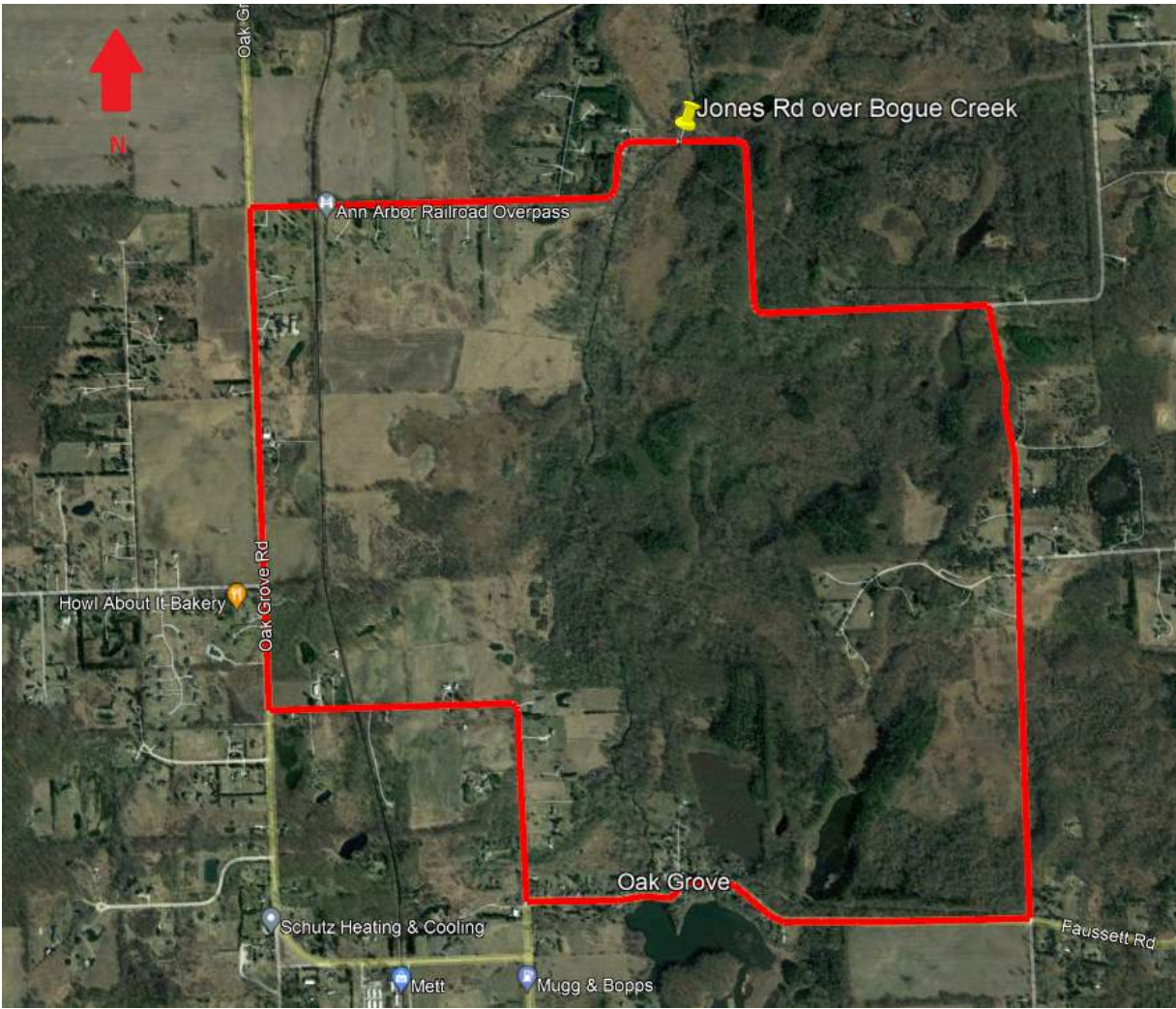
RECOMMENDATIONS & ACTION ITEMS

Recommendation Type	Priority	Description
Approach Repair	L	Place bit approach.
Shallow Overlay	L	Bit overlay on deck
Substr Repair	M	Repair damaged timbers on east abutment.
Bridge Repl.	L	Replace structure due to pile condition.
Other	L	Remove tree debris from channel.

# 1a. Situation Map



**2b. Detour Map**



Jones Rd to Fisher Rd  
to Faussett Rd  
to Sanford Rd  
to Oak Grove Rd  
to Jones Rd

Detour Length: 6.0 Miles

### 3. Photographs



West Approach Looking East



North Elevation



Typical East Abutment Deterioration



Pier Elevation



Typical Deck Underside



North Fascia Beam Deterioration

#### **4. Application Requirements for Jones Rd over Bogue Creek**

##### **A. Local Agency Contact Person**

Steven J. Wasyk  
Managing Director  
(517) 546-4250

##### **B. The purpose of this application is for the replacement of the bridge carrying Jones Rd over Bogue Creek. The Road Commission will be matching 10% of funds on this bridge.**

##### **C. Economic Importance of the Structure**

This structure is located approximately 0.9 miles east of Oak Grove Road. Jones is classified as a local road according to the National Function Classification system. It is an east/west roadway that serves residential and farming areas between Oak Grove and Cohoctah.

Although there are no schools in the immediate area of the bridge, Jones Road is utilized by the school district for bussing purposes. If bus traffic is not able to cross the bridge it will put a financial burden on the already tight school budgets because of increased length of bus routes. Emergency vehicles would also be impacted by the closing as well, increasing response times.

The existing bridge is a two-span steel beam simply supported structure on timber abutments and pier. The existing structure is in poor condition and rated a 4 overall. The stringers are in fair condition and rated a 6. The north fascia beam has heavy section loss on the bottom flange and web. The rest of the beams are corroded with minor section loss. The abutments are in poor condition and rated a 4. There are a few splits in the abutment piles. In addition there are splits and cracked timbers with soil visible behind the timber walls that span the piles to retain the approach soils. The pier is also in poor condition and rated a 4. The pier cap has a couple of longitudinal checks and splits, with rot on the ends and three of the four piles are hollow. The condition of the pier is deteriorating quickly and the inspection cycle has been reduced to every 12 months. Further reduction in inspection cycle and load restriction in the near future are likely.

The county has prepared an asset management plan outlining all roads, bridges, culverts, and signals that are owned. The asset management plan can be found at: [Livingston County Asset Management Plan](#)

The recommended course of action for the bridge is to do a full replacement with a single span structure. The east abutment and pier are deteriorating quickly and will require load restriction in the near future. A superstructure



replacement is not recommended because of the condition of the substructure units.

**D. If there is a current detour, what does it affect?**

Currently the bridge is open to traffic and there is no detour. However, temporary barriers have been placed to keep traffic from applying load to the fascia beams, resulting in a one lane bridge.

**E. If the structure were to be closed, what would the detour affect?**

If the structure were to be closed, the detour would affect the residents in the area. The school system, with its already tight budget, will have cost increases because of the need to reroute its buses. Emergency vehicles would have to take a longer route to reach emergencies in the area. As seconds matters in an emergency, this could become a public safety issue.

**F. The structure is not currently closed.**

**G. Maintenance of the Structure**

A hole in the approach pavement behind the east abutment opened up and required backfill. No other maintenance to the structure has been completed.

**5. Estimated Rehabilitation Costs**

<u>Bridge Replacement</u>	
A. Road/Traffic	\$ 501,000.00
B. Structure Construction	\$ 1,261,000.00
Total (A & B)	\$ 1,762,000.00

For a breakdown of Construction costs, see Appendix A. **The Road Commission will be matching 10% of funds on this bridge.**

**6. Priority List**

1. Mason Rd over Red Cedar River Imp. Dn. (Rehabilitation - Superstructure Replacement)
2. Marr Rd over Shiawassee River (Bridge Replacement)
3. **Jones Rd over Bogue Creek (Bridge Replacement)**
4. Millet Rd over Red Cedar River (Bridge Replacement)

**7. Resolution**

The resolution is attached in Appendix B.

**8. Previous Applications**

It is understood that all previous applications have been discarded and that this application will be used to select funding.

## **APPENDIX A**

Exhibit 4 - Cost Estimating Worksheet

2023

BRIDGE COST ESTIMATE WORKSHEET  
- CPM, REHAB, REPLACE -

REV. 01/31/2023

OWNER: Livingston County	FISCAL YEAR: 2026	Out to Out	Curb to Curb	DATE: 3/2/2023
REGION: University		LENGTH 37.7	WIDTH 22.0	ENGINEER: O'Rear
TSC: Brighton	PR: #N/A MP: #N/A		WIDTH 21.0	STRUCTURE ID: 5848
LOCATION: JONES ROAD over BOGUE CREEK				BRIDGE ID: N/A
PRIMARY WORK ACTIVITY: Bridge Replacement		DECK AREA: 829 SFT		STR. TYPE: Steel
OTHER WORK:		CLEAR ROADWAY: 792 SFT		Multi-Stringer, W or I-Beam

WORK ACTIVITY	MDOT Bridge Design Guides	QUANTITY	UNIT	UNIT COST	TOTAL
<b>NEW BRIDGE</b> (increase deck area based on design standards and hydraulic requirements)					
Single or Multiple Spans, Grade Separation	(add demo, approach, MOT)		SFT	\$415.00 /SFT	
Single Span, Over Water	Length < 100ft (add demo, approach, MOT)	1,548.8	SFT	\$500.00 /SFT	\$774,375.00
Multiple Spans, Over Water	Length > 100ft (add demo, approach, MOT)		SFT	\$450.00 /SFT	
Precast Culvert	Length < 40ft (add demo, approach, MOT)		SFT	\$540.00 /SFT	
<b>NEW SUPERSTRUCTURE</b>					
New Superstructure, Grade Separation	(incl. remove exist deck/super; add MOT & approach)		SFT	\$295.00 /SFT	
New Superstructure, Over Water	(incl. remove exist deck/super; add MOT & approach)		SFT	\$300.00 /SFT	
<b>WIDENING</b>					
Structure Widening, ___ ft	(incl. deck/super/sub widening, add approach transition)		SFT	\$630.00 /SFT	
<b>NEW DECK</b>					
New Bridge Deck & Barrier	(incl. remove exist deck/railing, add approach, MOT)		SFT	\$150.00 /SFT	
<b>DEMOLITION</b>					
Entire Structure, Grade Separation			SFT	\$75.00 /SFT	
Entire Structure, Over Water		829.4	SFT	\$95.00 /SFT	\$78,793.00
<b>DECK REPAIR / TREATMENTS</b>					
Bridge Railing Replacement	(incl. removal and replacement)		FT	\$750.00 /FT	
Concrete Brush Block / Curb Patch	(incl. hand chipping and formwork)		FT	\$29.00 /FT	
Concrete Barrier Patch	(incl. hand chipping and formwork)		SFT	\$85.00 /SFT	
Concrete Deck Patch	(incl. hand chipping)		SFT	\$68.00 /SFT	
Deep Overlay	(incl. joint repl & hydro)		SFT	\$46.00 /SFT	
Epoxy Overlay	(incl. warranty)		SYD	\$48.00 /SYD	
Expansion Joint Gland Replacement	(remove and replace elastomeric gland)		FT	\$125.00 /FT	
Expansion Joint Replacement	(incl. removal)		FT	\$860.00 /FT	
Full Depth Patch			SFT	\$140.00 /SFT	
Healer / Sealer	(penetrates cracks in bridge deck)		SYD	\$30.00 /SYD	
HMA Overlay with WP membrane			SYD	\$60.00 /SYD	
Overlay Removal	(Epoxy: \$22/syd   Latex: \$26/syd   HMA: \$7/syd)		SYD	\$22.00 /SYD	
Reseal Bridge Joints			FT	\$28.00 /FT	
Shallow Overlay	(incl. joint repl & hydro)		SFT	\$46.00 /SFT	
<b>SUPERSTRUCTURE REPAIR</b>					
Bearing Realignment / Replacement	(incl. temporary supports)		EA	\$6,450.00 EA	
Heat Straightening	(incl. clean and coat)		EA	\$57,000.00 EA	
Pack Rust Repair	(greater than 3/8" separation)		FT	\$1,150.00 /FT	
Paint - Complete	(incl. clean & coat)		SFT	\$30.00 /SFT	
Paint - Partial / Spot / Zone	(incl. clean & coat - \$20k minimum)		SFT	\$60.00 /SFT	
PCI Beam End Blockout	(incl. temporary supports)		EA	\$7,200.00 EA	
Pin & Hanger Replacement	(incl. temporary supports)		EA	\$17,000.00 EA	
Structural Steel Repair	(based on 6ft repair length)		EA	\$4,000.00 EA	
Structural Steel Repair - Stiffener	(includes each side of beam)		EA	\$1,500.00 EA	
<b>SUBSTRUCTURE REPAIR</b>					
Substructure Patching	(measured x 2) replace if repair area > 30%		CFT	\$360.00 /CFT	
Substructure Replacement	(incl. temporary supports, excavation)		CFT	\$375.00 /CFT	
Substructure Horizontal Surface Sealer			SYD	\$75.00 /SYD	
Temporary Supports	(add Structural Steel Repair - Stiffener for ea steel beam)		EA	\$4,000.00 EA	
<b>MISCELLANEOUS</b>					
Articulating Concrete Block System (ACB)			SYD	\$320.00 /SYD	
Concrete Surface Coating			SYD	\$47.00 /SYD	
Culvert Cleanout			FT	\$125.00 /FT	
Epoxy Crack Injection	(structural crack repair)		FT	\$70.00 /FT	
Metal Mesh Panels	(48" width, max 6'-6" length)		SFT	\$28.00 /SFT	
Pressure Relief Joint	(use when approach concrete roadway exceeds 1,000ft)		FT	\$110.00 /FT	
Riprap	(assume 10ft distance around perimeter of substructure)		SYD	\$275.00 /SYD	
Silane Treatment	(penetrating sealer for concrete surfaces)		SFT	\$7.00 /SFT	
Slope Protection Repairs			SYD	\$150.00 /SYD	
Other					

**STRUCTURE CONSTRUCTION BUDGET** \$853,168

<b>ROAD WORK</b>					
Approach Pavement, 12" RC	(incl. removal; add curb, gutter, guardrail) 40' ea. end	284.4	SYD	\$230.00 /SYD	\$65,422.22
Approach Curb & Gutter	(incl. removal) 40' ea. quadrant	160.0	FT	\$57.00 /FT	\$9,120.00
Guardrail Anchorage to Bridge	(each quadrant)	4.0	EA	\$2,540.00 /EA	\$10,160.00
Guardrail	(incl. removal) < 200ft beyond reference line	200.0	FT	\$41.00 /FT	\$8,200.00
Guardrail Terminal	(each quadrant)	4.0	EA	\$3,900.00 /EA	\$15,600.00
Roadway Approach Work	(beyond approach pavement)	1.0	LSUM	\$200,000.00 /LSUM	\$200,000.00
Utilities			LSUM		
<b>TRAFFIC CONTROL</b> <i>Unit Cost to be determined by Region or TSC Traffic &amp; Safety</i>					
Part Width Construction			LSUM		
Crossovers			EA		
Temporary Traffic Signals			set		
RR Flagging			LSUM		
Detour		1.0	LSUM	\$30,000.00 /LSUM	\$30,000.00

**RELATED ROAD/TRAFFIC CONSTRUCTION BUDGET** \$338,502

<b>CONTINGENCY</b>	(10% - 20%) (use higher contingency for small projects)	20	%	\$1,192,000.00	\$238,000
<b>MOBILIZATION</b>	(estimate at 10%)	10	%	\$1,430,000.00	\$143,000
<b>INFLATION</b>	(assume 4% per year, beginning in 2024)	12	%	\$1,573,000.00	\$189,000

(Does not include PE or CE)  
(Refer to programming guidelines in Bridge Cost Estimating Worksheet-Key for CE, PE & PE-S)


<b>TOTAL CONSTRUCTION BUDGET</b>	<b>\$1,762,000</b>
15 % CE	CON BUDGET \$2,026,000
10 % PE	PE BUDGET \$169,000
% PE	PE-S BUDGET \$0

## **APPENDIX B**

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5875

BRIDGE SAFETY INSPECTION REPORT

<b>Facility</b>	<b>Latitude / Longitude</b>	<b>MDOT Structure ID</b>	<b>Structure Condition</b>	
MILLET ROAD	42.6214 / -84.0172	47310H00001B010	Poor Condition(4)	
<b>Feature</b>	<b>Length / Width / Spans</b>	<b>Owner</b>		
RED CEDAR RIVER	24 / 22 / 1	County: Livingston(47)		
<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 30 HOWELL TWP	1933 / / /	Brighton(3)	P Posted for load(233157)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	06/17/2022 / DYAI	U Unknown Scour	

NBI INSPECTION

DYAI

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	12	06/17/2022

GENERAL NOTES

inspection frequency reduced to 12 months based on channel alignment attacking east approach in accordance with federal guidelines.

Weight limit signs in place on both ends of bridge	YES
Weight limit shown on signs at bridge	233157
Required advance warning weight limit signs in place	YES
Weight limit shown on advance warning signs	233157

Frequency Justification Comments (required when Poor Condition and frequency is equal to 24 months)

Load rating is up to date. rate of deterioration does not warrant more frequent inspections at this time.

DECK


06/18 06/20 06/22

	06/18	06/20	06/22	
<b>1. Surface (SIA-58A)</b>	7	7	7	Concrete surface with a few transverse cracks and some abrasion. Partially covered with gravel. (06/22) Concrete surface with a few transverse cracks and some abrasion. (06/20) (06/18)
<b>2. Expansion Joints</b>				(06/22) (06/20) (06/18)
<b>3. Other Joints</b>				(06/22) (06/20) (06/18)
<b>4. Railings</b>	2	2	2	All posts on south railing except for end posts have holes at base. All other posts on each railing have corrosion at the base. Vehicular damage in SW quad with railing leaning outward. (06/22) All posts on south railing except for end posts have holes at base. All other posts on each railing have corrosion at the base. Vehicular damage in SW quad with railing leaning outward. (06/20) All posts on south railing except for end posts have holes at base. All other posts on each railing have corrosion at the base. Vehicular damage in SW quad with railing leaning outward. (06/18)
<b>5. Sidewalks or Curbs</b>	6	5	5	A few small cracks in brush block. Crack through brush block at 2nd post from west in south rail from vehicle impact. Minor spalling on top of north and south brush blocks. Broken brush block at south side west end behind triton barrier. (06/22) A few small cracks in brush block. Crack through brush block at 2nd post from west in south rail from vehicle impact. Minor spalling on top of north and south brush blocks. Broken brush block at south side west end behind triton barrier. (06/20) A few small cracks in brush block. Crack through brush block at 2nd post from west in south rail from vehicle impact. Minor spalling on top of north and south brush blocks. (06/18)
<b>6. Deck Bottom Surface (SIA-58B)</b>	6	6	6	A few trans cracks and a couple of spalls at top flanges (no steel visible). Approx 40% of underside covered in felt paper from construction. (06/22) A few trans cracks and a couple of spalls at top flanges (no steel visible). Approx 40% of underside covered in felt paper from construction. (06/20) A few trans cracks and a couple of spalls at top flanges (no steel visible). Approx 40% of underside covered in felt paper from construction. (06/18)

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5875

BRIDGE SAFETY INSPECTION REPORT

<b>Facility</b>	<b>Latitude / Longitude</b>	<b>MDOT Structure ID</b>	<b>Structure Condition</b>	
MILLET ROAD	42.6214 / -84.0172	47310H00001B010	Poor Condition(4)	
<b>Feature</b>	<b>Length / Width / Spans</b>	<b>Owner</b>		
RED CEDAR RIVER	24 / 22 / 1	County: Livingston(47)		
<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 30 HOWELL TWP	1933 / / /	Brighton(3)	P Posted for load(233157)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	06/17/2022 / DYAI	U Unknown Scour	

**7. Deck (SIA-58)**      7      7      7      Overall good condition with some abrasion and a few cracks on surface and underside. (06/22)  
 Overall good condition with some abrasion and a few cracks on surface and underside. (06/20)  
 Overall good condition with some abrasion and a few cracks on surface and underside. (06/18)

**8. Drainage**      (06/22)  
 No problems noted. Bridge is highpoint of road. (06/20)  
 No problems noted. Bridge is highpoint of road. (06/18)

**SUPERSTRUCTURE**

06/18   06/20   06/22

**9. Stringer (SIA-59)**      4      4      4      Pack rust on web of south fascia beam with section loss. Angles at abutment connecting the beam and abutment are missing in several locations. No damage or distress noted. Pack rust along entire bottom flange of north and south fascia channels. All interior beams appear to have full section with surface rust only (06/22)  
 Pack rust on web of south fascia beam with section loss. Angles at abutment connecting the beam and abutment are missing in several locations. No damage or distress noted. Pack rust along entire bottom flange of north and south fascia channels. All interior beams appear to have full section with surface rust only (06/20)  
 Pack rust on web of south fascia beam with section loss approx. 15%. Angles at abutment connecting the beam and abutment are missing in several locations. No damage or distress noted. Pack rust along entire bottom flange of north and south fascia channels. All interior beams appear to have full section with surface rust only (06/18)

**10. Paint (SIA-59A)**      2      2      2      Paint has failed. (06/22)  
 Paint has failed. (06/20)  
 Paint has failed. (06/18)

**11. Section Loss**      1      0      0      Heavy section loss on fascia channels. Holes in web of south channel. (06/22)  
 Heavy section loss on fascia channels. Holes in web of south channel. (06/20)  
 Heavy section loss on fascia channels (06/18)

**12. Bearings**      7      7      7      No problems noted. Steel directly on timber (06/22)  
 No problems noted. Steel directly on timber (06/20)  
 No problems noted. Steel directly on timber (06/18)

**SUBSTRUCTURE**

06/18   06/20   06/22

**13. Abutments (SIA-60)**      5      5      5      (06/22)  
 Wingwalls damaged with many planks no longer attached to the piles (deterioration). Abutment timbers and piles in fair condition. Some of the boards between piles are bending. Areas of checks and splits at bottom of columns. Boards are beginning to deteriorate behind the columns. Bottom board is not visible. Abutment header ends are hollow under fascia beam bearings (06/20)  
 Wingwalls damaged with many planks no longer attached to the piles (deterioration). Abutment timbers and piles in fair condition. Some of the boards between piles are bending. Areas of checks and splits at bottom of columns. Boards are beginning to deteriorate behind the columns. Bottom board is not visible. Abutment header ends are hollow under fascia beam bearings (06/18)


**14. Piers (SIA-60)**      N      N      N      (06/22)  
 (06/20)  
 (06/18)

**15. Slope Protection**      N      N      N      (06/22)  
 No slope protection. (06/20)  
 No slope protection. (06/18)

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5875

BRIDGE SAFETY INSPECTION REPORT

<b>Facility</b>	<b>Latitude / Longitude</b>	<b>MDOT Structure ID</b>	<b>Structure Condition</b>	
MILLET ROAD	42.6214 / -84.0172	47310H00001B010	Poor Condition(4)	
<b>Feature</b>	<b>Length / Width / Spans</b>	<b>Owner</b>		
RED CEDAR RIVER	24 / 22 / 1	County: Livingston(47)		
<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 30 HOWELL TWP	1933 / / /	Brighton(3)	P Posted for load(233157)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	06/17/2022 / DYAI	U Unknown Scour	

<b>16. Channel (SIA-61)</b>	3	3	3	Very poor alignment. Flow is directed to west abutment. Sediment build up at east abutment. Minor debris in channel. Banks heavily vegetated. Some debris in channel but doesn't appear to be effecting flow. (06/22) Very poor alignment. Flow is directed to west abutment. Sediment build up at east abutment. Minor debris in channel. Banks heavily vegetated. Some debris in channel but doesn't appear to be effecting flow. (06/20) Very poor alignment. Flow is directed to west abutment. Sediment build up at east abutment. Minor debris in channel. Banks heavily vegetated. Some debris in channel but doesn't appear to be effecting flow. (06/18)
<b>17. Scour Inspection</b>	5	5	5	No evidence of scour. SE quadrant approach bank is very steep due to river attacking that corner (06/22) No evidence of scour. SE quadrant approach bank is very steep due to river attacking that corner (06/20) No evidence of scour. SE quadrant approach bank is very steep due to river attacking that corner (06/18)

**APPROACH**

	06/18	06/20	06/22	
<b>18. Approach Pavement</b>	6	6	6	Gravel with some general roughness. Small potholes in both approaches (06/22) Gravel with some general roughness. (06/20) Gravel with a potholes at reference line. (06/18)
<b>19. Approach Shoulders Sidewalks</b>	7	7	7	Gravel shoulders. Vegetated beyond. No issues noted (06/22) Gravel shoulders. Vegetated beyond (06/20) Gravel shoulders. Vegetated beyond (06/18)
<b>20. Approach Slopes</b>				Erosion in NW quad at wingwall. Slopes are steep but well vegetated. (06/22) Erosion in NW quad at wingwall. Slopes are steep but well vegetated. (06/20) Erosion in NW quad at wingwall. Slopes are steep but well vegetated. (06/18)
<b>21. Utilities</b>				OH 40' south, galv steel pipe attached to south fascia beam. (06/22) OH 40' south, galv steel pipe attached to south fascia beam. (06/20) OH 40' south, galv steel pipe attached to south fascia beam. (06/18)
<b>22. Drainage Culverts</b>				(06/22) None. (06/20) None. (06/18)

**MISCELLANEOUS**

<b>Guard Rail</b>		<b>Other Items</b>	
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
36D. Approach Guardrail Ends	0	High Load Hit (M)	No
		Special Insp. Equipment	2
		Underwater Insp. Method	1
<b>False Decking (Timber) Removed to Complete Inspection</b>		N/A - No False Decking	

**Critical Feature Inspections (SIA-92)**


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



MICHIGAN DEPARTMENT OF TRANSPORTATION

**STR 5875**

**BRIDGE SAFETY INSPECTION REPORT**


Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition	
MILLET ROAD	42.6214 / -84.0172	47310H00001B010	Poor Condition(4)	
Feature	Length / Width / Spans	Owner		
RED CEDAR RIVER	24 / 22 / 1	County: Livingston(47)		
Location	Built / Recon. / Paint / Ovly.	TSC	Operational Status	
SEC 30 HOWELL TWP	1933 / / /	Brighton(3)	P Posted for load(233157)	
Region / County	Material / Design	Last NBI Inspection	Scour Evaluation	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	06/17/2022 / DYAI	U Unknown Scour	

**92D. Fatigue Sensitive**

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5875

STRUCTURE INVENTORY AND APPRAISAL

<b>Facility</b>	<b>Latitude / Longitude</b>	<b>MDOT Structure ID</b>	<b>Structure Condition</b>	
MILLET ROAD	42.6214 / -84.0172	47310H00001B010	Poor Condition(4)	
<b>Feature</b>	<b>Length / Width / Spans</b>	<b>Owner</b>		
RED CEDAR RIVER	24 / 22 / 1	County: Livingston(47)		
<b>Location</b>	<b>Built / Recon. / Paint / Ovly.</b>	<b>TSC</b>	<b>Operational Status</b>	
SEC 30 HOWELL TWP	1933 / / /	Brighton(3)	P Posted for load(233157)	
<b>Region / County</b>	<b>Material / Design</b>	<b>Last NBI Inspection</b>	<b>Scour Evaluation</b>	
University(6) / Livingston(47)	3 Steel / 02 Multi Str Non Comp	06/17/2022 / DYAI	U Unknown Scour	

**Bridge History, Type, Materials**

27 - Year Built	1933
106 - Year Reconstructed	
202 - Year Painted	
203 - Year Overlay	
43 - Main Span Bridge Type	3 02
44 - Appr Span Bridge Type	
77 - Steel Type	0
78 - Paint Type	0
79 - Rail Type	
80 - Post Type	
107 - Deck Type	1
108A - Wearing Surface	1
108B - Membrane	0
108C - Deck Protection	0

**Structure Dimensions**

34 - Skew	0
35 - Struct Flared	N
45 - Num Main Spans	1
46 - Num Apprs Spans	0
48 - Max Span Length	22
49 - Structure Length	24
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	22
112 - NBIS Length	Y

**Inspection Data**

90 - Inspection Date	06/17/2022
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	7
58A/B - Deck Surface/Bottom	7 6
59 - Superstructure Rating	4
59A - Paint Rating	2
60 - Substructure Rating	5
61 - Channel Rating	3
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	

**Route Carried By Structure(ON Record)**

5A - Record Type	1
5B - Route Signing	4
5C - Level of Service	8
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	0000009349 07
19 - Detour Length	6
20 - Toll Facility	3
26 - Functional Class	09
28A - Lanes On	2
29 - ADT	142
30 - Year of ADT	2013
32 - Appr Roadway Width	20
32A/B - Ap Pvt Type/Width	2 20.01
42A - Service Type On	1
47L - Left Horizontal Clear	0.0
47R - Right Horizontal Clear	20.7
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	200
115 - Year Future ADT	2021
Freeway	0

**Structure Appraisal**

36A - Bridge Railing	0
36B - Rail Transition	0
36C - Approach Rail	0
36D - Rail Termination	0
67 - Structure Evaluation	4
68 - Deck Geometry	4
69 - Underclearance	N
71 - Waterway Adequacy	6
72 - Approach Alignment	8
103 - Temporary Structure	
113 - Scour Criticality	U

**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	
148 - No. of Pin & Hangers	-1

**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	-1
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	6
41 - Open, Posted, Closed	P
63 - Fed Oper Rtg Method	6
64F - Fed Oper Rtg Load	.95
64MA - Mich Oper Rtg Method	6
64MB - Mich Oper Rtg	.7
64MC - Mich Oper Truck	18
65 - Inv Rtg Method	6
66 - Inventory Load	.57
70 - Posting	2
141 - Posted Loading	233157
193 - Overload Class	

MICHIGAN DEPARTMENT OF TRANSPORTATION

STR 5875

WORK RECOMMENDATIONS

<b>Facility</b> MILLET ROAD	<b>Latitude / Longitude</b> 42.6214 / -84.0172	<b>MDOT Structure ID</b> 47310H00001B010	<b>Structure Condition</b> Poor Condition(4)	
<b>Feature</b> RED CEDAR RIVER	<b>Length / Width / Spans</b> 24 / 22 / 1	<b>Owner</b> County: Livingston(47)		
<b>Location</b> SEC 30 HOWELL TWP	<b>Built / Recon. / Paint / Ovly.</b> 1933 / / /	<b>TSC</b> Brighton(3)	<b>Operational Status</b> P Posted for load(233157)	
<b>Region / County</b> University(6) / Livingston(47)	<b>Material / Design</b> 3 Steel / 02 Multi Str Non Comp	<b>Last NBI Inspection</b> 06/17/2022 / DYAI	<b>Scour Evaluation</b> U Unknown Scour	

WORK RECOMMENDATIONS

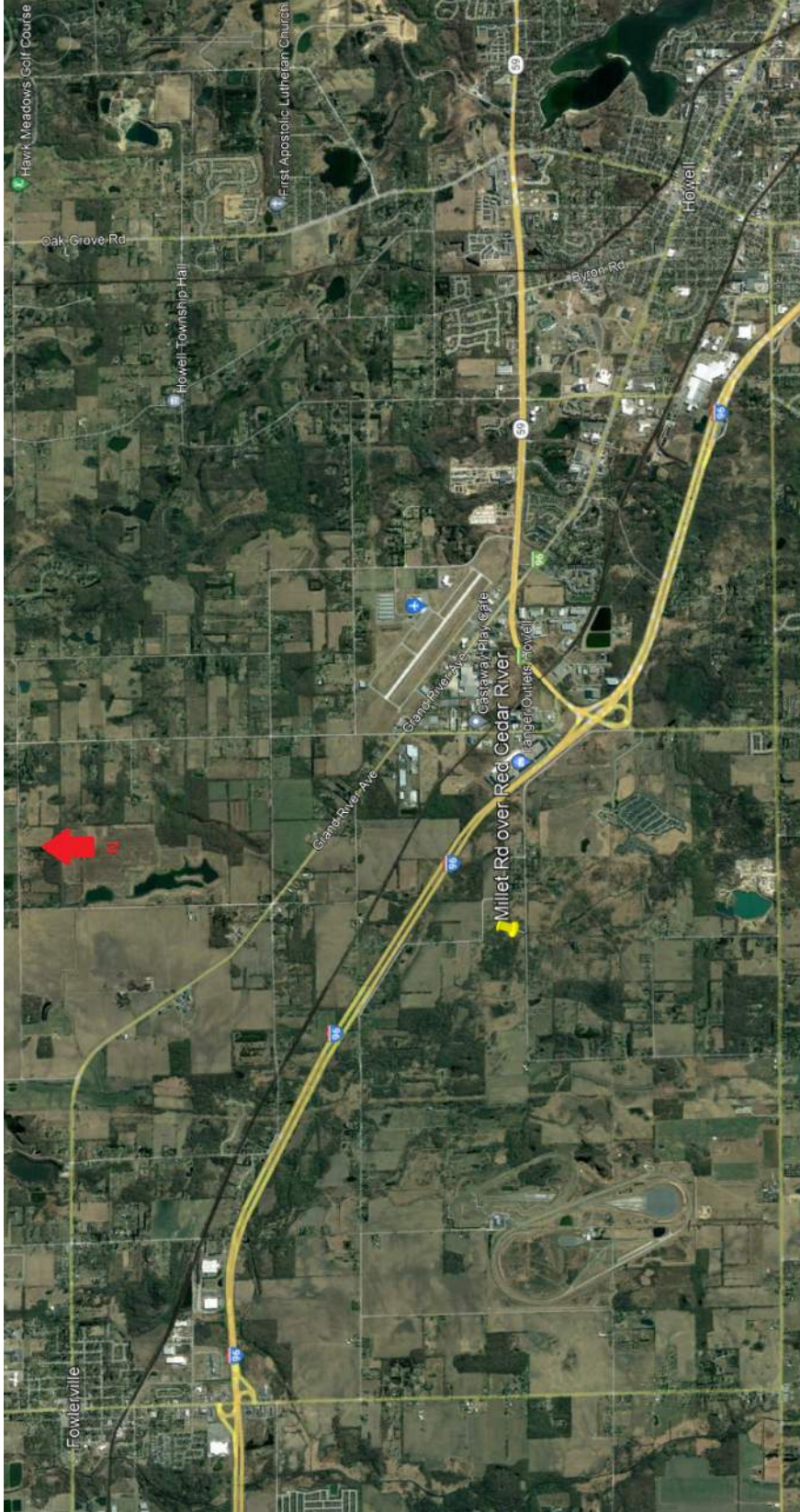
DYAI

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	12	06/17/2022

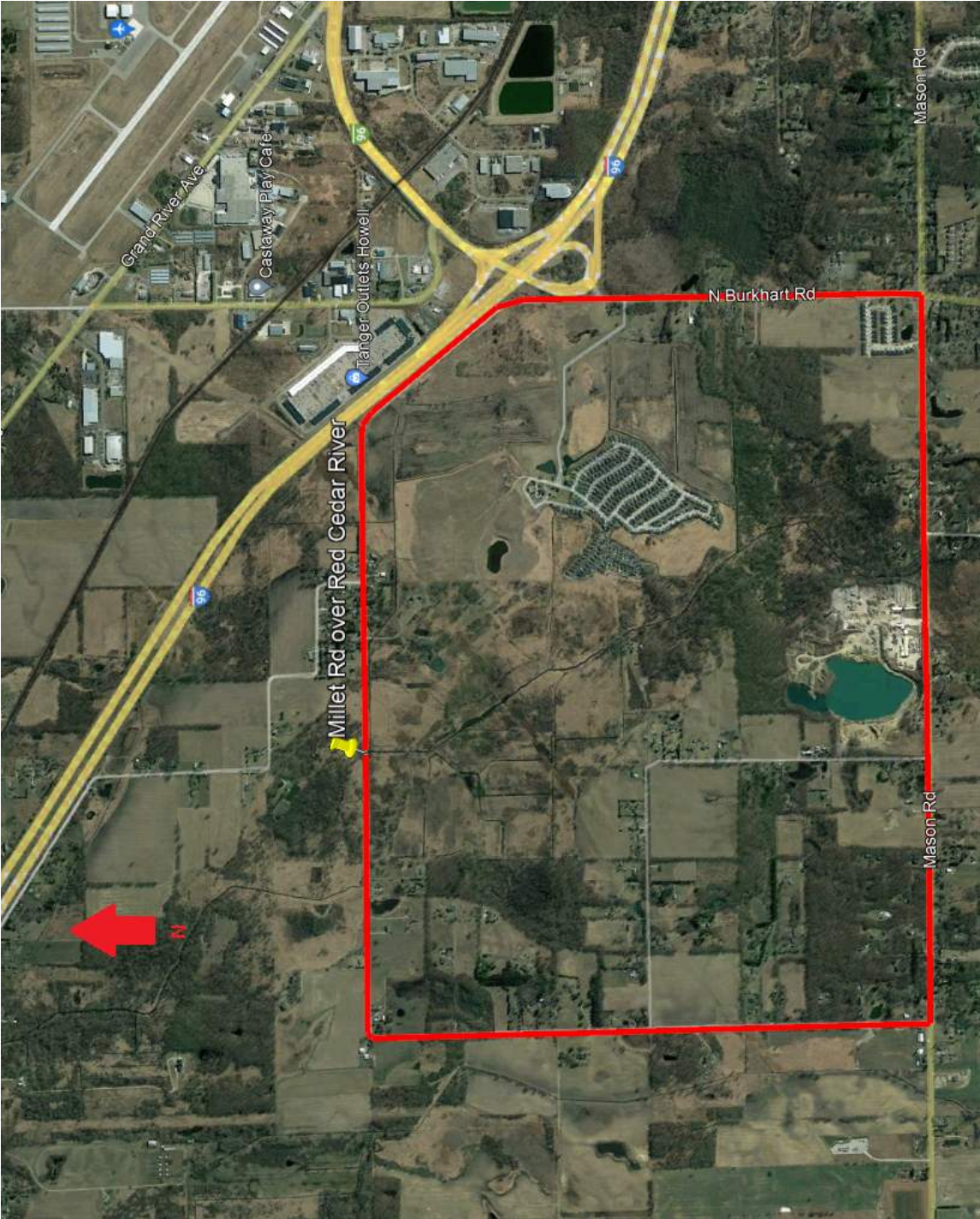
RECOMMENDATIONS & ACTION ITEMS

Recommendation Type	Priority	Description
Scour Repair	L	Armor SE quadrant bank
Channel Repair	L	Armor SE quadrant bank
Bridge Repl.	L	Replace bridge

# 1a. Situation Map



**2b. Detour Map**



Millet Rd to Burkhart Rd  
to Mason Rd  
to Truhn Rd  
to Millet Rd

Detour Length: 6.7 Miles

### 3. Photographs



Approach Looking West (note temporary barrier to keep load off fascia beam)



South Elevation and Poor Channel Alignment



Typical Abutment



Typical Interior Beams and Deck Underside



South Fascia Beam Deterioration



South Fascia Beam Deterioration



#### **4. Application Requirements for Millet Rd over Red Cedar River**

##### **A. Local Agency Contact Person**

Steven J. Wasylk  
Managing Director  
(517) 546-4250

##### **B. The purpose of this application is for the replacement of the bridge carrying Millet Rd over Red Cedar River. The Road Commission will be matching 10% of funds on this bridge.**

##### **C. Economic Importance of the Structure**

This structure is located approximately 1.4 miles west of M-59 and I-96 interchange in Howell. Millet is classified as a local road according to the National Function Classification system. It is an east/west roadway that serves residential and farming areas between Howell and Fowlerville.

Although there are no schools in the immediate area of the bridge, Millet Road is utilized by the school district for bussing purposes. If bus traffic is not able to cross the bridge it will put a financial burden on the already tight school budgets because of increased length of bus routes. Emergency vehicles would also be impacted by the closing as well, increasing response times.

The existing bridge is a one span steel beam structure supported structure on timber abutments. The existing structure is in poor condition and rated a 4 overall. It is posted for load and has temporary barriers placed to keep traffic off the south fascia beam. The stringers are in poor condition and rated a 4. The south fascia beam has several holes in the web and the flange and pack rust and section loss throughout. Pack rust extends the length of the entire north fascia beam as well. All interior beams have little to no section loss and only are exhibiting surface rust. Several angles connecting the beams to the abutment are missing. The abutments are in fair condition and rated a 5. The wingwalls are damaged and many of the earth retaining planks no longer attached to the piles. The abutment timbers and piles are in fair condition, with areas of checks and splits. Several of the earth retaining board behind the piles are bending and beginning to deteriorate. The abutment header ends are hollow under the fascia beam bearings. The channel is in serious condition and rated a 3. It is poorly aligned with the bridge and in the southeast quadrant the bank is eroding away and flow is behind the wingwall.

The county has prepared an asset management plan outlining all roads, bridges, culverts, and signals that are owned. The asset management plan can be found at: [Livingston County Asset Management Plan](#)

The recommended course of action for the bridge is to do a full replacement. The stringers have reached a point where they cannot carry the required loads

and cannot be cost effectively repaired due to their condition. A superstructure replacement is not recommended because of the condition of substructure, the poor alignment of the channel, and unknown capacity of the piles.

**D. If there is a current detour, what does it affect?**

Currently the bridge is open to traffic and there is no detour. However, temporary barriers have been placed to keep traffic from applying load to the fascia beams, resulting in a one lane bridge.

**E. If the structure were to be closed, what would the detour affect?**

If the structure were to be closed, the detour would affect the residents in the area. The school system, with its already tight budget, will have cost increases because of the need to reroute its buses. Emergency vehicles would have to take a longer route to reach emergencies in the area. As seconds matter in an emergency, this could become a public safety issue.

**F. The structure is not currently closed.**

**G. Maintenance of the Structure**

No maintenance has been done on this structure.

**5. Estimated Rehabilitation Costs**

<u>Bridge Replacement</u>	
A. Road/Traffic	\$ 316,000.00
B. Structure Construction	\$ 1,091,000.00
Total (A & B)	\$ 1,407,000.00

For a breakdown of Construction costs, see Appendix A. **The Road Commission will be matching 10% of funds on this bridge.**

**6. Priority List**

1. Mason Rd over Red Cedar River Imp. Dn. (Rehabilitation - Superstructure Replacement)
2. Marr Rd over Shiawassee River (Bridge Replacement)
3. Jones Rd over Bogue Creek (Bridge Replacement)
4. **Millet Rd over Red Cedar River (Bridge Replacement)**

**7. Resolution**

The resolution is attached in Appendix B.

## **8. Previous Applications**

It is understood that all previous applications have been discarded and that this application will be used to select funding.

## **APPENDIX A**

Exhibit 4 - Cost Estimating Worksheet

2023

BRIDGE COST ESTIMATE WORKSHEET  
- CPM, REHAB, REPLACE -

REV. 01/31/2023

OWNER: Livingston County	FISCAL YEAR: 2026	Out to Out	Curb to Curb	DATE: 3/2/2023
REGION: University		LENGTH	WIDTH	ENGINEER: O'Rear
TSC: Brighton	PR: 934907 MP: 0.768	24.0	22.0	21.0
LOCATION: MILLET ROAD over RED CEDAR RIVER				STRUCTURE ID: 5875
PRIMARY WORK ACTIVITY: Bridge Replacement		DECK AREA: 528	SFT	BRIDGE ID: N/A
OTHER WORK:		CLEAR ROADWAY: 504	SFT	STR. TYPE: Steel Multi-Stringer, W or I-Beam

WORK ACTIVITY	MDOT Bridge Design Guides	QUANTITY	UNIT	UNIT COST	TOTAL
<b>NEW BRIDGE</b> (increase deck area based on design standards and hydraulic requirements)					
Single or Multiple Spans, Grade Separation	(add demo, approach, MOT)		SFT	\$415.00 /SFT	
Single Span, Over Water	Length < 100ft (add demo, approach, MOT)	1,376.7	SFT	\$500.00 /SFT	\$688,333.33
Multiple Spans, Over Water	Length > 100ft (add demo, approach, MOT)		SFT	\$450.00 /SFT	
Precast Culvert	Length < 40ft (add demo, approach, MOT)		SFT	\$540.00 /SFT	
<b>NEW SUPERSTRUCTURE</b>					
New Superstructure, Grade Separation	(incl. remove exist deck/super; add MOT & approach)		SFT	\$295.00 /SFT	
New Superstructure, Over Water	(incl. remove exist deck/super; add MOT & approach)		SFT	\$300.00 /SFT	
<b>WIDENING</b>					
Structure Widening, ___ ft	(incl. deck/super/sub widening, add approach transition)		SFT	\$630.00 /SFT	
<b>NEW DECK</b>					
New Bridge Deck & Barrier	(incl. remove exist deck/railing, add approach, MOT)		SFT	\$150.00 /SFT	
<b>DEMOLITION</b>					
Entire Structure, Grade Separation			SFT	\$75.00 /SFT	
Entire Structure, Over Water		528.0	SFT	\$95.00 /SFT	\$50,160.00
<b>DECK REPAIR / TREATMENTS</b>					
Bridge Railing Replacement	(incl. removal and replacement)		FT	\$750.00 /FT	
Concrete Brush Block / Curb Patch	(incl. hand chipping and formwork)		FT	\$29.00 /FT	
Concrete Barrier Patch	(incl. hand chipping and formwork)		SFT	\$85.00 /SFT	
Concrete Deck Patch	(incl. hand chipping)		SFT	\$68.00 /SFT	
Deep Overlay	(incl. joint repl & hydro)		SFT	\$46.00 /SFT	
Epoxy Overlay	(incl. warranty)		SYD	\$48.00 /SYD	
Expansion Joint Gland Replacement	(remove and replace elastomeric gland)		FT	\$125.00 /FT	
Expansion Joint Replacement	(incl. removal)		FT	\$860.00 /FT	
Full Depth Patch			SFT	\$140.00 /SFT	
Healer / Sealer	(penetrates cracks in bridge deck)		SYD	\$30.00 /SYD	
HMA Overlay with WP membrane			SYD	\$60.00 /SYD	
Overlay Removal	(Epoxy: \$22/syd   Latex: \$26/syd   HMA: \$7/syd)		SYD	\$22.00 /SYD	
Reseal Bridge Joints			FT	\$28.00 /FT	
Shallow Overlay	(incl. joint repl & hydro)		SFT	\$46.00 /SFT	
<b>SUPERSTRUCTURE REPAIR</b>					
Bearing Realignment / Replacement	(incl. temporary supports)		EA	\$6,450.00 EA	
Heat Straightening	(incl. clean and coat)		EA	\$57,000.00 EA	
Pack Rust Repair	(greater than 3/8" separation)		FT	\$1,150.00 /FT	
Paint - Complete	(incl. clean & coat)		SFT	\$30.00 /SFT	
Paint - Partial / Spot / Zone	(incl. clean & coat - \$20k minimum)		SFT	\$60.00 /SFT	
PCI Beam End Blockout	(incl. temporary supports)		EA	\$7,200.00 EA	
Pin & Hanger Replacement	(incl. temporary supports)		EA	\$17,000.00 EA	
Structural Steel Repair	(based on 6ft repair length)		EA	\$4,000.00 EA	
Structural Steel Repair - Stiffener	(includes each side of beam)		EA	\$1,500.00 EA	
<b>SUBSTRUCTURE REPAIR</b>					
Substructure Patching	(measured x 2) replace if repair area > 30%		CFT	\$360.00 /CFT	
Substructure Replacement	(incl. temporary supports, excavation)		CFT	\$375.00 /CFT	
Substructure Horizontal Surface Sealer			SYD	\$75.00 /SYD	
Temporary Supports	(add Structural Steel Repair - Stiffener for ea steel beam)		EA	\$4,000.00 EA	
<b>MISCELLANEOUS</b>					
Articulating Concrete Block System (ACB)			SYD	\$320.00 /SYD	
Concrete Surface Coating			SYD	\$47.00 /SYD	
Culvert Cleanout			FT	\$125.00 /FT	
Epoxy Crack Injection	(structural crack repair)		FT	\$70.00 /FT	
Metal Mesh Panels	(48" width, max 6'-6" length)		SFT	\$28.00 /SFT	
Pressure Relief Joint	(use when approach concrete roadway exceeds 1,000ft)		FT	\$110.00 /FT	
Riprap	(assume 10ft distance around perimeter of substructure)		SYD	\$275.00 /SYD	
Silane Treatment	(penetrating sealer for concrete surfaces)		SFT	\$7.00 /SFT	
Slope Protection Repairs			SYD	\$150.00 /SYD	
Other					

**STRUCTURE CONSTRUCTION BUDGET** \$738,493

<b>ROAD WORK</b>					
Approach Pavement, 12" RC	(incl. removal; add curb, gutter, guardrail) 40' ea. end	284.4	SYD	\$230.00 /SYD	\$65,422.22
Approach Curb & Gutter	(incl. removal) 40' ea. quadrant	160.0	FT	\$57.00 /FT	\$9,120.00
Guardrail Anchorage to Bridge	(each quadrant)	4.0	EA	\$2,540.00 /EA	\$10,160.00
Guardrail	(incl. removal) < 200ft beyond reference line	200.0	FT	\$41.00 /FT	\$8,200.00
Guardrail Terminal	(each quadrant)	4.0	EA	\$3,900.00 /EA	\$15,600.00
Roadway Approach Work	(beyond approach pavement)	1.0	LSUM	\$75,000.00 /LSUM	\$75,000.00
Utilities			LSUM		
<b>TRAFFIC CONTROL</b> <i>Unit Cost to be determined by Region or TSC Traffic &amp; Safety</i>					
Part Width Construction			LSUM		
Crossovers			EA		
Temporary Traffic Signals			set		
RR Flagging			LSUM		
Detour		1.0	LSUM	\$30,000.00 /LSUM	\$30,000.00

**RELATED ROAD/TRAFFIC CONSTRUCTION BUDGET** \$213,502

<b>CONTINGENCY</b>	(10% - 20%) (use higher contingency for small projects)	20	%	\$952,000.00	\$190,000
<b>MOBILIZATION</b>	(estimate at 10%)	10	%	\$1,142,000.00	\$114,000
<b>INFLATION</b>	(assume 4% per year, beginning in 2024)	12	%	\$1,256,000.00	\$151,000

(Does not include PE or CE)  
(Refer to programming guidelines in Bridge Cost Estimating Worksheet-Key for CE, PE & PE-S)

<b>TOTAL CONSTRUCTION BUDGET</b>		\$1,407,000
15 % CE	CON BUDGET	\$1,618,000
10 % PE	PE BUDGET	\$135,000
% PE	PE-S BUDGET	\$0

## **APPENDIX B**

**RESOLUTION OF THE**

**NUMBER:**

**2303-029**

**BOARD OF COUNTY ROAD  
COMMISSIONERS OF THE  
COUNTY OF LIVINGSTON**

**DATE:**

**March 16, 2023**

---

**Resolution for Participation in the Rehabilitation of the Mason Road Bridge Over the Red Cedar River Imp. Drain in Section 3 of Iosco Township**

- WHEREAS,** the Board of County Road Commissioners of the County of Livingston wishes to submit Local Bridge Program Applications, and
- WHEREAS,** the Board wishes to actively seek participation in the replacement and/or repair of those bridges, and
- WHEREAS,** the Board has reviewed staff recommendations to establish priorities for funding, now therefore be it
- RESOLVED,** that the Board of County Road Commissioners of the County of Livingston does hereby apply for participation in the rehabilitation of the Mason Road Bridge over the Red Cedar River Imp. Drain in Section 3 of Iosco Township (Structure #5814), and be it further
- RESOLVED,** that the Mason Road Bridge is made the number 1 priority for funding, and be it further
- RESOLVED,** that staff is authorized to submit the application to the Michigan Department of Transportation and undertake any actions necessary to implement this resolution.

**MOVED:**

**SUPPORTED:**

**AYES:**

**NAYS:**

I hereby certify this to be a true copy of a resolution made and adopted by the Board of County Road Commissioners of the County of Livingston.

---

Steven J. Wasyk, Managing Director

RESOLUTION OF THE

NUMBER: 2303-030

BOARD OF COUNTY ROAD  
COMMISSIONERS OF THE  
COUNTY OF LIVINGSTON

DATE: March 16, 2023

Resolution for Participation in the Replacement of the Marr Road Bridge Over the South Branch of the Shiawassee River in Section 10 of Howell Township

- WHEREAS,** the Board of County Road Commissioners of the County of Livingston wishes to submit Local Bridge Program Applications, and
- WHEREAS,** the Board wishes to actively seek participation in the replacement and/or repair of those bridges, and
- WHEREAS,** the Board has reviewed staff recommendations to establish priorities for funding, now therefore be it
- RESOLVED,** that the Board of County Road Commissioners of the County of Livingston does hereby apply for participation in the replacement of the Marr Road Bridge over the south branch of the Shiawassee River in Section 10 of Howell Township (Structure #5818), and be it further
- RESOLVED,** that the Marr Road Bridge is made the number 2 priority for funding, and be it further
- RESOLVED,** that staff is authorized to submit the application to the Michigan Department of Transportation and undertake any actions necessary to implement this resolution.

**MOVED:**  
**SUPPORTED:**  
**AYES:**  
**NAYS:**

I hereby certify this to be a true copy of a resolution made and adopted by the Board of County Road Commissioners of the County of Livingston.

\_\_\_\_\_  
 Steven J. Wasylk, Managing Director



RESOLUTION OF THE

NUMBER:

2303-031

BOARD OF COUNTY ROAD  
COMMISSIONERS OF THE  
COUNTY OF LIVINGSTON

DATE:

March 16, 2023

---

Resolution for Participation in the Replacement of the Jones Road Bridge Over Bogue Creek in Section 24 of Cohoctah Township

- WHEREAS,** the Board of County Road Commissioners of the County of Livingston wishes to submit Local Bridge Program Applications, and
- WHEREAS,** the Board wishes to actively seek participation in the replacement and/or repair of those bridges, and
- WHEREAS,** the Board has reviewed staff recommendations to establish priorities for funding, now therefore be it
- RESOLVED,** that the Board of County Road Commissioners of the County of Livingston does hereby apply for participation in the replacement of the Jones Road Bridge over Bogue Creek in Section 24 of Cohoctah Township (Structure #5848), and be it further
- RESOLVED,** that the Jones Road Bridge is made the number 3 priority for funding, and be it further
- RESOLVED,** that staff is authorized to submit the application to the Michigan Department of Transportation and undertake any actions necessary to implement this resolution.

**MOVED:**

**SUPPORTED:**

**AYES:**

**NAYS:**

I hereby certify this to be a true copy of a resolution made and adopted by the Board of County Road Commissioners of the County of Livingston.

---

Steven J. Wasyk, Managing Director

RESOLUTION OF THE

NUMBER:

2303-032

BOARD OF COUNTY ROAD  
COMMISSIONERS OF THE  
COUNTY OF LIVINGSTON

DATE:

March 16, 2023

---

Resolution for Participation in the Replacement of the Milett Road Bridge Over the Red Cedar River in Section 30 of Howell Township

- WHEREAS,** the Board of County Road Commissioners of the County of Livingston wishes to submit Local Bridge Program Applications, and
- WHEREAS,** the Board wishes to actively seek participation in the replacement and/or repair of those bridges, and
- WHEREAS,** the Board has reviewed staff recommendations to establish priorities for funding, now therefore be it
- RESOLVED,** that the Board of County Road Commissioners of the County of Livingston does hereby apply for participation in the replacement of the Milett Road Bridge over the Red Cedar River in Section 30 of Howell Township (Structure #5875), and be it further
- RESOLVED,** that the Milett Road Bridge is made the number 4 priority for funding, and be it further
- RESOLVED,** that staff is authorized to submit the application to the Michigan Department of Transportation and undertake any actions necessary to implement this resolution.

**MOVED:**

**SUPPORTED:**

**AYES:**

**NAYS:**

I hereby certify this to be a true copy of a resolution made and adopted by the Board of County Road Commissioners of the County of Livingston.

---

Steven J. Wasyk, Managing Director

# Livingston County Road Commission

3535 Grand Oaks Drive • Howell, Michigan 48843-8575  
Telephone: (517) 546-4250 • Facsimile: (517) 546-9628  
Internet Address: [www.livingstonroads.org](http://www.livingstonroads.org)

F.4.

## MEMORANDUM

**Date:** March 16, 2023

**To:** Board of County Road Commissioners

**From:** Steve Wasylk, Managing Director

**Subject:** Grant Sponsorship – Huron-Clinton Metropolitan Authority

---

The Huron-Clinton Metropolitan Authority (HCMA) has requested our support as an Act-51 sponsor for a grant application through the Federal Community Project Funding program. Their letter of request and associated materials are attached for your review. Because this grant program is administered through the Michigan Department of Transportation's Local Agency Program, an Act-51 agency is required to sponsor the effort. The HCMA is not such an agency, so they have asked us for our support.

We have sponsored similar projects for several townships in the past with great success. Although the Road Commission does not own or maintain trail systems, we recognize their importance and support the appropriate agencies when we are able. Staff has reviewed the request of the HCMA and recommends support of their endeavor.

**RESOLUTION OF THE**

**NUMBER:**

**2303-033**

**BOARD OF COUNTY ROAD  
COMMISSIONERS OF THE  
COUNTY OF LIVINGSTON**

**DATE:**

**March 16, 2023**

---

**Resolution Authorizing Support of a Community Project Funding Grant Application for the  
Huron-Clinton Metropolitan Authority**

**WHEREAS,** the Huron-Clinton Metropolitan Authority (HCMA) wishes to submit a grant application through the Federal Community Project Funding program for the design of a portion of the Livingston County Regional Trail Connection, and

**WHEREAS,** HCMA has requested that the Livingston County Road Commission support the project as the Act-51 sponsor agency, and

**WHEREAS,** staff has reviewed the request and considers support of the project to be in the best interest of the citizens of Livingston County, now therefore be it

**RESOLVED,** that the Board of County Road Commissioners of the County of Livingston hereby supports being the Act-51 sponsor agency for the aforementioned HCMA grant application, and be it further

**RESOLVED,** that staff is authorized to proceed with appropriate action as the Act-51 sponsor agency.

**MOVED:**

**SUPPORTED:**

**AYES:**

**NAYS:**

I hereby certify this to be a true copy of a resolution made and adopted by the Board of County Road Commissioners of the County of Livingston.

---

Steven J. Wasyk, Managing Director



# THEY'RE YOUR METROPARKS. TAKE A WALK ON OUR WILD SIDE.

Administrative Office | 13000 High Ridge Drive, Brighton MI 48114-9058 | 810-227-2757 | metroparks.com

Livingston County Road Commission  
Board of Commissioners  
3535 Grand Oaks Dr.  
Howell, MI 48843

March 13, 2023

Dear Livingston County Road Commission Board,

The Huron-Clinton Metropolitan Authority (HCMA) respectfully requests your support as an Act-51 sponsor agency for an application for funding to complete a design engineering study for the Livingston County Regional Trail Connection. The total project cost request is \$900,000 and is made through Congresswoman Elissa Slotkin's Community Project Funding program under the Department of Transportation – Highway Infrastructure Projects. The HCMA is asking for assistance from LCRC to act as the Act-51 sponsor agency only and is not requesting capital or funding assistance. Any match required will be sourced from the HCMA.

The Livingston County Regional Trail Connection study began through efforts made by the Livingston County Outdoor Network (LivON), a large group representing the county's 20 municipalities along with several stakeholder groups. This group developed the Livingston County Trails Plan with the support from the Southeast Michigan Council of Governments. The plan was based on the desire to improve trail connections throughout the county while offering linkages to the regional Great Lake-to-Lake Trail. The Livingston County Regional Trail Connection as proposed will also link 2 State Parks and 2 Metroparks within 4 miles of each other.

The study identified the most feasible route through Hamburg and Green Oak Townships. The trail proposed begins on Bauer Road, one mile north of Murray Lake Road at the existing trail access point, then travelling south to Maltby Road and east on Maltby Road to connect to Fieldcrest Drive by way of a pedestrian overpass bridge over US23. The proposed route will provide a safe alternative for non-motorized travelers that are currently using the Lee Road overpass or the train overpass, both existing alternatives provide considerable risk. This project expands outdoor recreation opportunities which is a vital part of the local, regional and state economy. This trail linkage will allow for increased mobility, health and well-being of Livingston County Residents and will draw visitors from across southeast Michigan and beyond.

Attached you will find letters of support from the Livingston County Board, as well as excerpts from the study that show the proposed route to be designed. HCMA is hopeful for support and looking forward to developing a new partnership with LCRC.

Respectfully,  
  
Amy McMillan, Director

**BOARD OF COMMISSIONERS:**

Jaye Quadrozzi  
Oakland County

Bernard Parker  
Wayne County

John Paul Rea  
Macomb County

Robert W. Marans  
Washtenaw County

William Bolin  
Livingston County

Stephen Pontoni  
Governor Appointee

Tiffany Taylor  
Governor Appointee



# Livingston County Department of Planning

April 18, 2022

Ms. Amy McMillan,  
Director, Huron-Clinton Metropolitan Authority  
13000 High Ridge Drive  
Brighton, MI 48114

Dear Ms. McMillan,

I am pleased to support your request to fund survey and engineering design for Livingston County trail connections through the Federal Community Project Funding appropriations process.

As you know, years of effort and the involvement of the Livingston County Planning Department as well as each of the twenty local units of government and area stakeholders including the Metroparks were part of the countywide *Livingston County Trails Plan*. This plan recommended trail connection routes in the southeast part of the county where approximately 48% of the county population resides. A further feasibility study, culminating in the *State Park to Metropark Connector Report*, finalized the route with additional public input.

The natural next step in the planning process is to develop final survey and engineering design for the recommended route so that a shovel-ready plan is available that will enable the project to move quickly forward as future funding opportunities arise.

These trail connections will link the Brighton State Recreation Area, Huron Meadows Metropark, Island Lake State Recreation Area and the population centers around the City of Brighton. Currently there are no existing routes for safely getting non-motorized traffic over the highway. Bicyclists are risking their lives crossing US-23 at Lee Road and Silver Lake Road trying to get between these recreational resources.

We strongly endorse your efforts to fund final survey and engineering design plans that will build on the *Livingston County Trails Plan* and the *State Park to Metropark Connector Report* to further connect our region.

Please keep me updated on the progress of this project.

Sincerely,

*Kathleen J. Kline-Hudson*

Kathleen J. Kline-Hudson, Director  
Livingston County Planning Department

**Kathleen J. Kline-Hudson**  
AICP, PEM  
Director

**Robert A. Stanford**  
AICP, PEM  
Principal Planner

**Scott Barb**  
AICP, PEM  
Principal Planner

## Department Information

Administration Building  
304 E. Grand River Avenue  
Suite 206  
Howell, MI 48843-2323

●  
(517) 546-7555  
Fax (517) 552-2347

●  
Web Site  
[livgov.com](http://livgov.com)

\*\*\* Selected Pages \*\*\*



LIVINGSTON COUNTY  
**TRAILS PLAN**  
June 2020



**ESTABLISHING A TRAIL NETWORK TO CONNECT PEOPLE  
TO PARKS AND PLACES IN LIVINGSTON COUNTY**



*The development of this plan was led by Livingston County. The LivOn Group functioned as a Steering Committee and played a significant role advising the process and encouraging participation.*

*Funding for this project was provided, in part, through the Southeast Michigan Council of Governments, Planning Assistance Program for Multi-Community Planning.*

*Many thanks to those that participated with their time and/or financial resources.*

# Acknowledgments

## Livingston County Outdoor Network (LivON)

Dennis Brennan, LivON Chair, Supervisor Putnam Township  
Andrea LaFontaine, Michigan Trails and Greenways Alliance  
Andrew Haapala, DNR  
Bill Bamber, Supervisor, Oceola Township  
Bill Fountain, Supervisor, Hartland Township  
Bill Rogers, Supervisor, Genoa Township  
Bob Hanvey, Supervisor, Marion Township  
Brian Pawlik, Southeast Michigan Council of Governments  
Casey Summerville  
Charlie DeVries, ITC  
Chuck Dennison, DNR  
Dan Brown, Huron River Watershed Council  
Don Packard, Michigan Horse Council  
Gary Childs, County Commissioner District 9  
Jay Bibby, Huron-Clinton Metroparks  
John Wilson, Crossroads Sierra Club  
Karen Pierce, Livingston Area Environmental Coalition  
Kelly Mathews, Brighton Township  
Leo Hanifin, Livingston County Transportation Coalition  
Lew Kidder, Huron Waterloo Pathway Initiative  
Linda Walker, Supervisor, Unadilla Township  
Lucie Fortin, Planning Consultant, Village of Pinckney  
Martha Haglund, Howell Township  
Mary Robinson, Livingston County Convention & Visitors Bureau  
Michael Powers, Southeast Livingston Recreation Authority  
Michelle Brunner, Village of Pinckney  
Mike Cunningham, Supervisor, Tyrone Township  
Murdock Jemerson, DNR  
Natalsha Radke, Livingston County Health Department  
Neal Glazebrook, Livingston County Transportation Coalition  
Nikki Van Bloem, DNR  
Nina Kelly, Huron-Clinton Metroparks  
Pat Carney, Putnam Township  
Pat Hohl, Supervisor, Hamburg Township  
Rebecca Foster, Village of Pinckney  
Rowdy Perry, DNR  
Tim Church, Howell Area Parks & Recreation Authority  
Tim Schmitt, City of Howell  
Tyler Klifman, SEMCOG  
Vince Ranger, DNR

## Livingston County Board of Commissioners

Carol S. Griffith, Chair, District 7  
Kate Lawrence, District 1  
William J. Green, District 2  
Wes Nakagiri, District 3  
Douglas G. Helzerman, District 4  
Robert J. Bezotte, District 6  
Jerome Gross, District 8  
Gary Childs, District 9  
Cindy Catanach, Interim County Administrator  
(\*District 5 Vacant)

## Livingston County Planning Commission

Brian Prokuda, Chair  
Jeanne Clum, Vice-Chair  
Bill Anderson  
Laura Abramson  
Matt Ikle  
Bill Call  
Dennis Bowdoin

## Livingston County Planning Department Team

Kathleen J. Kline-Hudson, Director  
Robert Stanford, Principal Planner  
Scott Barb, Principal Planner

## Consultant

The Greenway Collaborative, Inc

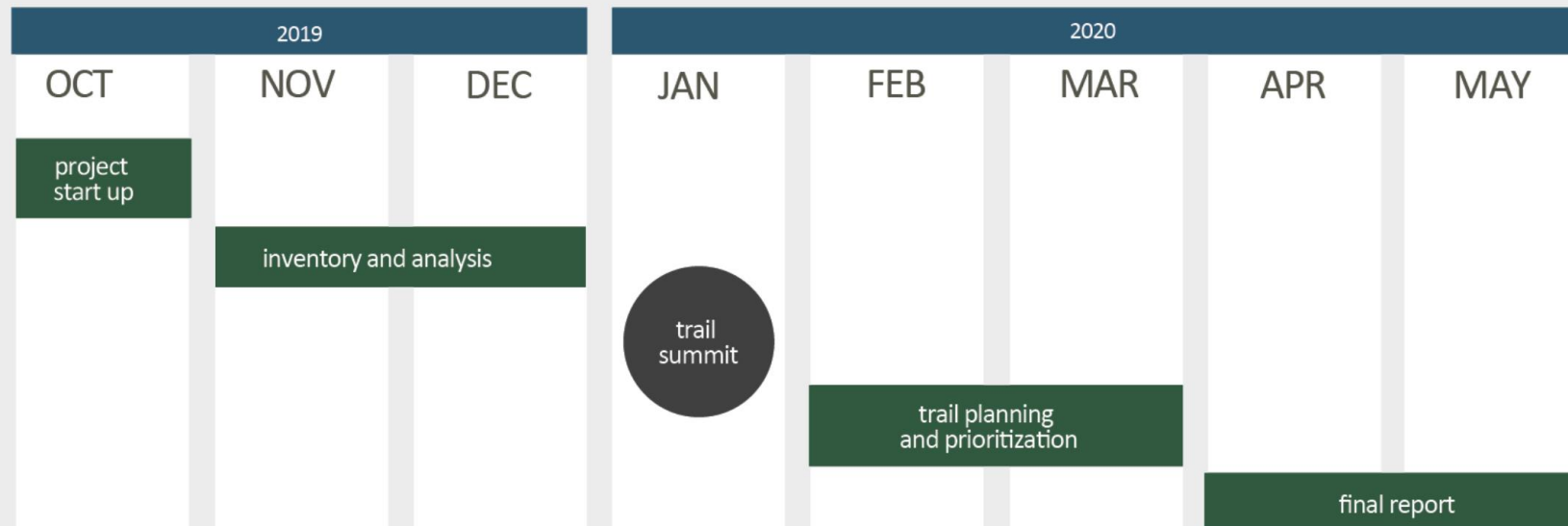


## Why plan?

The need for a Livingston County Trail Plan was identified by **LivON: Livingston County Outdoor Network**. This group is comprised of Livingston County park providers, recreation clubs, conservationists, and Livingston County Township Supervisors, Village Presidents and City Mayors/Managers of each of the twenty local units of government. It is chaired by the Supervisor of Putnam Township and is facilitated by (3) three entities: Livingston County Planning Department; Huron-Clinton Metroparks; and two (2) DNR staff with offices in Livingston County at Island Lake Recreation Area and Brighton State Park. The impetus for this project concept is the current construction and completion of the **Mike Levine Lakelands Trail** through Green Oak Township and its connection to **Island Lake Recreation Area** and the **Huron Valley Trail** in Oakland County as **Route #1 of the Great Lake-to-Lake Trails**. With the completion of this State of Michigan trail way in mind, LivON members expressed a desire to **improve trail connections** throughout Livingston County and to better **connect secondary trails** into the primary Great Lake-to-Lake Trail.

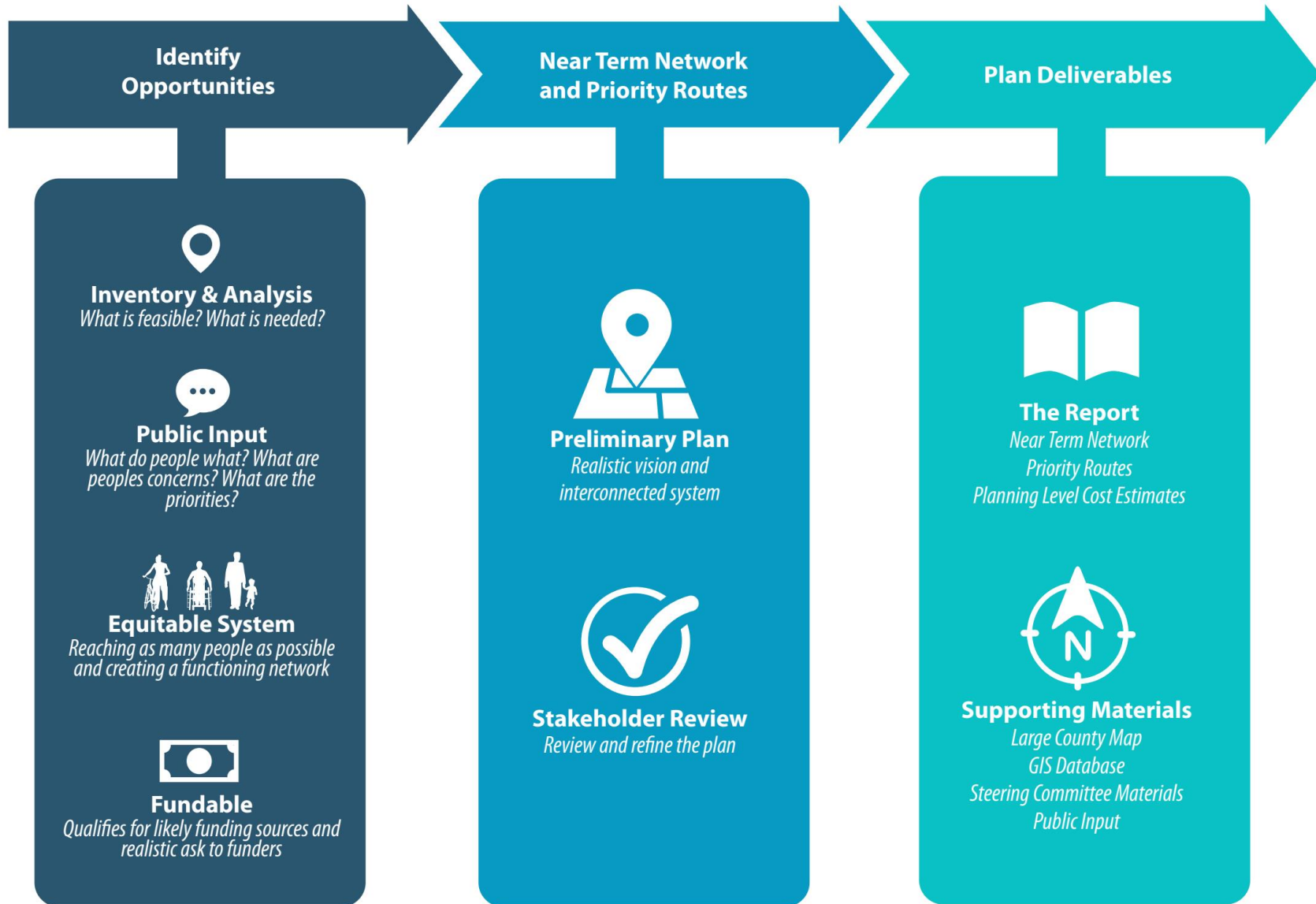


## Project Schedule



# Process

The plan was developed over an 8-month period. The LivOn Steering Committee guided the process and helped with public engagement. A trail summit was held in January 2020, along with online engagement opportunities to gather input and set priorities. The following chart outlines the planning process.



## Engagement + Input Overview



A **project website** was developed and used to share project updates with the public. All project materials were posted to the website and online surveys and crowdsourcing maps were available through the website for public input.



Around **50 people** attended the **Trail Summit** held at the John E. LaBelle Public Safety Complex. The event included a short presentation followed by opportunities to provide input and mark-up maps.



**3 monthly meetings** with the **LivOn Committee** were held to help guide the development of the plan.



**121 surveys** were completed through the project website or during the trail summit



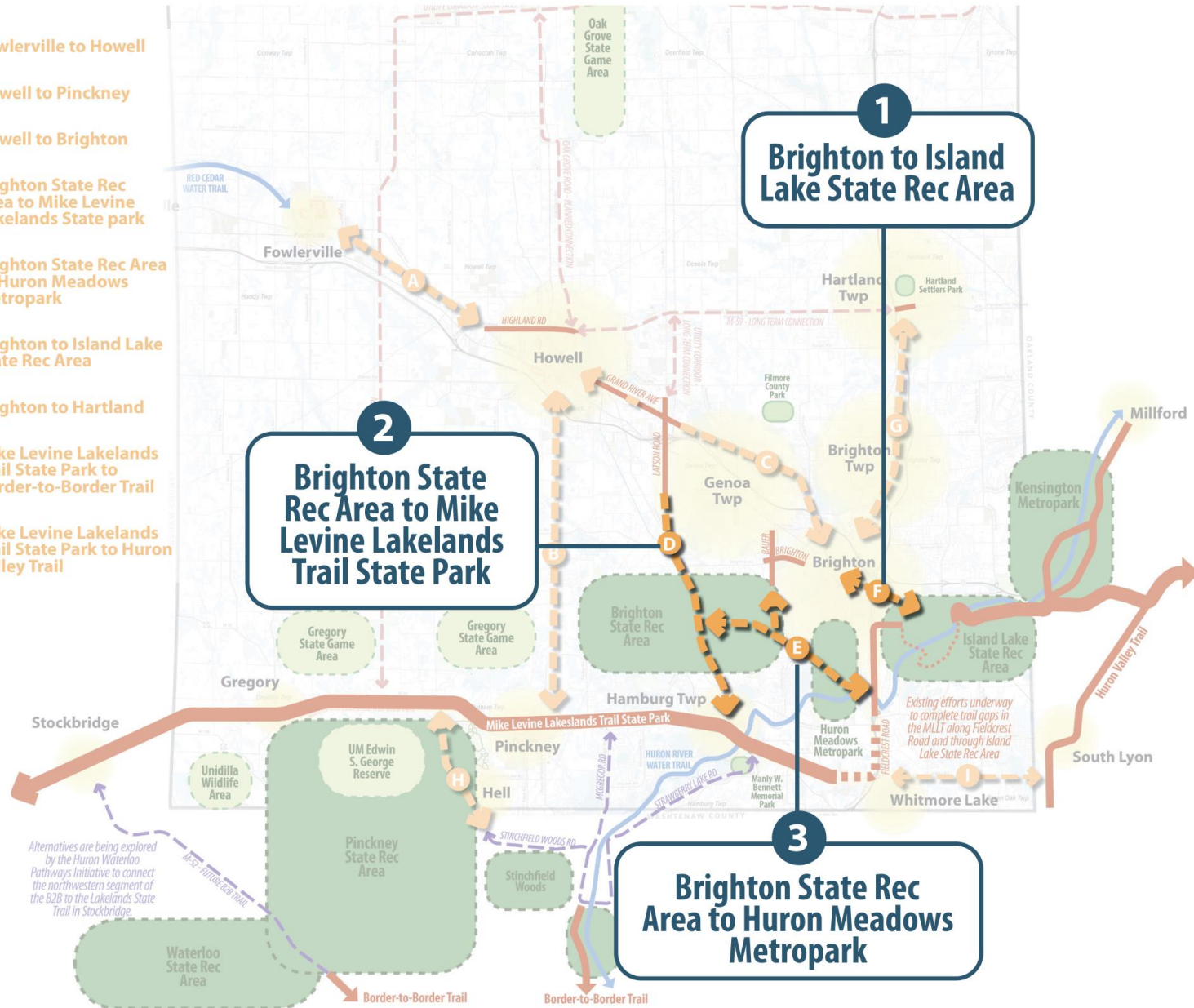
**61 comments** provided through the **online crowdsourcing map**

**The following pages document input gathered during the planning process...**



# Top Three Priority Trail Connections

- A** Fowlerville to Howell
- B** Howell to Pinckney
- C** Howell to Brighton
- D** Brighton State Rec Area to Mike Levine Lakelands State park
- E** Brighton State Rec Area to Huron Meadows Metropark
- F** Brighton to Island Lake State Rec Area
- G** Brighton to Hartland
- H** Mike Levine Lakelands Trail State Park to Border-to-Border Trail
- I** Mike Levine Lakelands Trail State Park to Huron Valley Trail





### Key findings...

Over the next decade, the majority of participants would like the county to focus on these three trail connections:

- Brighton to Island Lake State Rec Area
- Brighton State Rec Area to Mike Levine Lakelands Trail State Park
- Brighton State Rec Area to Huron Meadows Metropark

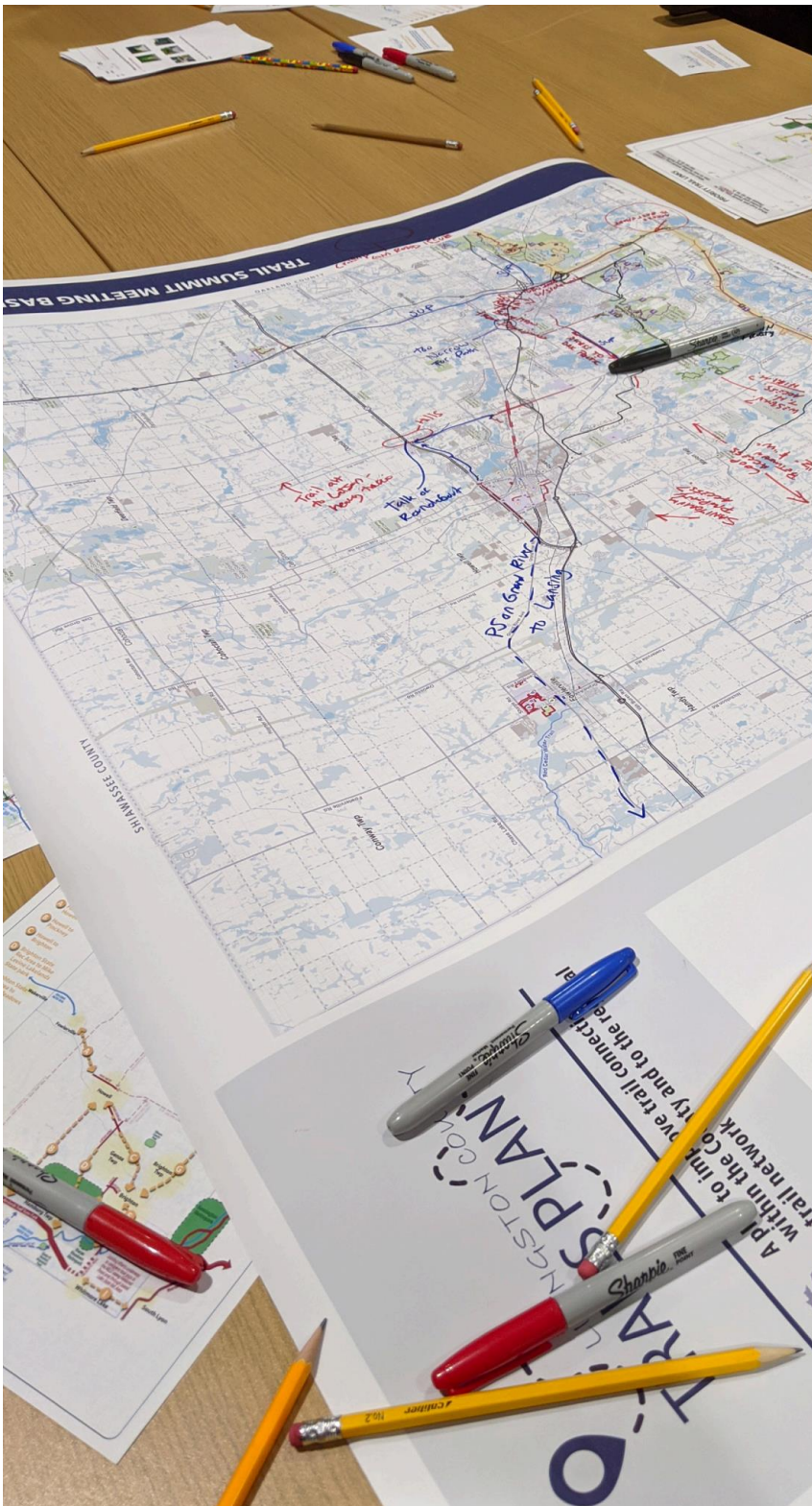
Asphalt paths are the most desired trail surface, but people are open to other options where appropriate, or if it means more trails can be put down.

Strong desire to connect to other large trails in the region such as the Potawatomi Trail, DTE Energy Foundation Trail and Border-to-Border Trail in Washtenaw County, and the Huron Valley Trail in Oakland County.

Gravel roads are currently popular bicycle routes to get between mountain bike trails in parks. Some bicyclists prefer gravel road routes with topography for training.

There are existing “bootleg” mountain bike trails in some of the State Recreation Areas - they are not official trails, but are used frequently and may provide key connections.

While the scope of this plan focuses on priority trail connections, there is a strong desire for a nonmotorized plan that can address bicycle and pedestrian improvements throughout the county and within urban areas.



## Maltby - Hamburg - Bauer Road Trail

This 3.7 mile trail link provides connections between the City of Brighton, Island Lake State Rec Area, Huron Meadows Metropark, and Brighton State Recreation Area. It connects to the existing shared use paths on Bauer Road/Brighton Road to the shared use path on Fieldcrest Road (Great Lake to Lake Trail Route #1).

### Proposed Nonmotorized Facility:

11' wide asphalt shared use path with 2' clear zones on either side following the north side of Maltby Road and Hamburg Road, and west side of Bauer Road

### Property:

Existing Rights-of-way (16,602 ft), Brighton State Recreation Area (2,800 ft)

### Boardwalks and Bridges:

- Boardwalk through wetland areas (1,923)
- Bridge overpass US-23 (300 ft)
- Bridge over South Ore Creek (100')
- Bridge over stream in Brighton State Recreation Area (70')

### Road Crossings:

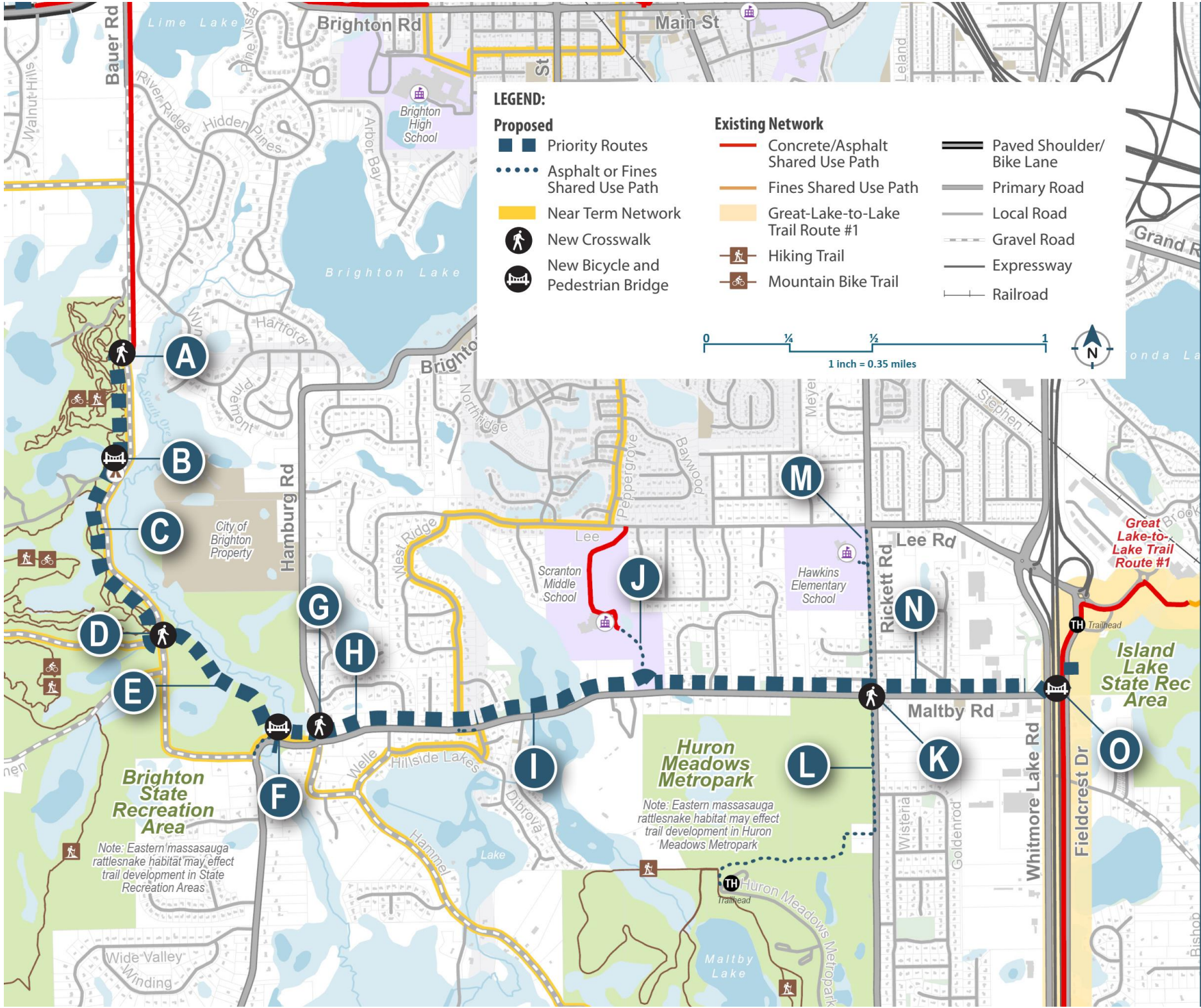
- Basic crosswalk across Maltby Road and Rickett Road at 4-way intersection
- Basic crosswalk across Hamburg Road
- Basic crosswalk across Bauer Road near Brown Lake Road
- Basic crosswalk on Bauer Road at southern terminus of existing paved sidepath

### Biggest Challenges:

- Bridge overpass across US-23
- Bridges over rivers and creek
- Wetlands/topography
- Eastern massasauga rattlesnake habitat may effect trail development in Brighton State Recreation Area

### NOTES:

- A** Basic crosswalk at Bauer Road
- B** Bridge (70 ft) may be required
- C** Pathway on west side of Bauer Rd due to proximity of South Ore Creek to road on the east side
- D** Basic Crosswalk at Bauer Road; a boardwalk or culvert may be required as pathway approaches road from east side
- E** Boardwalk (355') may be required through wetland area
- F** Bridge (100') and boardwalks (593 ft) required over South Ore Creek
- G** Basic crosswalk across Hamburg Road
- H** Residential homes close to road
- I** Boardwalk (900 ft) along north side of Maltby Road
- J** Pathway (1,030 ft) connection to Scranton Middle School
- K** Basic Crosswalk across Maltby Road and Rickett Road
- L** Pathway (5,236ft) connection to Huron Meadows Metropark
- M** Pathway (2,590 ft) connection along the west side of Rickett Road to Hawkins Middle School
- N** Trail follows north side of Maltby Road due to limited building setback on southeast corner of Rickett Road and Maltby Road
- O** Bridge (300 ft) overpass at US-23



**RECOMMENDATIONS**

\*\*\* Selected Pages to show Public Input \*\*\*



# METROPARK TO STATE PARK PATHWAY CONNECTOR

BRIGHTON STATE RECREATION AREA - HURON MEADOWS METROPARK - ISLAND STATE RECREATION AREA - KENSINGTON METROPARK

## ROUTE SCORING



BRIGHTON STATE RECREATION AREA



HURON MEADOWS METROPARK



ISLAND LAKE STATE PARK



KENSINGTON METROPARK



## METROPARK TO STATE PARK CONNECTOR PUBLIC ENGAGEMENT



**4**  
public input  
events



**28**  
online map  
comments



**1000+**  
surveys  
completed

### WOULD YOU USE THE CENTRAL ROUTE? SELECT ALL THAT APPLY



**51%** YES FOR WALKING



**90%** YES FOR BIKING

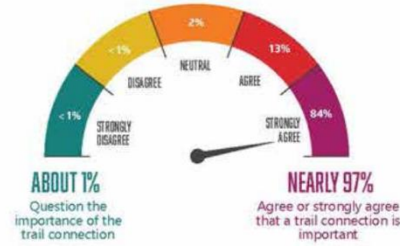


**40%** YES FOR RUNNING



**8%** YES (OTHER)

### IT IS IMPORTANT TO PROVIDE A TRAIL CONNECTION BETWEEN THESE FOUR PARKS



### WHAT DO YOU LIKE ABOUT THE CENTRAL ROUTE?



- 1 Provides a Safe Route
- 2 Connects All the Parks
- 3 Direct Connection
- 4 Connects to Existing Trails
- 5 Easy and Efficient
- 6 Safe Crossing at US-23
- 7 Neighborhood Access
- 8 Avoids Expressway Roundabouts
- 9 Path Separated from Road
- 10 Option for Longer Rides/Trips
- 11 Location
- 12 More Nonmotorized Routes

TOP 12 ANSWERS

### WHAT DO YOU DISLIKE ABOUT THE CENTRAL ROUTE?



- 1 Nothing
- 2 Along Major Roadway with Traffic
- 3 Need Path Separated from Road
- 4 Malby is a Busy Road
- 5 Need Connection to Brighton
- 6 Need Connection to Lakelands Trail
- 7 Route into Huron Meadows
- 8 It is Not Built Yet
- 9 Cost
- 10 Ends too soon at Brighton Res Area
- 11 Expressway Roundabouts
- 12 Disrupt Rural Feel

TOP 12 ANSWERS

### WHAT WOULD YOU CHANGE ABOUT THE CENTRAL ROUTE?



- 1 Nothing
- 2 Separate Path from Road
- 3 Connect to Brighton
- 4 Connect to Lakelands Trail
- 5 Loop in Huron Meadows
- 6 Bike Lanes
- 7 Paved Pathway
- 8 Avoid Major Roadways
- 9 Connect to Bishop Lake
- 10 Build More Trails
- 11 More Trail Amenities
- 12 Loop Routes

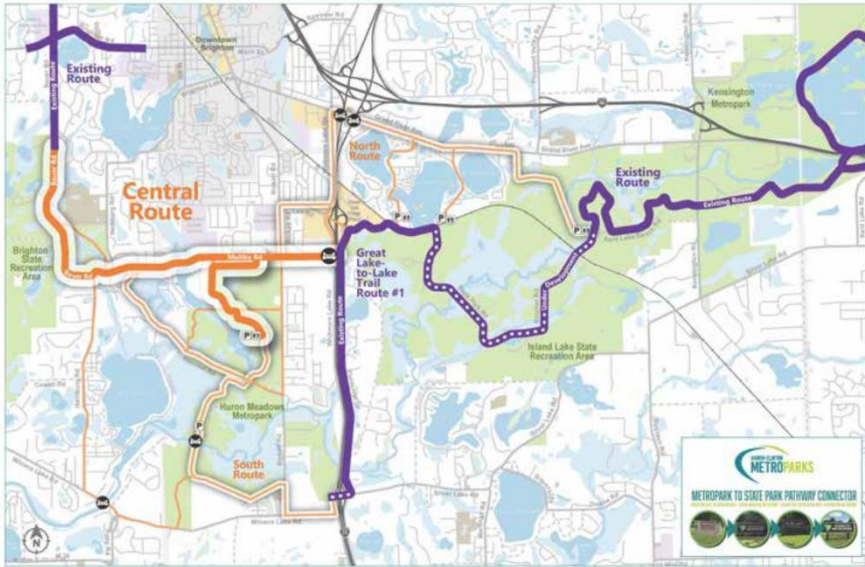
TOP 12 ANSWERS

### TELL US ANYTHING ELSE YOU FEEL IS IMPORTANT:



- 1 We Love It
- 2 Please Build It
- 3 Safety is Key
- 4 Added Value to Community
- 5 Separate Path from Road
- 6 Build More Trails
- 7 Thank You
- 8 More Trail Amenities
- 9 Connect to Lakelands Trail
- 10 Signs and Wayfinding
- 11 Paved Trails
- 12 Wide Trails

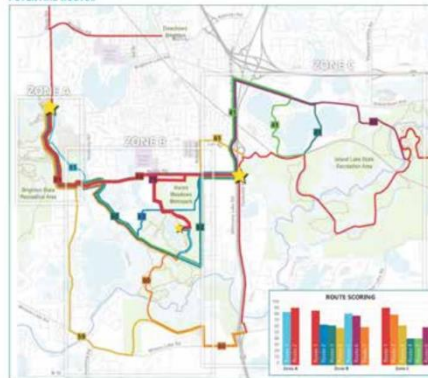
TOP 12 ANSWERS



**METROPARK TO STATE PARK PATHWAY CONNECTOR**

The goal of this project is to provide a safe and efficient non-motorized connection between four large regional parks. Multiple variations of three general routes were evaluated. We are seeking input on the Central Route as that alternative scored significantly higher than the North and South Routes.

POTENTIAL ROUTES



**ROUTE SCORING CATEGORIES**

**Residential Accessibility (15 pts)**  
A measure of how accessible the route is to residential areas.  
15 = easy access to high density residential areas  
10 = moderate accessibility  
5 = difficult access

**Safety (10 pts)**  
A comparative measure of route safety in terms of interaction with vehicular traffic as well as public utility of the trail section.  
10 = difficult safety concerns - potentially unsafe  
5 = moderate safety concerns - some risks  
0 = no safety concerns

**Scenic Quality (10 pts)**  
A comparative measure of scenic quality along the route as well as diversity of wildlife habitat, both attraction scenery and landscape diversity are factors.  
10 = great scenic quality  
5 = moderate scenic quality  
0 = attraction scenery with diversity



**Viability of Long-Term Maintenance (10 pts)**  
A measure of potential long term maintenance cost factors. Facilities such as bridges have a higher long term maintenance cost than a paved and well-drained path. Other factors include the potential for long term maintenance costs.  
10 = significant maintenance costs  
5 = moderate maintenance costs  
0 = minimal maintenance costs

**Feasibility of Development (20 pts)**  
A measure of the ease of development in terms of technical challenges of the land. Obstacles to development may include steep slopes, natural features such as wetlands, floodplains, streams or other approvals or high traffic roads.  
20 = no obstacles  
10 = minimal obstacles  
0 = significant obstacles



**Property Acquisition Feasibility (20 pts)**  
A measure of the quality of easements or land acquisition that may be required for development of the trail. The easement agreement may include the right to purchase the property. Easement acquisition for trails on private property is often difficult and can be an insurmountable obstacle to development.  
20 = no obstacles  
10 = minimal obstacles  
0 = significant obstacles

**Regional Park Connectivity (15 pts)**  
A measure of the amount of time and effort it would take to travel from one regional park to the next as well as a measure of connections to existing amenities within the parks.  
15 = easy distance traveled between parks  
10 = moderate distance between parks  
0 = difficult distance between parks

Metropark to State Park Pathway Connector Study

Use the Map Layers below to toggle information on and off. You may add a comment by clicking on the location for your comment, then click the dropped pin.

Map Layers

- Proposed Route
- Existing Routes
- Parks

Parks  
Remove all layers

▼ Comments

**Idea / Suggestion**  
Describe any suggestions or ideas you have to improve the proposed route.

**Issue / Concern**  
Describe any issues or safety concerns with the proposed route.

**Other**  
Other thoughts you would like to share.

Please stay on topic. Comments will not be posted if they are flagrant or contain offensive language.

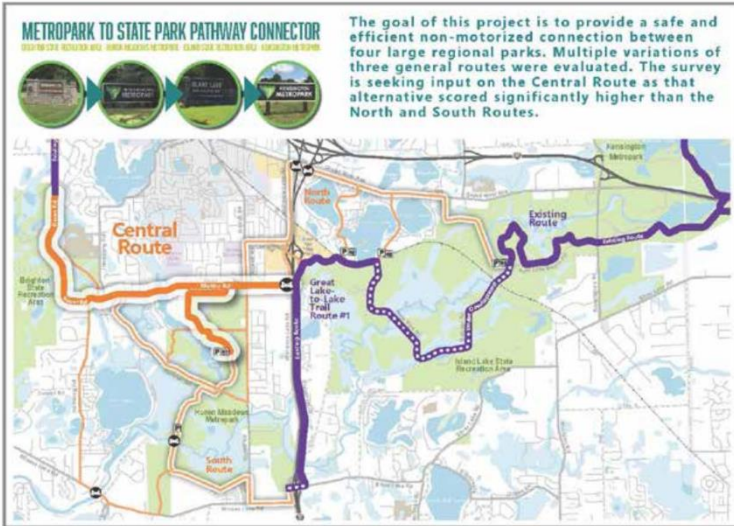
To add a comment, use the box below to draw a line, a circle or drop a marker, and then click on it

**HURON-CLINTON METROPARKS**

**METROPARK TO STATE PARK PATHWAY CONNECTOR**  
BRIGHTON STATE RECREATION AREA - HURON MEADOWS METROPARK - ISLAND STATE RECREATION AREA - BENTONVILLE METROPARK

**ONLINE INPUT AVAILABLE THROUGH SUNDAY, SEPTEMBER 26<sup>TH</sup>**

[WWW.WALKBIKE.INFO/PARKCONNECTOR](http://WWW.WALKBIKE.INFO/PARKCONNECTOR)



**1. It is important to provide a trail connection between these four parks.**  
 Strongly Agree     Somewhat Agree     Neither Agree or Disagree     Somewhat Disagree     Strongly Disagree

**2. What do you LIKE about the Central Route?**

Continue on Back...

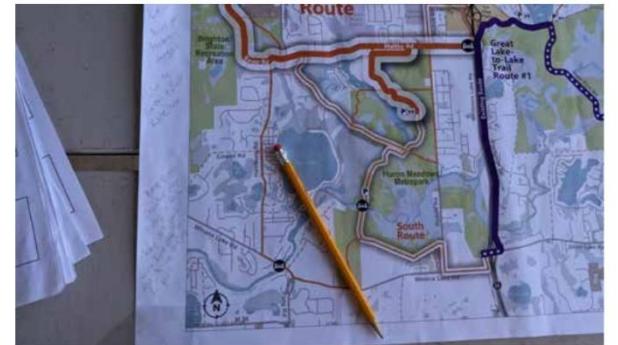
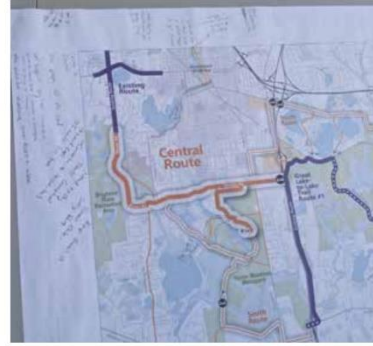
**3. What do you DISLIKE about Central Route?**

**4. What would you CHANGE about the Central Route?**

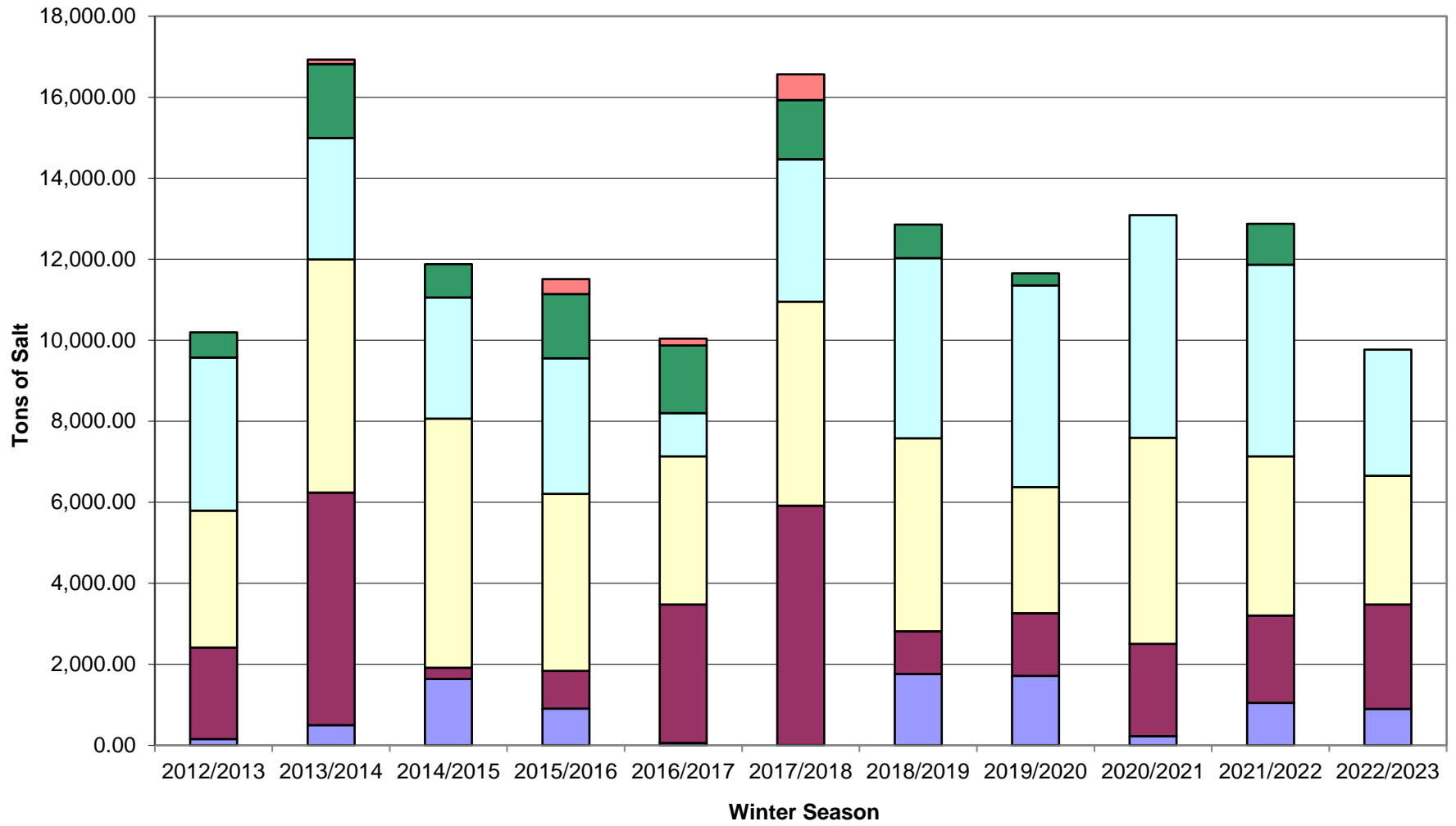
**5. Would you use the Central Route? Select all that apply.**  
 Yes, for Walking     Yes, for Riding a bicycle     Yes, for Running     Yes, for... (please specify below) \_\_\_\_\_

**6. Tell us anything else you feel is important:**

**7. Provide your email if you would like to be notified of project updates:**



### LCRC Salt Usage by Year



■ November ■ December ■ January ■ February ■ March ■ April



**Tabulation of Bids**

Report v1

**Call Number:** 064

**Contract ID:** 47000-210604

**Project(s):** 23A0183

**Letting Date:** March 03, 2023

**Region(s):** Brighton TSC

**Counties:** Livingston County

**Contract Time:** 08/18/23 COMPLETION DATE

**Contract Description:** 1.60 mi of hot mix asphalt cold milling and resurfacing, aggregate shoulder and pavement markings on Chilson Road from Crooked Lake Road north to Beck Road, Livingston County. This is a Local Agency project. \*\* 1472 Cb \*\*In addition to the above minimum prequalification requirement for prime contractors this project includes a subclassification of Ea. If the prime contractor is not prequalified in this subclassification it must use a prequalified subcontractor. This subcontractor must be designated prior to award of the contract to the confirmed low bidder.

**List of Vendors**

Rank	Vendor ID/Name	Total Bid	Percent Of Low Bid	Percent Of Estimate
0	-EST- - Engineer's Estimate	\$1,472,170.00	104.24%	100.00%
1	00253 - Rieth-Riley Construction Co., Inc.	\$1,412,231.12	100.00%	95.93%
2	05184 - Cadillac Asphalt, L.L.C.	\$1,482,400.00	104.97%	100.69%
3	00588 - Ajax Paving Industries, Inc.	\$1,627,803.72	115.26%	110.57%



**Tabulation of Bids**

Report v1

**Call Number:** 073

**Contract ID:** 47000-214434

**Project(s):** 23A0229

**Letting Date:** March 03, 2023

**Region(s):** Brighton TSC

**Counties:** Livingston County

**Contract Time:** 08/25/23 COMPLETION DATE

**Contract Description:** 0.33 mi of hot mix asphalt surface removal and resurfacing, aggregate base, concrete curb replacement and pavement markings on Fowlerville Road from Van Buren Road north to the south village limits of Fowlerville, Livingston County. This is a Local Agency project. \*\* 834 Cb \*\*In addition to the above minimum prequalification requirement for prime contractors this project includes a subclassification of Ea. If the prime contractor is not prequalified in this subclassification it must use a prequalified subcontractor. This subcontractor must be designated prior to award of the contract to the confirmed low bidder.

**List of Vendors**

Rank	Vendor ID/Name	Total Bid	Percent Of Low Bid	Percent Of Estimate
0	-EST- - Engineer's Estimate	\$834,816.30	103.03%	100.00%
1	00529 - Michigan Paving and Materials Company	\$810,279.88	100.00%	97.06%
2	00253 - Rieth-Riley Construction Co., Inc.	\$854,352.60	105.44%	102.34%



# 6214

Minutes – February 9, 2023

THAT the meeting was called to order by Commissioner Crane at 9:30 a.m. in the Board Room of the Livingston County Road Commission, 3535 Grand Oaks Drive, Howell, Michigan. Notice of the meeting was posted in accordance with Act #267 of 1976.

A. CALL TO ORDER

B. PLEDGE OF ALLEGIANCE

C. ROLL CALL

Commissioners Present: Stephen F. Crane  
Paul S. Funk

Commissioner(s) Absent: Kevin T. Spicher

Staff Present: Trevor Bennett, Director of Operations  
Sarah Newton, Director of Finance  
Jodie Tedesco, Director of Engineering  
Steve Wasyk, Managing Director

Others Present: Mike Luce, Hartland Township

D. APPROVAL OF AGENDA

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Crane, to approve the agenda as presented.

Ayes: Commissioners Crane, Funk  
Nays: None  
Motion: Carried

E. CALL TO THE PUBLIC (1)

No Response

F. ACTION ITEMS

1. Project Agreement – Conway Township
  - Fowlerville Road  
(Resolution 2302-012)

Jodie Tedesco presented the Board with a resolution to approve a project agreement with Conway Township for improvements to the section of Fowlerville Road between Sherwood Road and Hayner Road. Ms. Tedesco explained that the project included milling the existing pavement and placing two lifts of new asphalt. Ms. Tedesco stated that Conway Township and the Road Commission would be splitting the cost of the project evenly.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Crane, to approve Resolution 2302-012.

Ayes: Commissioners Crane, Funk  
 Nays: None  
 Motion: Carried

2. Act 51 Mileage Certification
  - Fiscal Year 2022  
 (Resolution 2302-013)

Steve Wasylk presented the Board with a resolution to approve the Act 51 mileage certification for 2022. Mr. Wasylk explained that the annual certification was a requirement for revenue distribution defined by Act 51. Mr. Wasylk noted that 0.11 mile was subtracted from the primary road system and 0.07 mile was subtracted from the urban primary road system. Mr. Wasylk commented that these adjustments were due to the discovery of past mapping errors.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Crane, to approve Resolution 2302-013.

Ayes: Commissioners Crane, Funk  
 Nays: None  
 Motion: Carried

#### G. INFORMATION AND REPORTS

1. Salt Usage

Trevor Bennett presented the Board with a report on the salt usage for the current winter season. Mr. Bennett commented that this season's salt usage was trending slightly below the Road Commission's historical average.

#### H. CALL TO THE PUBLIC (2)

No Response

#### I. LEGAL

1. Consent Judgement
  - Case No. 22-31670-CC  
 (Resolution 2302-014)

Steve Wasylk presented the Board with a resolution to approve the proposed Consent Judgement for Case No. 22-31670-CC in the 44<sup>th</sup> Circuit Court for the County of Livingston. Mr. Wasylk stated that in this case, Consumers Energy Company filed a Complaint for Condemnation to acquire an easement for a pipeline on private property located in Unadilla Township. Mr. Wasylk explained that although the subject easement did not affect the road right-of-way, the Road Commission was named as a Defendant due to rights associated with the road easement. Mr. Wasylk added that staff and Paul Burns, legal Counsel for the Road Commission, had reviewed the Consent Judgement and had no objections.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Crane, to approve Resolution 2302-014.

Ayes: Commissioners Crane, Funk  
Nays: None  
Motion: Carried

## J. ADMINISTRATIVE BUSINESS

### 1. Minutes

#### a. Regular Board Meeting – January 26, 2023

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Crane, to approve the Regular Board Meeting Minutes as presented.

Ayes: Commissioners Crane, Funk  
Nays: None  
Motion: Carried

### 2. Bills

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Crane, to approve Voucher No. BV-4050 in the net amount of \$724,750.99.

Ayes: Commissioners Crane, Funk  
Nays: None  
Motion: Carried

### 3. Meetings Announced

#### a. Next Regular Board Meeting – March 2, 2023

### 4. Financial Reports Reviewed

#### a. Cash Position Statement

#### b. MTF Reports

### 5. Miscellaneous Road Items

Jodie Tedesco stated that the beams for the Peavy Road bridge project should be ready for installation the week of February 27<sup>th</sup>. Ms. Tedesco added that the project should be on schedule for a spring completion.

## K. ADJOURNMENT

There being no further business to come before the Board, Commissioner Crane declared the meeting adjourned at 9:45 a.m.

Signed \_\_\_\_\_  
Stephen F. Crane, Chairman

Signed \_\_\_\_\_  
Steven J. Wasylik, Managing Director

Minutes – March 2, 2023

THAT the meeting was called to order by Commissioner Spicher at 9:30 a.m. in the Board Room of the Livingston County Road Commission, 3535 Grand Oaks Drive, Howell, Michigan. Notice of the meeting was posted in accordance with Act #267 of 1976.

- A. CALL TO ORDER
- B. PLEDGE OF ALLEGIANCE
- C. ROLL CALL

Commissioners Present: Paul S. Funk  
Kevin T. Spicher

Commissioner(s) Absent: Stephen F. Crane

Staff Present: Trevor Bennett, Director of Operations  
Mike Goryl, Traffic and Safety Engineer  
Sarah Newton, Director of Finance  
Jodie Tedesco, Director of Engineering  
Steve Wasylk, Managing Director

Others Present: Mike Luce, Hartland Township

- D. APPROVAL OF AGENDA

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve the agenda as presented.

Ayes: Commissioners Funk, Spicher  
Nays: None  
Motion: Carried

- E. CALL TO THE PUBLIC (1)

No Response

- F. ACTION ITEMS

- 1. Project Agreement – Brighton Township
  - Pleasant Valley Road  
(Resolution 2303-015)

Jodie Tedesco presented the Board with a resolution to approve a project agreement with Brighton Township for improvements to the section of Pleasant Valley Road between Spencer Road and the north end of the pavement. Ms. Tedesco explained that the project consisted of milling the existing pavement and placing two lifts of new asphalt with three feet wide paved shoulders. Ms. Tedesco stated that Brighton Township and the Road Commission would be splitting the cost of the project evenly.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2303-015.

Ayes: Commissioners Funk, Spicher  
Nays: None  
Motion: Carried

2. Project Agreement – Hamburg Township
  - Hooker Road  
(Resolution 2303-016)

Jodie Tedesco presented the Board with a resolution to approve a project agreement with Hamburg Township for improvements to the section of Hooker Road between M-36 and the cul-de-sac. Ms. Tedesco explained that the project consisted of placing four inches of new asphalt in two lifts. Ms. Tedesco stated that Hamburg Township and the Road Commission would be splitting the cost of the project evenly.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2303-016.

Ayes: Commissioners Funk, Spicher  
Nays: None  
Motion: Carried

3. Project Agreements – Oceola Township
  - Clyde Road
  - Clyde Road  
(Resolution 2303-017)

Steve Wasyk presented the Board with a resolution to approve two project agreements with Oceola Township for road improvements. Jodie Tedesco stated that the first agreement was for improvements to the section of Clyde Road between Argentine Road and the east township line. Ms. Tedesco explained that the project consisted of milling the existing pavement and placing four inches of new asphalt in two lifts. Ms. Tedesco stated that the Road Commission and Oceola Township would be splitting the cost of this project evenly.

Trevor Bennett then stated that the second agreement was for improvements to the section of Clyde Road between Latson Road and Fisher Road. Mr. Bennett explained that the project included limited drainage work, tree work, and placing a new gravel surface. Mr. Bennett stated that Oceola Township was responsible for 100 percent of the construction cost for this project.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2303-017.

Ayes: Commissioners Funk, Spicher  
Nays: None  
Motion: Carried

4. Bid Acceptance
  - 2023 Chip Seal Program  
(Resolution 2303-018)

Jodie Tedesco presented the Board with a resolution to accept the low bid for the 2023 Chip Seal Program. Ms. Tedesco stated that the bids were publicly opened on February 14, 2023, and that the low bid contractor was Highway Maintenance and Construction Company. Ms. Tedesco commented that the low bid was 13.11 percent lower than the Engineer's Estimate. Ms. Tedesco added that Highway Maintenance and Construction Company was a Michigan Department of Transportation pre-qualified contractor and has performed acceptable work for the Road Commission for several years.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2303-018.

Ayes: Commissioners Funk, Spicher  
 Nays: None  
 Motion: Carried

5. Project Agreement – Hartland Township
  - Cundy Road  
 (Resolution 2303-019)

Jodie Tedesco presented the Board with a resolution to approve a project agreement with Hartland Township for improvements to the section of Cundy Road between M-59 and Hartland Glen Road. Ms. Tedesco explained that the project consisted of crushing and shaping the existing pavement and placing four inches of new asphalt in two lifts. Ms. Tedesco stated that Hartland Township and the Road Commission would be splitting the cost of the project evenly.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2303-019.

Ayes: Commissioners Funk, Spicher  
 Nays: None  
 Motion: Carried

6. MDOT Contract Approval
  - MDOT Contract No. 23-5007 – Chilson Road  
 (Resolution 2303-020)

Jodie Tedesco presented the Board with a resolution to approve Michigan Department of Transportation Contract No. 23-5007 for the Road Commission's 2023 Chilson Road project. Ms. Tedesco stated that the Board approved the plans and specifications for the project on December 8, 2022, and that \$997,930 of Federal Aid was being used to fund a portion of this project. Ms. Tedesco added that the project was scheduled to be let for bid on March 3, 2023.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2203-020.

Ayes: Commissioners Funk, Spicher  
 Nays: None  
 Motion: Carried

7. MDOT Contract Approval
  - MDOT Contract No. 23-5008 – Fowlerville Road  
(Resolution 2303-021)

Jodie Tedesco presented the Board with a resolution to approve Michigan Department of Transportation Contract No. 23-5008 for the Road Commission's 2023 Fowlerville Road project. Ms. Tedesco stated that the Board approved the plans and specifications for the project on December 8, 2022, and that \$298,635 of Federal Aid was being used to fund a portion of this project. Ms. Tedesco added that the project was scheduled to be let for bid on March 3, 2023.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2203-021.

Ayes: Commissioners Funk, Spicher  
Nays: None  
Motion: Carried

8. Project Agreements – Howell Township
  - Deal Road
  - Fleming Road
  - Marr Road  
(Resolution 2303-022)

Trevor Bennett presented the Board with a resolution to approve three project agreements with Howell Township for road improvements. Mr. Bennett explained that the first agreement was for limited drainage work and a new gravel surface on the section of Deal Road between Fleming Road and the east end of the road, the second agreement was for limited drainage work and a new gravel surface on the section of Fleming Road between Marr Road and Allen Road, and the third agreement was for limited drainage work and a new limestone surface on the section of Marr Road between Burkhart Road and the bridge east of Crandall Road. Mr. Bennett indicated that Howell Township would be responsible for 100 percent of the construction costs for all three projects.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2303-022.

Ayes: Commissioners Funk, Spicher  
Nays: None  
Motion: Carried

9. Project Agreement – Marion Township
  - County Farm Road  
(Resolution 2303-023)

Jodie Tedesco presented the Board with a resolution to approve a project agreement with Marion Township for improvements to the section of County Farm Road between Sexton Road and M-155. Ms. Tedesco explained that the project consisted of placing a chip seal application and an asphalt overlay. Ms. Tedesco stated that Marion Township and the Road Commission would be splitting the cost of the project evenly.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2303-023.

Ayes: Commissioners Funk, Spicher  
 Nays: None  
 Motion: Carried

10. Project Agreement – Genoa Township
- Chilson Road  
 (Resolution 2303-024)

Jodie Tedesco presented the Board with a resolution to approve a project agreement with Genoa Township for improvements to the section of Chilson Road between Brighton Road and the south township line. Ms. Tedesco explained that the project consisted of milling the existing pavement and placing four inches of new asphalt with three feet wide paved shoulders. Ms. Tedesco stated that Genoa Township and the Road Commission would be splitting the cost of the project evenly.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2303-024.

Ayes: Commissioners Funk, Spicher  
 Nays: None  
 Motion: Carried

11. Project Agreement – Deerfield Township
- Faussett Road  
 (Resolution 2303-025)

Jodie Tedesco presented the Board with a resolution to approve a project agreement with Deerfield Township for improvements to the section of Faussett Road between Fisher Road and Latson Road. Ms. Tedesco explained that the project consisted of crushing and shaping the existing pavement and placing four inches of new asphalt in two lifts. Ms. Tedesco stated that Deerfield Township and the Road Commission would be splitting the cost of the project evenly.

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2303-025.

Ayes: Commissioners Funk, Spicher  
 Nays: None  
 Motion: Carried

12. Bid Acceptance
- 2023 Pavement Marking Project  
 (Resolution 2303-026)

Mike Goryl presented the Board with a resolution to award the bid for the 2023 Pavement Marking Project. Mr. Goryl stated that M&M Pavement Marking, Inc. was the low bidder at \$415,785, which was 7.20 percent lower than the Engineer's Estimate. Mr. Goryl commented that the Road Commission has had very good experiences with this contractor in the past and recommended acceptance of their bid.



**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Resolution 2303-026.

Ayes: Commissioners Funk, Spicher  
Nays: None  
Motion: Carried

**G. INFORMATION AND REPORTS**

No Report

**H. CALL TO THE PUBLIC (2)**

No Response

**I. LEGAL**

None

**J. ADMINISTRATIVE BUSINESS**

**1. Minutes**

**a. Regular Board Meeting – February 9, 2023**

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to table approval of the Regular Board Meeting Minutes until the next regularly scheduled Board meeting with the understanding that Commissioner Funk approved the Minutes as presented.

Ayes: Commissioners Funk, Spicher  
Nays: None  
Motion: Carried

**2. Bills**

**ACTION:** It was moved by Commissioner Funk, seconded by Commissioner Spicher, to approve Voucher No. BV-4051 in the net amount of \$669,580.06.

Ayes: Commissioners Funk, Spicher  
Nays: None  
Motion: Carried

**3. Meetings Announced**

**a. Next Regular Board Meeting – March 16, 2023**

**4. Financial Reports Reviewed**

**a. Cash Position Statement**

5. Miscellaneous Road Items

Commissioner Funk commented on the conscientious behavior of the road crews that he observed during the recent ice storm and commended the crews for their efforts. Commissioner Funk also inquired about the Road Commission's responsibilities related to tree removal and power outages during storm events. Steve Wasylk responded with a summary of the Road Commission's procedures during such events.

Jodie Tedesco stated that the beams for the Peavy Road bridge project were now scheduled to be installed on Monday, March 6<sup>th</sup>. Ms. Tedesco added that the project should still be on schedule for a spring completion.

K. ADJOURNMENT

There being no further business to come before the Board, Commissioner Spicher declared the meeting adjourned at 10:15 a.m.

Signed \_\_\_\_\_  
Kevin T. Spicher, Vice Chairman

Signed \_\_\_\_\_  
Steven J. Wasylk, Managing Director

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Date 03/15/2023  
Time 10:44:19

## Livingston County Road Commission AP - Payment Selection Distribution Detail

----- Vendor -----		----- Invoice -----		Gross	Discount	Net	Pay	Discount		
Number	Name	Number	Date	Due Date	Amount	Amount	Amount	Amount	Lost	Comments
<b>ISTAYD</b>	<b>ISTAYD CORPORATION</b>	<b>PSI584870</b>	<b>01/10/2023</b>	02/10/2023	243.00		243.00	243.00		GLOVES
	201 000 511 000 000000 737 001 000000		243.00	INDIRECT / / / UNIFORMS / EMPLOYEE EQUIPMENT /						
		<b>PSI597729</b>	<b>03/07/2023</b>	04/07/2023	249.03		249.03	249.03		STOCK ROOM SUPPLIES
	201 000 511 000 000000 737 000 000000		249.03	INDIRECT / / / SHOP SUPPLIES - STOCK ROOM /						
					<b>492.03</b>		<b>492.03</b>	<b>492.03</b>		
<b>A&amp;LSYS</b>	<b>A &amp; L SYSTEMS</b>	<b>SI23-177447</b>	<b>03/02/2023</b>	04/02/2023	274.96		274.96	274.96		SOLENOID / LIGHTS
	201 000 000 000 000000 110 000 000000		274.96	/ / / PARTS /						
		<b>SI23-177508</b>	<b>03/09/2023</b>	04/09/2023	981.03		981.03	981.03		LIGHTS
	201 000 000 000 000000 110 000 000000		981.03	/ / / PARTS /						
					<b>1,255.99</b>		<b>1,255.99</b>	<b>1,255.99</b>		
<b>ATMMAI</b>	<b>ACTION TRAFFIC MAINTENANCE INC</b>	<b>1251380</b>	<b>03/07/2023</b>	04/07/2023	5,500.00		5,500.00	5,500.00		GUARDRAIL
	201 000 467 102 000021 769 000 000000		5,500.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / GUARD RAIL / GUARDRAIL /						
		<b>1251381</b>	<b>03/07/2023</b>	04/07/2023	2,475.00		2,475.00	2,475.00		GUARDRAIL
	201 000 467 102 000021 769 000 000000		2,475.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / GUARD RAIL / GUARDRAIL /						
		<b>1251382</b>	<b>03/07/2023</b>	04/07/2023	4,100.00		4,100.00	4,100.00		GUARDRAIL
	201 000 467 102 000021 769 000 000000		4,100.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / GUARD RAIL / GUARDRAIL /						
		<b>1251383</b>	<b>03/07/2023</b>	04/07/2023	15,500.00		15,500.00	15,500.00		GUARDRAIL
	201 000 467 102 000021 769 000 000000		15,500.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / GUARD RAIL / GUARDRAIL /						
		<b>1251384</b>	<b>03/07/2023</b>	04/07/2023	16,500.00		16,500.00	16,500.00		GUARDRAIL
	201 000 467 102 000021 769 000 000000		16,500.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / GUARD RAIL / GUARDRAIL /						
		<b>1251414</b>	<b>03/10/2023</b>	04/10/2023	3,100.00		3,100.00	3,100.00		GUARDRAIL
	201 000 467 102 000021 769 000 000000		3,100.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / GUARD RAIL / GUARDRAIL /						
					<b>47,175.00</b>		<b>47,175.00</b>	<b>47,175.00</b>		
<b>ADVAUT</b>	<b>ADVANCED AUTO PARTS</b>	<b>8082305951374</b>	<b>02/28/2023</b>	03/28/2023	39.51		39.51	39.51		FILTERS
	201 000 000 000 000000 110 000 000000		39.51	/ / / PARTS /						
		<b>8082306051456</b>	<b>03/01/2023</b>	04/01/2023	33.00		33.00	33.00		PAINT MARKERS
	201 000 511 000 000000 737 000 000000		33.00	INDIRECT / / / SHOP SUPPLIES - STOCK ROOM /						
		<b>8082306151476</b>	<b>03/02/2023</b>	04/02/2023	45.72		45.72	45.72		FILTERS
	201 000 000 000 000000 110 000 000000		45.72	/ / / PARTS /						
		<b>8082306551598</b>	<b>03/06/2023</b>	04/06/2023	124.58		124.58	124.58		FILTERS/ CLAMP
	201 000 000 000 000000 110 000 000000		124.58	/ / / PARTS /						

Date 03/15/2023  
Time 10:44:19

## Livingston County Road Commission AP - Payment Selection Distribution Detail

----- Vendor -----		----- Invoice -----		Gross	Discount	Net	Pay	Discount		
Number	Name	Number	Date	Due Date	Amount	Amount	Amount	Amount	Lost	Comments
		<b>8082306551615</b>	<b>03/06/2023</b>	04/06/2023	12.90		12.90	12.90		HOSE CLAMPS
201 000 000 000 000000	110 000 000000		12.90	/// PARTS /						
		<b>8082306851783</b>	<b>03/09/2023</b>	04/09/2023	82.61		82.61	82.61		FILTERS
201 000 000 000 000000	110 000 000000		82.61	/// PARTS /						
		<b>8082306851797</b>	<b>03/09/2023</b>	04/09/2023	17.41		17.41	17.41		BELTS
201 000 000 000 000000	108 000 000000		17.41	/// NON-INVENTORY /						
					<b>355.73</b>		<b>355.73</b>	<b>355.73</b>		
<b>AERIND</b>	<b>AERO INDUSTRIES, INC.</b>	<b>871494</b>	<b>03/09/2023</b>	04/09/2023	<b>1,313.04</b>		<b>1,313.04</b>	<b>1,313.04</b>		TARPS / SWING ARM
201 000 000 000 000000	110 000 000000		1,313.04	/// PARTS /						
<b>ALMBOL</b>	<b>ALMA BOLT COMPANY</b>	<b>A499725</b>	<b>03/02/2023</b>	04/02/2023	156.38		156.38	156.38		STOCK ROOM SUPPLIES
201 000 511 000 000000	737 000 000000		156.38	INDIRECT /// SHOP SUPPLIES - STOCK ROOM /						
		<b>A500536</b>	<b>03/09/2023</b>	04/09/2023	121.15		121.15	121.15		BOLTS
201 000 511 000 000000	737 000 000000		121.15	INDIRECT /// SHOP SUPPLIES - STOCK ROOM /						
					<b>277.53</b>		<b>277.53</b>	<b>277.53</b>		
<b>ALRSTE</b>	<b>ALRO STEEL CORP.</b>	<b>DBW6955GR</b>	<b>02/23/2023</b>	03/23/2023	1,218.42		1,218.42	1,218.42		STEEL
201 000 000 000 000000	108 000 000000		593.24	/// NON-INVENTORY /						
201 000 900 000 901058	976 000 000000		625.18	CAPITAL OUTLAY - ROAD EQUIP. // 2023 PETERBILT MODEL 367 TAN DUMP / CAPITAL OUTLAY - ROAD EQUIP /						
		<b>DBX6877NL</b>	<b>02/24/2023</b>	03/24/2023	545.17		545.17	545.17		STEEL
201 000 900 000 901058	976 000 000000		545.17	CAPITAL OUTLAY - ROAD EQUIP. // 2023 PETERBILT MODEL 367 TAN DUMP / CAPITAL OUTLAY - ROAD EQUIP /						
					<b>1,763.59</b>		<b>1,763.59</b>	<b>1,763.59</b>		
<b>SYNAMA</b>	<b>AMAZON CAPITAL SERVICES</b>	<b>1LC7-Y94D-4LTV</b>	<b>03/10/2023</b>	04/10/2023	<b>94.75</b>		<b>94.75</b>	<b>94.75</b>		SERVER RACK
201 000 515 000 000000	807 000 000000		94.75	ADIMINISTRATIVE EXPENSE /// DATA PROCESSING/COMP SUPPLIES /						
<b>AMEMES</b>	<b>AMERICAN MESSAGING</b>	<b>Z12055331XC</b>	<b>03/01/2023</b>	04/01/2023	<b>43.45</b>		<b>43.45</b>	<b>43.45</b>		PAGERS
201 000 514 000 000000	823 000 000000		43.45	DISTRIBUTIVE EXPENSE - OTHER /// MISC TO ROADS - A/P /						
<b>AUTON1</b>	<b>AUTO ONE OF BRIGHTON</b>	<b>157102</b>	<b>03/06/2023</b>	04/06/2023	<b>499.95</b>		<b>499.95</b>	<b>499.95</b>		WINDSHIELD
201 000 000 000 000000	108 000 000000		499.95	/// NON-INVENTORY /						

Date 03/15/2023  
Time 10:44:19

## Livingston County Road Commission AP - Payment Selection Distribution Detail

----- Vendor -----		----- Invoice -----		Gross	Discount	Net	Pay	Discount		
Number	Name	Number	Date	Due Date	Amount	Amount	Amount	Amount	Lost	Comments
<b>BCBSMA</b>	<b>BCBS MICHIGAN-MEDICARE</b>	<b>37050 600</b>	<b>03/07/2023</b>	04/07/2023	1,496.85		1,496.85	1,496.85		INSURANCE
	201 000 513 000 000000 716 000 000000		1,496.85	DISTRIBUTIVE EXPENSE - FRINGE / / / HEALTH CARE INSURANCE /						
		<b>37050 601</b>	<b>03/07/2023</b>	04/07/2023	1,743.08		1,743.08	1,743.08		INSURANCE
	201 000 513 000 000000 716 000 000000		1,743.08	DISTRIBUTIVE EXPENSE - FRINGE / / / HEALTH CARE INSURANCE /						
					<b>3,239.93</b>		<b>3,239.93</b>	<b>3,239.93</b>		
<b>BLUCRO</b>	<b>BCBS OF MI - MOS</b>	<b>007004247 / 0001</b>	<b>03/07/2023</b>	04/07/2023	43,636.47		43,636.47	43,636.47		INSURANCE
	201 000 513 000 000000 716 000 000000		43,636.47	DISTRIBUTIVE EXPENSE - FRINGE / / / HEALTH CARE INSURANCE /						
		<b>007004247 / 0002</b>	<b>03/07/2023</b>	04/07/2023	1,218.06		1,218.06	1,218.06		INSURANCE
	201 000 513 000 000000 716 000 000000		1,218.06	DISTRIBUTIVE EXPENSE - FRINGE / / / HEALTH CARE INSURANCE /						
		<b>007004247 / 0003</b>	<b>03/07/2023</b>	04/07/2023	3,576.65		3,576.65	3,576.65		INSURANCE
	201 000 513 000 000000 716 000 000000		3,576.65	DISTRIBUTIVE EXPENSE - FRINGE / / / HEALTH CARE INSURANCE /						
		<b>007004247 / 0004</b>	<b>03/07/2023</b>	04/07/2023	87.08		87.08	87.08		INSURANCE
	201 000 513 000 000000 716 000 000000		87.08	DISTRIBUTIVE EXPENSE - FRINGE / / / HEALTH CARE INSURANCE /						
		<b>007004247 / 0007</b>	<b>03/07/2023</b>	04/07/2023	3,284.60		3,284.60	3,284.60		INSURANCE
	201 000 513 000 000000 716 000 000000		3,284.60	DISTRIBUTIVE EXPENSE - FRINGE / / / HEALTH CARE INSURANCE /						
		<b>007004247 / 0008</b>	<b>03/07/2023</b>	04/07/2023	8,182.17		8,182.17	8,182.17		INSURANCE
	201 000 513 000 000000 716 000 000000		8,182.17	DISTRIBUTIVE EXPENSE - FRINGE / / / HEALTH CARE INSURANCE /						
		<b>007004247 / 0010</b>	<b>03/07/2023</b>	04/07/2023	2,611.00		2,611.00	2,611.00		INSURANCE
	201 000 513 000 000000 716 000 000000		2,611.00	DISTRIBUTIVE EXPENSE - FRINGE / / / HEALTH CARE INSURANCE /						
					<b>62,596.03</b>		<b>62,596.03</b>	<b>62,596.03</b>		
<b>BEARES</b>	<b>BEAVER RESEARCH COMPANY</b>	<b>0354559-IN</b>	<b>02/28/2023</b>	03/28/2023	<b>437.36</b>		<b>437.36</b>	<b>437.36</b>		STOCK ROOM SUPPLIES
	201 000 511 000 000000 737 000 000000		437.36	INDIRECT / / / SHOP SUPPLIES - STOCK ROOM /						
<b>BIGWAT</b>	<b>BIG WATER TECHNOLOGIES CORP.</b>	<b>IN-800109032429</b>	<b>03/02/2023</b>	04/02/2023	<b>292.18</b>		<b>292.18</b>	<b>292.18</b>		PHONES
	201 000 515 000 000000 851 000 000000		292.18	ADIMINISTRATIVE EXPENSE / / / TELEPHONE /						
<b>CE&amp;APR</b>	<b>C. E. &amp; A. PROF. SERV. CO.,INC</b>	<b>019354</b>	<b>03/11/2023</b>	04/11/2023	<b>56.00</b>		<b>56.00</b>	<b>56.00</b>		DRUG TESTING
	201 000 513 000 000000 721 000 000000		56.00	DISTRIBUTIVE EXPENSE - FRINGE / / / DRUG TESTING /						
<b>CHRTRE</b>	<b>CHRIS` TREE SERVICE, LLC</b>	<b>030723</b>	<b>03/07/2023</b>	04/07/2023	3,000.00		3,000.00	3,000.00		TREE REMOVAL
	201 000 467 102 000016 811 000 000000		3,000.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / TREES / TREES /						
		<b>03142023</b>	<b>03/14/2023</b>	04/14/2023	6,000.00		6,000.00	6,000.00		TREE REMOVAL

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----- Vendor -----		----- Invoice -----		Gross	Discount	Net	Pay	Discount		
Number	Name	Number	Date	Due Date	Amount	Amount	Amount	Amount	Lost	Comments
201 000 459 000 0061AV 811 000 000051		6,000.00	PRIMARY ROAD HEAVY MAINTENANCE / / MARR RD / TREES / Trees/Stumps		<b>9,000.00</b>		<b>9,000.00</b>	<b>9,000.00</b>		
<b>CINFAS CINTAS FIRST AID &amp; SAFETY</b>	<b>414857374</b>	<b>03/07/2023</b>	<b>04/07/2023</b>		153.92		153.92	153.92		UNIFORMS
201 000 511 000 000000 737 001 000000		153.92	INDIRECT / / / UNIFORMS / EMPLOYEE EQUIPMENT /							
	<b>9213996864</b>	<b>03/01/2023</b>	<b>04/01/2023</b>		198.00		198.00	198.00		AED AGREEMENT
201 000 511 000 000000 734 000 000000		198.00	INDIRECT / / / SAFETY SUPPLIES /							
		<b>351.92</b>					<b>351.92</b>	<b>351.92</b>		
<b>COMBAT COMPLETE BATTERY SOURCE</b>	<b>412829BRI</b>	<b>03/10/2023</b>	<b>04/10/2023</b>		<b>39.60</b>		<b>39.60</b>	<b>39.60</b>		SIGNS
201 000 514 000 000000 768 000 000000		39.60	DISTRIBUTIVE EXPENSE - OTHER / / / SIGNS /							
<b>CONPO4 CONSUMERS ENERGY</b>	<b>1000 0024 9407</b>	<b>02/28/2023</b>	<b>03/28/2023</b>		28.00		28.00	28.00		UTILITIES
201 000 467 102 000023 921 000 000000		28.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / TRAFFIC SIGNAL / ELECTRICITY /							
	<b>1000 0024 9555</b>	<b>02/28/2023</b>	<b>03/28/2023</b>		19.66		19.66	19.66		UTLITIES
201 000 467 102 000023 921 000 000000		19.66	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / TRAFFIC SIGNAL / ELECTRICITY /							
		<b>47.66</b>					<b>47.66</b>	<b>47.66</b>		
<b>CONREN CONTRACTORS RENTAL CORP.</b>	<b>194131</b>	<b>03/06/2023</b>	<b>04/06/2023</b>		<b>9,964.13</b>		<b>9,964.13</b>	<b>9,964.13</b>		RENTAL GRADER
201 000 467 101 000009 823 000 000000		4,982.07	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS GRAVEL / GRADING / MISC TO ROADS - A/P /							
201 000 467 101 000031 823 000 000000		4,982.06	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS GRAVEL / SNOW REMOVAL / MISC TO ROADS - A/P /							
<b>COROIL CORRIGAN OIL COMPANY #1</b>	<b>7748934-IN</b>	<b>03/02/2023</b>	<b>04/02/2023</b>		<b>34,282.55</b>		<b>34,282.55</b>	<b>34,282.55</b>		FUEL
201 000 000 000 000000 110 002 000000		34,282.55	/ / / DIESEL FUEL #2 /							
<b>D&amp;KTRU D &amp; K TRUCK COMPANY</b>	<b>1136357</b>	<b>03/08/2023</b>	<b>04/08/2023</b>		54.80		54.80	54.80		ANTENNA
201 000 000 000 000000 108 000 000000		54.80	/ / / NON-INVENTORY /							
	<b>1136372</b>	<b>03/08/2023</b>	<b>04/08/2023</b>		6.99		6.99	6.99		SWITCH
201 000 000 000 000000 108 000 000000		6.99	/ / / NON-INVENTORY /							
		<b>61.79</b>					<b>61.79</b>	<b>61.79</b>		
<b>WELDAR DARRYL WELLMAN</b>	<b>MAR2023</b>	<b>03/13/2023</b>	<b>04/13/2023</b>		<b>315.10</b>		<b>315.10</b>	<b>315.10</b>		HEALTH INSURANCE REIMBURSEMENT
201 000 513 000 000000 716 020 000000		315.10	DISTRIBUTIVE EXPENSE - FRINGE / / / OPEB TRUST PAYMENT /							

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----- Vendor -----		----- Invoice -----		Gross	Discount	Net	Pay	Discount		
Number	Name	Number	Date	Due Date	Amount	Amount	Amount	Amount	Lost	Comments
<b>DETSAL</b>	<b>DETROIT SALT COMPANY</b>	<b>SI23-20004</b>	<b>03/01/2023</b>	04/01/2023	6,522.20		6,522.20	6,522.20		SALT
201 000 000 000 000000	109 001 000000		6,522.19	/ / / RSALT /						
201 000 467 102 000032	764 000 000000		0.01	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / SALTING / SALT /						
<b>SI23-20085</b>		<b>03/02/2023</b>	04/02/2023		3,575.59		3,575.59	3,575.59		SALT
201 000 000 000 000000	109 001 000000		3,575.59	/ / / RSALT /						
<b>SI23-20086</b>		<b>03/02/2023</b>	04/02/2023		13,852.21		13,852.21	13,852.21		SALT
201 000 000 000 000000	109 001 000000		13,852.21	/ / / RSALT /						
<b>SI23-20154</b>		<b>03/03/2023</b>	04/03/2023		23,676.87		23,676.87	23,676.87		SALT
201 000 000 000 000000	109 001 000000		23,676.86	/ / / RSALT /						
201 000 467 102 000032	764 000 000000		0.01	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / SALTING / SALT /						
<b>SI23-20222</b>		<b>03/06/2023</b>	04/06/2023		15,960.57		15,960.57	15,960.57		SALT
201 000 000 000 000000	109 001 000000		15,960.58	/ / / RSALT /						
201 000 467 102 000032	764 000 000000		-0.01	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / SALTING / SALT /						
<b>SI23-20223</b>		<b>03/06/2023</b>	04/06/2023		3,135.18		3,135.18	3,135.18		SALT
201 000 505 000 061001	764 000 000000		3,135.18	SUNDRIES / / HOWELL SCHOOLS - SALT / SALT /						
<b>SI23-20295</b>		<b>03/07/2023</b>	04/07/2023		6,474.74		6,474.74	6,474.74		SALT
201 000 000 000 000000	109 001 000000		6,474.75	/ / / RSALT /						
201 000 467 102 000032	764 000 000000		-0.01	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / SALTING / SALT /						
<b>SI23-20296</b>		<b>03/07/2023</b>	04/07/2023		3,185.06		3,185.06	3,185.06		SALT
201 000 000 000 000000	109 001 000000		3,185.06	/ / / RSALT /						
<b>SI23-20365</b>		<b>03/08/2023</b>	04/08/2023		19,630.45		19,630.45	19,630.45		SALT
201 000 000 000 000000	109 001 000000		19,630.45	/ / / RSALT /						
<b>SI23-20424</b>		<b>03/09/2023</b>	04/09/2023		3,098.07		3,098.07	3,098.07		SALT
201 000 505 000 061001	764 000 000000		3,098.07	SUNDRIES / / HOWELL SCHOOLS - SALT / SALT /						
<b>SI23-20425</b>		<b>03/09/2023</b>	04/09/2023		6,270.97		6,270.97	6,270.97		SALT
201 000 000 000 000000	109 001 000000		6,270.96	/ / / RSALT /						
201 000 467 102 000032	764 000 000000		0.01	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / SALTING / SALT /						
<b>SI23-20470</b>		<b>03/10/2023</b>	04/10/2023		29,812.18		29,812.18	29,812.18		SALT
201 000 000 000 000000	109 001 000000		29,812.17	/ / / RSALT /						
201 000 467 102 000032	764 000 000000		0.01	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / SALTING / SALT /						
					<b>135,194.09</b>		<b>135,194.09</b>	<b>135,194.09</b>		
<b>DORSIG</b>	<b>DORNBOS SIGN &amp; SAFETY, INC</b>	<b>INV68225</b>	<b>03/02/2023</b>	04/02/2023	<b>1,179.68</b>		<b>1,179.68</b>	<b>1,179.68</b>		SIGNS
201 000 000 000 000000	109 003 000000		1,179.68	/ / / SIGNS /						

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----- Vendor -----		----- Invoice -----		Gross	Discount	Net	Pay	Discount		
Number	Name	Number	Date	Due Date	Amount	Amount	Amount	Amount	Lost	Comments
<b>DETED1</b>	<b>DTE ENERGY</b>	<b>9200 458 8041 5</b>	<b>02/23/2023</b>	03/23/2023	<b>210.08</b>		<b>210.08</b>	<b>210.08</b>		UTILITIES
	201 000 467 102 000023 921 000 000000		210.08	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / TRAFFIC SIGNAL / ELECTRICITY /						
<b>DETED5</b>	<b>DTE ENERGY</b>	<b>9100 4057 9807</b>	<b>02/28/2023</b>	03/28/2023	<b>2,929.16</b>		<b>2,929.16</b>	<b>2,929.16</b>		UTILITIES
	201 000 467 102 000023 921 000 000000		991.08	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / TRAFFIC SIGNAL / ELECTRICITY /						
	201 000 511 000 000000 921 000 000000		1,938.08	INDIRECT / / / ELECTRICITY /						
<b>FIRIMP</b>	<b>FIRST IMPRESSION PRINTING</b>	<b>81880</b>	<b>03/08/2023</b>	04/08/2023	173.50		173.50	173.50		BUSINESS CARDS
	201 000 515 000 000000 728 000 000000		173.50	ADIMINISTRATIVE EXPENSE / / / OFFICE SUPPLIES /						
		<b>81929</b>	<b>03/08/2023</b>	04/08/2023	73.50		73.50	73.50		BUSINESS CARDS
	201 000 515 000 000000 728 000 000000		73.50	ADIMINISTRATIVE EXPENSE / / / OFFICE SUPPLIES /						
					<b>247.00</b>		<b>247.00</b>	<b>247.00</b>		
<b>FLEPRI</b>	<b>FLEETPRIDE</b>	<b>106308155</b>	<b>03/13/2023</b>	04/13/2023	<b>1,500.00</b>		<b>1,500.00</b>	<b>1,500.00</b>		STEERING GEAR PKGS
	201 000 000 000 000000 108 000 000000		1,500.00	/ / / NON-INVENTORY /						
<b>FLEADM</b>	<b>FLEX ADMINISTRATORS, INC.</b>	<b>692890</b>	<b>03/02/2023</b>	04/02/2023	<b>60.00</b>		<b>60.00</b>	<b>60.00</b>		FLEX ACCOUNT ADMIN
	201 000 515 000 000000 937 000 000000		60.00	ADIMINISTRATIVE EXPENSE / / / OTHER /						
<b>FYKWAS</b>	<b>FYKE WASHED SAND &amp;</b>	<b>69877</b>	<b>03/07/2023</b>	04/07/2023	<b>513.00</b>		<b>513.00</b>	<b>513.00</b>		GRAVEL
	201 000 497 007 000001 761 000 000000		513.00	LOCAL ROAD MAINTENANCE / HAMBURG TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
<b>GBMREC</b>	<b>GBM RECYCLED CONCRETE, CO.</b>	<b>R23-073</b>	<b>03/01/2023</b>	04/01/2023	2,463.84		2,463.84	2,463.84		GRAVEL
	201 000 497 001 000001 761 000 000000		2,463.84	LOCAL ROAD MAINTENANCE / BRIGHTON TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>R23-079</b>	<b>03/13/2023</b>	04/13/2023	262.35		262.35	262.35		GRAVEL
	201 000 497 006 000001 761 000 000000		262.35	LOCAL ROAD MAINTENANCE / GREEN OAK TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
					<b>2,726.19</b>		<b>2,726.19</b>	<b>2,726.19</b>		
<b>GBMSAN</b>	<b>GBM SAND &amp; GRAVEL, INC</b>	<b>T230203</b>	<b>02/25/2023</b>	03/25/2023	1,731.00		1,731.00	1,731.00		GRAVEL
	201 000 497 004 000001 761 000 000000		772.20	LOCAL ROAD MAINTENANCE / DEERFIELD TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
	201 000 497 013 000001 761 000 000000		958.80	LOCAL ROAD MAINTENANCE / OCEOLA TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>T230213</b>	<b>02/28/2023</b>	03/28/2023	2,237.40		2,237.40	2,237.40		GRAVEL / SAND
	201 000 467 101 000001 761 000 000000		958.80	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS GRAVEL / GRAVEL PATCHING / GRAVEL /						



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Number	Name	Number	Date	Date	Amount	Amount	Amount	Amount	Lost	Comments
201 000 497 009 000001	761 000 000000	444.00	LOCAL ROAD MAINTENANCE / HARTLAND TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
201 000 497 013 000001	761 000 000000	514.80	LOCAL ROAD MAINTENANCE / OCEOLA TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
201 000 497 013 000033	763 000 000000	319.80	LOCAL ROAD MAINTENANCE / OCEOLA TOWNSHIP / SANDING / SAND /							
	<b>T230221</b>	<b>03/04/2023</b>	04/04/2023		10,752.00		10,752.00			GRAVEL
201 000 497 004 000001	761 000 000000	3,108.00	LOCAL ROAD MAINTENANCE / DEERFIELD TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
201 000 497 009 000001	761 000 000000	1,776.00	LOCAL ROAD MAINTENANCE / HARTLAND TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
201 000 497 013 000001	761 000 000000	3,648.00	LOCAL ROAD MAINTENANCE / OCEOLA TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
201 000 497 015 000001	761 000 000000	2,220.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>14,720.40</b>					<b>14,720.40</b>			<b>14,720.40</b>
<b>GIEGLE</b>	<b>GIEGLER'S FEED-SEED</b>	<b>201210</b>	<b>03/01/2023</b>	04/01/2023	441.00		441.00			GRAVEL
201 000 497 009 000001	761 000 000000	441.00	LOCAL ROAD MAINTENANCE / HARTLAND TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201211</b>	<b>03/01/2023</b>	04/01/2023	450.00		450.00			GRAVEL
201 000 497 001 000001	761 000 000000	450.00	LOCAL ROAD MAINTENANCE / BRIGHTON TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201212</b>	<b>03/01/2023</b>	04/01/2023	441.00		441.00			GRAVEL
201 000 497 009 000001	761 000 000000	441.00	LOCAL ROAD MAINTENANCE / HARTLAND TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201213</b>	<b>03/01/2023</b>	04/01/2023	450.00		450.00			GRAVEL
201 000 497 001 000001	761 000 000000	450.00	LOCAL ROAD MAINTENANCE / BRIGHTON TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201214</b>	<b>03/01/2023</b>	04/01/2023	441.00		441.00			GRAVEL
201 000 467 101 000001	761 000 000000	441.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS GRAVEL / GRAVEL PATCHING / GRAVEL /							
		<b>201221</b>	<b>03/01/2023</b>	04/01/2023	450.00		450.00			GRAVEL
201 000 497 001 000001	761 000 000000	450.00	LOCAL ROAD MAINTENANCE / BRIGHTON TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201256</b>	<b>03/01/2023</b>	04/01/2023	420.00		420.00			GRAVEL
201 000 497 001 000001	761 000 000000	420.00	LOCAL ROAD MAINTENANCE / BRIGHTON TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201257</b>	<b>03/01/2023</b>	04/01/2023	420.00		420.00			GRAVEL
201 000 497 001 000001	761 000 000000	420.00	LOCAL ROAD MAINTENANCE / BRIGHTON TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201263</b>	<b>03/02/2023</b>	04/02/2023	420.00		420.00			GRAVEL
201 000 497 001 000001	761 000 000000	420.00	LOCAL ROAD MAINTENANCE / BRIGHTON TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201265</b>	<b>03/02/2023</b>	04/02/2023	420.00		420.00			GRAVEL
201 000 497 009 000001	761 000 000000	420.00	LOCAL ROAD MAINTENANCE / HARTLAND TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201274</b>	<b>03/02/2023</b>	04/02/2023	420.00		420.00			GRAVEL
201 000 497 009 000001	761 000 000000	420.00	LOCAL ROAD MAINTENANCE / HARTLAND TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201282</b>	<b>03/02/2023</b>	04/02/2023	441.00		441.00			GRAVEL
201 000 497 009 000001	761 000 000000	441.00	LOCAL ROAD MAINTENANCE / HARTLAND TOWNSHIP / GRAVEL PATCHING / GRAVEL /							

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## Livingston County Road Commission AP - Payment Selection Distribution Detail

----- Vendor -----		----- Invoice -----		Gross	Discount	Net	Pay	Discount		
Number	Name	Number	Date	Due Date	Amount	Amount	Amount	Amount	Lost	Comments
		<b>201286</b>	<b>03/02/2023</b>	04/02/2023	420.00		420.00	420.00		GRAVEL
201 000 497 001 000001 761 000 000000			420.00	LOCAL ROAD MAINTENANCE / BRIGHTON TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201289</b>	<b>03/02/2023</b>	04/02/2023	472.50		472.50	472.50		GRAVEL
201 000 497 009 000001 761 000 000000			472.50	LOCAL ROAD MAINTENANCE / HARTLAND TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201433</b>	<b>03/07/2023</b>	04/07/2023	441.00		441.00	441.00		GRAVEL
201 000 497 015 000001 761 000 000000			441.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201436</b>	<b>03/07/2023</b>	04/07/2023	420.00		420.00	420.00		GRAVEL
201 000 467 101 000001 761 000 000000			420.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS GRAVEL / GRAVEL PATCHING / GRAVEL /						
		<b>201440</b>	<b>03/07/2023</b>	04/07/2023	441.00		441.00	441.00		GRAVEL
201 000 497 015 000001 761 000 000000			441.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201444</b>	<b>03/07/2023</b>	04/07/2023	441.00		441.00	441.00		GRAVEL
201 000 497 015 000001 761 000 000000			441.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201448</b>	<b>03/07/2023</b>	04/07/2023	441.00		441.00	441.00		GRAVEL
201 000 497 015 000001 761 000 000000			441.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201452</b>	<b>03/07/2023</b>	04/07/2023	441.00		441.00	441.00		GRAVEL
201 000 497 015 000001 761 000 000000			441.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201458</b>	<b>03/07/2023</b>	04/07/2023	441.00		441.00	441.00		GRAVEL
201 000 497 015 000001 761 000 000000			441.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201462</b>	<b>03/07/2023</b>	04/07/2023	441.00		441.00	441.00		GRAVEL
201 000 497 015 000001 761 000 000000			441.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201488</b>	<b>03/08/2023</b>	04/08/2023	441.00		441.00	441.00		GRAVEL
201 000 497 015 000001 761 000 000000			441.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201490</b>	<b>03/08/2023</b>	04/08/2023	441.00		441.00	441.00		GRAVEL
201 000 497 015 000001 761 000 000000			441.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201495</b>	<b>03/08/2023</b>	04/08/2023	441.00		441.00	441.00		GRAVEL
201 000 497 015 000001 761 000 000000			441.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201539</b>	<b>03/09/2023</b>	04/09/2023	441.00		441.00	441.00		GRAVEL
201 000 467 101 000001 761 000 000000			441.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS GRAVEL / GRAVEL PATCHING / GRAVEL /						
		<b>201545</b>	<b>03/09/2023</b>	04/09/2023	441.00		441.00	441.00		GRAVEL
201 000 497 009 000001 761 000 000000			441.00	LOCAL ROAD MAINTENANCE / HARTLAND TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201554</b>	<b>03/09/2023</b>	04/09/2023	450.00		450.00	450.00		GRAVEL
201 000 497 001 000001 761 000 000000			450.00	LOCAL ROAD MAINTENANCE / BRIGHTON TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>201560</b>	<b>03/09/2023</b>	04/09/2023	450.00		450.00	450.00		GRAVEL

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----- Vendor -----		----- Invoice -----		Gross	Discount	Net	Pay	Discount		
Number	Name	Number	Date	Due Date	Amount	Amount	Amount	Amount	Lost	Comments
201 000 497 009 000001	761 000 000000	450.00	LOCAL ROAD MAINTENANCE / HARTLAND TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201563</b>	<b>03/09/2023</b>	04/09/2023	450.00		450.00	450.00		GRAVEL
201 000 497 001 000001	761 000 000000	450.00	LOCAL ROAD MAINTENANCE / BRIGHTON TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
		<b>201579</b>	<b>03/09/2023</b>	04/09/2023	450.00		450.00	450.00		GRAVEL
201 000 497 001 000001	761 000 000000	450.00	LOCAL ROAD MAINTENANCE / BRIGHTON TOWNSHIP / GRAVEL PATCHING / GRAVEL /							
					<b>13,618.50</b>		<b>13,618.50</b>	<b>13,618.50</b>		
<b>HOMDEP HOME DEPOT CREDIT SERVICES</b>		<b>80760</b>	<b>03/03/2023</b>	04/03/2023	26.97		26.97	26.97		CAUTION TAPE
201 000 514 000 000000	823 000 000000	26.97	DISTRIBUTIVE EXPENSE - OTHER / / / MISC TO ROADS - A/P /							
		<b>82188</b>	<b>03/08/2023</b>	04/08/2023	201.15		201.15	201.15		POSTS
201 000 467 102 000017	772 000 000000	201.15	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / SEEDING/FENCING/MAIL BOXES / MAIL BOXES /							
					<b>228.12</b>		<b>228.12</b>	<b>228.12</b>		
<b>INTRU INTERSTATE TRUCK SOURCE, INC.</b>		<b>04P14769</b>	<b>03/06/2023</b>	04/06/2023	<b>1,520.00</b>		<b>1,520.00</b>	<b>1,520.00</b>		DEF
201 000 000 000 000000	108 000 000000	1,520.00	/ / / NON-INVENTORY /							
<b>JACTRU JACKSON TRUCK SERVICE, INC</b>		<b>PS2002137440:01</b>	<b>03/02/2023</b>	04/02/2023	119.60		119.60	119.60		MUDFLAPS / LIGHTS
201 000 000 000 000000	110 000 000000	119.60	/ / / PARTS /							
		<b>PS200213747472:01</b>	<b>03/07/2023</b>	04/07/2023	351.50		351.50	351.50		DUST SHLD / HUB CAPS / FUEL CAPS / MUDFLAPS
201 000 000 000 000000	110 000 000000	351.50	/ / / PARTS /							
		<b>PS2002137518:01</b>	<b>03/08/2023</b>	04/08/2023	187.10		187.10	187.10		SPRING
201 000 000 000 000000	110 000 000000	187.10	/ / / PARTS /							
		<b>PS2002137542:01</b>	<b>03/09/2023</b>	04/09/2023	80.90		80.90	80.90		MIRRORS
201 000 000 000 000000	110 000 000000	80.90	/ / / PARTS /							
					<b>739.10</b>		<b>739.10</b>	<b>739.10</b>		
<b>LACEQU LACAL EQUIPMENT, INC.</b>		<b>0382844-IN</b>	<b>03/01/2023</b>	04/01/2023	<b>7,071.50</b>		<b>7,071.50</b>	<b>7,071.50</b>		BLADES
201 000 000 000 000000	110 000 000000	7,071.50	/ / / PARTS /							
<b>LIVCO2 LIVINGSTON COUNTY DRAIN</b>		<b>3631</b>	<b>02/28/2023</b>	03/28/2023	<b>4,425.76</b>		<b>4,425.76</b>	<b>4,425.76</b>		CATCH BASINS
201 000 467 102 000013	815 000 000000	4,425.76	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / DRAINAGE / DRAIN BASIN CLEANING /							
<b>LOWES0 LOWE'S</b>		<b>47730185</b>	<b>03/13/2023</b>	04/13/2023	<b>17.40</b>		<b>17.40</b>	<b>17.40</b>		POSTS

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201 000 514 000 000000 823 000 000000		17.40	DISTRIBUTIVE EXPENSE - OTHER / / / MISC TO ROADS - A/P /							
<b>LYDOIL LYDEN OIL COMPANY</b>	<b>1935767</b>	<b>02/28/2023</b>	<b>03/28/2023</b>		<b>428.82</b>		<b>428.82</b>	<b>428.82</b>		OIL
201 000 000 000 000000 110 009 000000		428.82	/ / / MOTOR OIL:15W40 SAE10,20,30BBL /							
<b>GROMARMARK D. GROSS</b>	<b>STMT031723</b>	<b>03/17/2023</b>	<b>04/17/2023</b>		<b>1,400.00</b>		<b>1,400.00</b>	<b>1,400.00</b>		BUILDING MAINTENANCE
201 000 515 000 000000 821 000 000000		1,400.00	ADIMINISTRATIVE EXPENSE / / / JANITORIAL SERVICES /							
<b>MATTES MATERIALS TESTING</b>	<b>0067920</b>	<b>02/28/2023</b>	<b>03/28/2023</b>		<b>18,214.00</b>		<b>18,214.00</b>	<b>18,214.00</b>		PEAVY RD BRIDGE
201 000 490 000 5041BO 802 000 000080		18,214.00	LOCAL STRUCT HEAVY MAINTENANCE / / PEAVY RD BRIDGE REPLACEMENT / ENGINEERING SERVICES / Construction Engineering							
<b>MEDLIF MEDMUTUAL LIFE</b>	<b>030948845-0</b>	<b>02/21/2023</b>	<b>03/21/2023</b>		<b>2,609.37</b>		<b>2,609.37</b>	<b>2,609.37</b>		STD & AD&D INSURANCE
201 000 513 000 000000 717 000 000000		2,609.37	DISTRIBUTIVE EXPENSE - FRINGE / / / LIFE & DISABILITY INSURANCE /							
<b>MICTRA MICHIGAN CAT</b>	<b>PD14523087</b>	<b>02/28/2023</b>	<b>03/28/2023</b>		156.12		156.12	156.12		OIL FILTER
201 000 000 000 000000 110 000 000000		156.12	/ / / PARTS /							
	<b>PD14537521</b>	<b>03/03/2023</b>	<b>04/03/2023</b>		79.36		79.36	79.36		FILTERS
201 000 000 000 000000 110 000 000000		79.36	/ / / PARTS /							
					<b>235.48</b>		<b>235.48</b>	<b>235.48</b>		
<b>MICHIG MICHIGAN HIGHWAY HAZARD</b>	<b>662629</b>	<b>02/28/2023</b>	<b>03/28/2023</b>		<b>6,730.00</b>		<b>6,730.00</b>	<b>6,730.00</b>		DEER CARCASS
201 000 467 102 000019 823 000 000000		6,730.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / ANIMAL/LITTER PICK-UP / MISC TO ROADS - A/P /							
<b>MULCON MULTI CONSTRUCTION SERVICES</b>	<b>3274</b>	<b>03/01/2023</b>	<b>04/01/2023</b>		<b>11,780.00</b>		<b>11,780.00</b>	<b>11,780.00</b>		BOARD ROOM REPAIRS
201 000 515 000 000000 931 003 000000		11,780.00	ADIMINISTRATIVE EXPENSE / / / BUILDING REPAIRS - OFFICE /							
<b>NATGLA NATIONAL GLASS &amp; SHOWER</b>	<b>23-200437</b>	<b>03/09/2023</b>	<b>04/09/2023</b>		<b>1,510.00</b>		<b>1,510.00</b>	<b>1,510.00</b>		DOOR REPAIRS
201 000 511 000 000000 931 000 000000		1,510.00	INDIRECT / / / BUILDING REPAIR/MAINTENANCE /							
<b>CONCEN OCCUPATIONAL HEALTH CENTERS OF</b>	<b>714739321</b>	<b>03/06/2023</b>	<b>04/06/2023</b>		<b>193.00</b>		<b>193.00</b>	<b>193.00</b>		PHYSICAL
201 000 513 000 000000 721 000 000000		193.00	DISTRIBUTIVE EXPENSE - FRINGE / / / DRUG TESTING /							
<b>OPETEX OPEN TEXT INC.</b>	<b>2303868205</b>	<b>02/01/2023</b>	<b>03/01/2023</b>		<b>11.96</b>		<b>11.96</b>	<b>11.96</b>		FAXING

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Number	Name	Number	Date	Due Date	Amount	Amount	Amount	Amount	Lost	Comments
201 000 515 000 000000 851 000 000000		11.96	ADIMINISTRATIVE EXPENSE / / / TELEPHONE /							
<b>OREAUT OREILLY AUTO PARTS</b>	<b>3360-151738</b>	<b>03/01/2023</b>	04/01/2023		159.80		159.80	159.80		WIPERS
201 000 000 000 000000 110 000 000000		159.80	/ / / PARTS /							
	<b>3360-152148</b>	<b>03/04/2023</b>	04/04/2023		295.61		295.61	295.61		FUEL PUMP
201 000 000 000 000000 108 000 000000		295.61	/ / / NON-INVENTORY /							
		<b>455.41</b>					<b>455.41</b>	<b>455.41</b>		
<b>ORIUX0 ORIUX</b>	<b>FACORX00001126</b>	<b>03/10/2023</b>	04/10/2023		<b>3,120.00</b>		<b>3,120.00</b>	<b>3,120.00</b>		TRAFFIC COUNTER
201 000 900 000 910810 976 000 000000		3,120.00	CAPITAL OUTLAY - ROAD EQUIP. / / TURNING MOVEMENT COUNTER / CAPITAL OUTLAY - ROAD EQUIP /							
<b>OVEDOO OVERHEAD DOOR OF LANSING</b>	<b>47610</b>	<b>03/06/2023</b>	04/06/2023		<b>213.47</b>		<b>213.47</b>	<b>213.47</b>		DOOR REPAIRS
201 000 511 000 000000 931 001 000000		213.47	INDIRECT / / / BUILDING REPAIR - SHOP /							
<b>POMTIR POMP'S TIRE - FLINT</b>	<b>1510028178</b>	<b>03/07/2023</b>	04/07/2023		<b>3,806.88</b>		<b>3,806.88</b>	<b>3,806.88</b>		TIRES
201 000 000 000 000000 110 000 000000		3,806.88	/ / / PARTS /							
<b>PURCYL PURITY CYLINDER GASES, INC.</b>	<b>01647670</b>	<b>03/03/2023</b>	04/03/2023		629.85		629.85	629.85		CUTTING,SANDING DISKS, DEL. CHARGE. OXYGEN,ACETYLENE,TU NGSTEN
201 000 511 000 000000 733 000 000000		405.35	INDIRECT / / / WELDING SUPPLIES /							
201 000 511 000 000000 737 000 000000		224.50	INDIRECT / / / SHOP SUPPLIES - STOCK ROOM /							
	<b>01650007</b>	<b>03/08/2023</b>	04/08/2023		19.74		19.74	19.74		SHOP TOOLS
201 000 511 000 000000 935 003 000000		19.74	INDIRECT / / / SHOP EQUIPMENT (TOOLS) /							
	<b>01651122</b>	<b>03/09/2023</b>	04/09/2023		68.04		68.04	68.04		PROPANE
201 000 511 000 000000 933 000 000000		68.04	INDIRECT / / / SHOP EQ-REPAIR/MAINTENANCE /							
		<b>717.63</b>					<b>717.63</b>	<b>717.63</b>		
<b>RANSER RANDY'S SERVICE</b>	<b>FEB 2023</b>	<b>02/28/2023</b>	03/28/2023		7,029.90		7,029.90	7,029.90		FUEL
201 000 512 000 901050 743 000 000000		126.83	OPERATING / / 901050 2018 PETERBILT MODEL 367 TAN SPRDR DUMP / DIESEL FUEL # 2 /							
201 000 512 000 901052 743 000 000000		242.43	OPERATING / / 901052 2019 PETERBILT MODEL 367 TAN SPRDR DUMP / DIESEL FUEL # 2 /							
201 000 512 000 902068 743 000 000000		120.64	OPERATING / / 902068 2018 JOHN DEERE 772G MOTOR GRADER / DIESEL FUEL # 2 /							
201 000 512 000 902070 743 000 000000		536.04	OPERATING / / 902070 2019 JOHN DEERE 772G MOTOR GRADER / DIESEL FUEL # 2 /							
201 000 512 000 902073 743 000 000000		455.10	OPERATING / / 902073 2021 JOHN DEERE 772G MOTOR GRADER / DIESEL FUEL # 2 /							

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201 000 512 000 902074 743 000 000000			3,255.27	OPERATING / / MOTOR GADER / DIESEL FUEL # 2 /						
201 000 512 000 902075 743 000 000000			2,293.59	OPERATING / / 2022 John Deere Motor Grader 772GP / DIESEL FUEL # 2 /						
		<b>I112427</b>	<b>03/02/2023</b>	04/02/2023	450.00		450.00	450.00		TOWING
201 000 000 000 000000 108 000 000000			450.00	/ / / NON-INVENTORY /						
					<b>7,479.90</b>		<b>7,479.90</b>	<b>7,479.90</b>		
<b>REEPET REEFER PETERBILT</b>		<b>R279476</b>	<b>03/06/2023</b>	04/06/2023	265.56		265.56	265.56		EXHAUST / GASKET
201 000 000 000 000000 110 000 000000			265.56	/ / / PARTS /						
		<b>R279794</b>	<b>03/09/2023</b>	04/09/2023	285.30		285.30	285.30		LIGHTS
201 000 000 000 000000 108 000 000000			285.30	/ / / NON-INVENTORY /						
		<b>R279834</b>	<b>03/09/2023</b>	04/09/2023	842.43		842.43	842.43		EXHAUST / GASKET
201 000 000 000 000000 110 000 000000			842.43	/ / / PARTS /						
		<b>R279973</b>	<b>03/13/2023</b>	04/13/2023	176.68		176.68	176.68		HEADLIGHT
201 000 000 000 000000 108 000 000000			176.68	/ / / NON-INVENTORY /						
					<b>1,569.97</b>		<b>1,569.97</b>	<b>1,569.97</b>		
<b>SISRIC RICHARD SISSON TRUCKING, INC.</b>		<b>1574</b>	<b>03/03/2023</b>	04/03/2023	8,469.25		8,469.25	8,469.25		SALT / GRAVEL
201 000 467 102 000032 764 000 000000			615.25	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / SALTING / SALT /						
201 000 497 012 000001 761 000 000000			924.00	LOCAL ROAD MAINTENANCE / MARION TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
201 000 497 014 000001 761 000 000000			6,930.00	LOCAL ROAD MAINTENANCE / PUTNAM TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
		<b>1593</b>	<b>03/10/2023</b>	04/10/2023	12,169.50		12,169.50	12,169.50		GRAVEL
201 000 497 011 000001 761 000 000000			924.00	LOCAL ROAD MAINTENANCE / ISOCO TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
201 000 497 012 000001 761 000 000000			7,432.50	LOCAL ROAD MAINTENANCE / MARION TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
201 000 497 014 000001 761 000 000000			924.00	LOCAL ROAD MAINTENANCE / PUTNAM TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
201 000 497 015 000001 761 000 000000			2,889.00	LOCAL ROAD MAINTENANCE / TYRONE TOWNSHIP / GRAVEL PATCHING / GRAVEL /						
					<b>20,638.75</b>		<b>20,638.75</b>	<b>20,638.75</b>		
<b>ROAEQU ROAD EQUIPMENT PARTS</b>		<b>KL605919</b>	<b>02/28/2023</b>	03/28/2023	24.60		24.60	24.60		VALVE
201 000 000 000 000000 108 000 000000			24.60	/ / / NON-INVENTORY /						
		<b>KL606335</b>	<b>03/07/2023</b>	04/07/2023	437.12		437.12	437.12		LED LIGHTS / DUST SHLD
201 000 000 000 000000 110 000 000000			437.12	/ / / PARTS /						
		<b>KL606430</b>	<b>03/08/2023</b>	04/08/2023	36.04		36.04	36.04		MIRROR
201 000 000 000 000000 110 000 000000			36.04	/ / / PARTS /						
		<b>KL606440</b>	<b>03/08/2023</b>	04/08/2023	89.96		89.96	89.96		LIGHTS

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201 000 000 000 000000	110 000 000000		89.96	/// PARTS /						
		<b>KL606546</b>	<b>03/08/2023</b>	04/08/2023	80.52		80.52	80.52		MIRRORS
201 000 000 000 000000	110 000 000000		80.52	/// PARTS /						
					<b>668.24</b>		<b>668.24</b>	<b>668.24</b>		
<b>SHACHE SHAHEEN CHEVROLET</b>		<b>2596289</b>	<b>03/07/2023</b>	04/07/2023	<b>75.98</b>		<b>75.98</b>	<b>75.98</b>		HOSE
201 000 000 000 000000	108 000 000000		75.98	/// NON-INVENTORY /						
<b>SHUTEC SHUMAKER TECHNOLOGY GROUP</b>		<b>2409</b>	<b>02/28/2023</b>	03/28/2023	<b>600.00</b>		<b>600.00</b>	<b>600.00</b>		WEBSITE HOSTING
201 000 515 000 000000	807 000 000000		600.00	ADIMINISTRATIVE EXPENSE / / / DATA PROCESSING/COMP SUPPLIES /						
<b>SNAEQU SNAP-ON INDUSTRIAL</b>		<b>ARV / 56441950</b>	<b>02/27/2023</b>	03/27/2023	<b>141.23</b>		<b>141.23</b>	<b>141.23</b>		SANDER
201 000 511 000 000000	935 003 000000		141.23	INDIRECT / / / SHOP EQUIPMENT (TOOLS) /						
<b>STAADV STAPLES ADVANTAGE</b>		<b>8069460582</b>	<b>03/03/2023</b>	04/03/2023	114.80		114.80	114.80		OFFICE SUPPLIES
201 000 515 000 000000	728 000 000000		114.80	ADIMINISTRATIVE EXPENSE / / / OFFICE SUPPLIES /						
		<b>8069536883</b>	<b>03/10/2023</b>	04/10/2023	142.89		142.89	142.89		OFFICE SUPPLIES
201 000 515 000 000000	728 000 000000		142.89	ADIMINISTRATIVE EXPENSE / / / OFFICE SUPPLIES /						
					<b>257.69</b>		<b>257.69</b>	<b>257.69</b>		
<b>STAM14 STATE OF MICHIGAN</b>		<b>WLW23-586</b>	<b>03/03/2023</b>	04/03/2023	<b>725.00</b>		<b>725.00</b>	<b>725.00</b>		SCALE CALIBRATION
201 000 514 000 000000	935 002 000000		725.00	DISTRIBUTIVE EXPENSE - OTHER / / / ENG EQUIP REPAIR /						
<b>STAM11 STATE OF MICHIGAN</b>		<b>210603CON</b>	<b>03/05/2023</b>	04/05/2023	<b>1,867.58</b>		<b>1,867.58</b>	<b>1,867.58</b>		CHILSON RD
201 000 000 000 000000	228 004 000000		1,867.58	/// CHILSON ROAD 2022 /						
<b>TETTEC TETRA TECH INC.</b>		<b>52035790</b>	<b>03/07/2023</b>	04/07/2023	361.50		361.50	361.50		OLD US 23
201 000 459 000 0019AW	802 003 000079		361.50	PRIMARY ROAD HEAVY MAINTENANCE / / 2023 OLD US 23 / DESIGN / Design Engineering						
		<b>52035791</b>	<b>03/07/2023</b>	04/07/2023	33,850.00		33,850.00	33,850.00		CHALLIS & BAUER
201 000 489 005 000505	802 003 000079		33,850.00	LOCAL ROAD HEAVY MAINTENANCE / GENOA TOWNSHIP / CHALLIS RD@ BAUER RD DESN RB / DESIGN / Design Engineering						
		<b>52035794</b>	<b>03/07/2023</b>	04/07/2023	19,487.00		19,487.00	19,487.00		GRAND RIVER AND CEMETERY
201 000 459 000 0045AT	802 003 000079		19,487.00	PRIMARY ROAD HEAVY MAINTENANCE / / GRAND RIVER AVE @ CEMETERY / DESIGN / Design Engineering						
		<b>52035801</b>	<b>03/07/2023</b>	04/07/2023	1,249.38		1,249.38	1,249.38		D-19 AND RUSH LAKE

Date 03/15/2023  
Time 10:44:19

## Livingston County Road Commission AP - Payment Selection Distribution Detail

----- Vendor -----		----- Invoice -----		Gross	Discount	Net	Pay	Discount		
Number	Name	Number	Date	Due Date	Amount	Amount	Amount	Amount	Lost	Comments
201 000 459 000 000722 802 003 000079		1,249.38	PRIMARY ROAD HEAVY MAINTENANCE / / PINCKNEY RD RELOCATION / DESIGN / Design Engineering		<b>54,947.88</b>		<b>54,947.88</b>	<b>54,947.88</b>		
<b>TRUTRI TRUCK &amp; TRAILER</b>		<b>HSO012863</b>	<b>03/09/2023</b>	04/09/2023	1,582.64		1,582.64	1,582.64		PUMP SHUT OFF / SPLITTER
201 000 000 000 000000 110 000 000000			1,582.64	/ / / PARTS /						
		<b>HSO012956</b>	<b>03/03/2023</b>	04/03/2023	158.27		158.27	158.27		HOSE ENDS
201 000 000 000 000000 110 000 000000			158.27	/ / / PARTS /						
		<b>HSO012958</b>	<b>03/06/2023</b>	04/06/2023	361.29		361.29	361.29		FILTERS
201 000 000 000 000000 110 000 000000			361.29	/ / / PARTS /						
		<b>HSO012961</b>	<b>03/06/2023</b>	04/06/2023	139.96		139.96	139.96		PINS
201 000 000 000 000000 110 000 000000			139.96	/ / / PARTS /						
		<b>HSO012965</b>	<b>03/09/2023</b>	04/09/2023	197.98		197.98	197.98		HYD CYL
201 000 000 000 000000 108 000 000000			197.98	/ / / NON-INVENTORY /						
		<b>HSO012970</b>	<b>03/06/2023</b>	04/06/2023	46.75		46.75	46.75		HOSE ENDS
201 000 000 000 000000 110 000 000000			46.75	/ / / PARTS /						
		<b>HSO012979</b>	<b>03/09/2023</b>	04/09/2023	522.58		522.58	522.58		FITTINGS / HYD CPLER
201 000 000 000 000000 110 000 000000			522.58	/ / / PARTS /						
		<b>HSO012986</b>	<b>03/07/2023</b>	04/07/2023	22.74		22.74	22.74		FITTINGS
201 000 000 000 000000 110 000 000000			22.74	/ / / PARTS /						
		<b>HSO012998</b>	<b>03/10/2023</b>	04/10/2023	68.10		68.10	68.10		HOSE ENDS
201 000 000 000 000000 110 000 000000			68.10	/ / / PARTS /						
		<b>HSO012999</b>	<b>03/13/2023</b>	04/13/2023	390.20		390.20	390.20		TEMP/LVL SENDER
201 000 000 000 000000 108 000 000000			390.20	/ / / NON-INVENTORY /						
		<b>HSO013000</b>	<b>03/09/2023</b>	04/09/2023	117.97		117.97	117.97		JACK
201 000 000 000 000000 110 000 000000			117.97	/ / / PARTS /						
		<b>HSO013031</b>	<b>03/13/2023</b>	04/13/2023	549.91		549.91	549.91		HYD FLUID / SWING CYL
201 000 000 000 000000 108 000 000000			34.80	/ / / NON-INVENTORY /						
201 000 000 000 000000 110 000 000000			515.11	/ / / PARTS /						
					<b>4,158.39</b>		<b>4,158.39</b>	<b>4,158.39</b>		
<b>UPS000 UPS</b>		<b>00001AT443083</b>	<b>02/25/2023</b>	03/25/2023	21.02		21.02	21.02		POSTAGE
201 000 515 000 000000 727 000 000000			21.02	ADIMINISTRATIVE EXPENSE / / / POSTAGE /						
		<b>00001AT443093</b>	<b>03/04/2023</b>	04/04/2023	11.90		11.90	11.90		POSTAGE



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## Livingston County Road Commission AP - Payment Selection Distribution Detail

----- Vendor -----		----- Invoice -----		Gross	Discount	Net	Pay	Discount		
Number	Name	Number	Date	Due Date	Amount	Amount	Amount	Amount	Lost	Comments
201 000 515 000 000000	727 000 000000	11.90	ADIMINISTRATIVE EXPENSE / / / POSTAGE /		32.92		32.92	32.92		
<b>VC3INC</b>	<b>VC3 INC</b>	<b>82729</b>	<b>02/28/2023</b>	03/28/2023	<b>3,600.00</b>		<b>3,600.00</b>	<b>3,600.00</b>		SERVER MIGRATION
201 000 515 000 000000	807 000 000000	3,600.00	ADIMINISTRATIVE EXPENSE / / / DATA PROCESSING/COMP SUPPLIES /							
<b>VERWIR</b>	<b>VERIZON WIRELESS</b>	<b>9928414978</b>	<b>02/23/2023</b>	03/23/2023	<b>1,044.76</b>		<b>1,044.76</b>	<b>1,044.76</b>		PHONES
201 000 511 000 000000	851 000 000000	391.34	INDIRECT / / / TELEPHONE /							
201 000 514 000 000000	851 000 000000	534.39	DISTRIBUTIVE EXPENSE - OTHER / / / TELEPHONE /							
201 000 515 000 000000	851 000 000000	119.03	ADIMINISTRATIVE EXPENSE / / / TELEPHONE /							
<b>DUFWHO</b>	<b>W. H. DUFFILL INC.</b>	<b>125176</b>	<b>02/28/2023</b>	03/28/2023	<b>43.41</b>		<b>43.41</b>	<b>43.41</b>		SAND BLASTER PARTS
201 000 511 000 000000	935 003 000000	43.41	INDIRECT / / / SHOP EQUIPMENT (TOOLS) /							
<b>WILTAN</b>	<b>WILLIAM SMITH</b>	<b>1735</b>	<b>03/03/2023</b>	04/03/2023	<b>800.00</b>		<b>800.00</b>	<b>800.00</b>		TANK RENTAL
201 000 467 102 000032	766 000 000000	800.00	PRIMARY ROAD MAINTENANCE / PRIMARY ROADS HARD SURFACE / SALTING / BRINE/CHLORIDE /							
<b>WINEQU</b>	<b>WINTER EQUIPMENT COMPANY, INC.</b>	<b>S054170</b>	<b>02/27/2023</b>	03/27/2023	<b>2,492.92</b>		<b>2,492.92</b>	<b>2,492.92</b>		SHOE WINGPLOW
201 000 000 000 000000	110 000 000000	2,359.50	/ / / PARTS /							
201 000 515 000 000000	727 000 000000	133.42	ADIMINISTRATIVE EXPENSE / / / POSTAGE /							
<b>Report Totals</b>					<b>513,425.93</b>		<b>513,425.93</b>	<b>513,425.93</b>		

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Livingston County Road Commission  
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----- Check -----		----- Vendor -----		Check
Number	Date	Number	Name	Amount
94592	03/17/2023	BCBSMA	BCBS MICHIGAN-MEDICARE	3,239.93
94593	03/17/2023	BLUCRO	BCBS OF MI - MOS	62,596.03
94594	03/17/2023	DETED1	DTE ENERGY	210.08
94595	03/17/2023	DETED5	DTE ENERGY	2,929.16
94596	03/17/2023	FLEPRI	FLEETPRIDE	1,500.00
94597	03/17/2023	FYKVAS	FYKE WASHED SAND & GRAVEL INC.	513.00
94598	03/17/2023	GBMREC	GBM RECYCLED CONCRETE,CO.	2,726.19
94599	03/17/2023	GBMSAN	GBM SAND & GRAVEL, INC	14,720.40
94600	03/17/2023	GIEGLE	GIEGLER'S FEED-SEED	Void
94601	03/17/2023	GIEGLE	GIEGLER'S FEED-SEED	13,618.50
94602	03/17/2023	HOMDEP	HOME DEPOT CREDIT SERVICES	228.12
94603	03/17/2023	LIVCO2	LIVINGSTON COUNTY DRAIN COMMISSIONER - SU	4,425.76
94604	03/17/2023	GROMAR	MARK D. GROSS OR MDG INTERIOR MAINT. SERV.	1,400.00
94605	03/17/2023	MEDLIF	MEDMUTUAL LIFE	2,609.37
94606	03/17/2023	ORIUX0	ORIUX	3,120.00
94607	03/17/2023	RANSER	RANDY'S SERVICE	7,479.90
94608	03/17/2023	STAM14	STATE OF MICHIGAN	725.00
94609	03/17/2023	STAM11	STATE OF MICHIGAN DEPT. OF TRANSPORTATION	1,867.58
94610	03/17/2023	VERWIR	VERIZON WIRELESS	1,044.76
94611	03/17/2023	DUFWH0	W. H. DUFFILL INC.	43.41
94612	03/17/2023	WILTAN	WILLIAM SMITH DBA WILL TANK RENTAL	800.00

Report Total

125,797.19

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Livingston County Road Commission  
AP - ACH Remittance Register

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-----Remittance -----		----- Vendor -----		Remittance
Number	Date	Number	Name	Amount
695	03/17/2023	1STAYD	1ST AYD CORPORATION	492.03
696	03/17/2023	A&LSYS	A & L SYSTEMS	1,255.99
697	03/17/2023	ATMMAI	ACTION TRAFFIC MAINTENANCE INC	47,175.00
698	03/17/2023	ADVAUT	ADVANCED AUTO PARTS	355.73
699	03/17/2023	AERIND	AERO INDUSTRIES, INC.	1,313.04
700	03/17/2023	ALMBOL	ALMA BOLT COMPANY	277.53
701	03/17/2023	ALRSTE	ALRO STEEL CORP.	1,763.59
702	03/17/2023	SYNAMA	AMAZON CAPITAL SERVICES	94.75
703	03/17/2023	AMEMES	AMERICAN MESSAGING	43.45
704	03/17/2023	AUTON1	AUTO ONE OF BRIGHTON	499.95
705	03/17/2023	BEARES	BEAVER RESEARCH COMPANY	437.36
706	03/17/2023	BIGWAT	BIG WATER TECHNOLOGIES CORP.	292.18
707	03/17/2023	CE&APR	C. E. & A. PROF. SERV. CO.,INC	56.00
708	03/17/2023	CHRTRE	CHRIS` TREE SERVICE, LLC	9,000.00
709	03/17/2023	CINFAS	CINTAS FIRST AID & SAFETY	351.92
710	03/17/2023	COMBAT	COMPLETE BATTERY SOURCE	39.60
711	03/17/2023	CONPO4	CONSUMERS ENERGY	47.66
712	03/17/2023	CONREN	CONTRACTORS RENTAL CORP.	9,964.13
713	03/17/2023	COROIL	CORRIGAN OIL COMPANY #1	34,282.55
714	03/17/2023	D&KTRU	D & K TRUCK COMPANY	61.79
715	03/17/2023	WELDAR	DARRYL WELLMAN	315.10
716	03/17/2023	DETSAL	DETROIT SALT COMPANY	135,194.09
717	03/17/2023	DORSIG	DORNBOS SIGN & SAFETY, INC	1,179.68
718	03/17/2023	FIRIMP	FIRST IMPRESSION PRINTING	247.00
719	03/17/2023	FLEADM	FLEX ADMINISTRATORS, INC.	60.00
720	03/17/2023	INTTRU	INTERSTATE TRUCK SOURCE, INC.	1,520.00
721	03/17/2023	JACTRU	JACKSON TRUCK SERVICE,INC	739.10
722	03/17/2023	LACEQU	LACAL EQUIPMENT, INC.	7,071.50
723	03/17/2023	LOWESO	LOWE'S	17.40
724	03/17/2023	LYDOIL	LYDEN OIL COMPANY	428.82
725	03/17/2023	MATTES	MATERIALS TESTING	18,214.00
726	03/17/2023	MICTRA	MICHIGAN CAT	235.48
727	03/17/2023	MICHIG	MICHIGAN HIGHWAY HAZARD	6,730.00
728	03/17/2023	MULCON	MULTI CONSTRUCTION SERVICES	11,780.00
729	03/17/2023	NATGLA	NATIONAL GLASS & SHOWER	1,510.00
730	03/17/2023	CONCEN	OCCUPATIONAL HEALTH CENTERS OF	193.00
731	03/17/2023	OPETEX	OPEN TEXT INC.	11.96
732	03/17/2023	OREAUT	OREILLY AUTO PARTS	455.41
733	03/17/2023	OVEDOO	OVERHEAD DOOR OF LANSING	213.47
734	03/17/2023	POMTIR	POMP'S TIRE - FLINT	3,806.88
735	03/17/2023	PURCYL	PURITY CYLINDER GASES, INC.	717.63
736	03/17/2023	REEPET	REEFER PETERBILT	1,569.97
737	03/17/2023	SISRIC	RICHARD SISSON TRUCKING, INC.	20,638.75
738	03/17/2023	ROAEQU	ROAD EQUIPMENT PARTS	668.24
739	03/17/2023	SHACHE	SHAHEEN CHEVROLET	75.98
740	03/17/2023	SHUTEC	SHUMAKER TECHNOLOGY GROUP	600.00
741	03/17/2023	SNAEQU	SNAP-ON INDUSTRIAL	141.23
742	03/17/2023	STAADV	STAPLES ADVANTAGE	257.69
743	03/17/2023	TETTEC	TETRA TECH INC.	54,947.88

Date 03/15/2023  
Time 11:22:34

Livingston County Road Commission  
AP - ACH Remittance Register

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-----Remittance -----		----- Vendor -----		Remittance
Number	Date	Number	Name	Amount
744	03/17/2023	TRUTR1	TRUCK & TRAILER	4,158.39
745	03/17/2023	UPS000	UPS	32.92
746	03/17/2023	VC3INC	VC3 INC	3,600.00
747	03/17/2023	WINEQU	WINTER EQUIPMENT COMPANY, INC.	2,492.92
Report Total				387,628.74

### March 16, 2023

BALANCE ON HAND AND INVESTED	03/01/2023	\$20,636,700.16
PAYROLL WEEK ENDING	02/26/2023	(\$203,165.97)
GENERAL -	03/02/2023	(\$669,580.06)
BALANCE ON HAND AND INVESTED	03/02/2023	\$19,763,954.13
CASH RECEIPTS, REVENUE VOUCHERS - INTEREST	03/16/2023	\$2,475,830.34
AVAILABLE		\$22,239,784.47
GENERAL -	03/16/2023	(\$513,425.93)
PAYROLL WEEK ENDING	03/12/2023	(\$262,111.20)
GENERAL -	03/30/2023	
PAYROLL WEEK ENDING	03/26/2023	
BALANCE ON HAND AND INVESTED		\$21,464,247.34

### INVESTMENTS

AMOUNT	TERMS	INTEREST	MATURITY DATE
\$2,000,000	112 DAYS @ 3.90%	24,266.66	03/30/23
\$1,000,000	106 DAYS @ 3.60%	10,600.00	03/30/23
\$700,000	98 DAYS @ 4.05%	7,717.50	03/30/23
\$1,000,000	106 DAYS @ 4.05%	11,925.00	04/13/23
\$1,000,000	97 DAYS @ 4.05%	10,912.50	04/13/23
\$2,000,000	120 DAYS @ 4.10%	27,561.11	04/27/23
\$1,000,000	111 DAYS @ 4.05%	12,487.50	04/27/23
\$1,200,000	119 DAYS @ 4.05%	16,065.00	05/11/23
\$1,500,000	119 DAYS @ 4.20%	20,825.00	05/25/23
\$1,400,000	111 DAYS @ 4.35%	18,777.50	05/25/23
\$1,500,000	125 DAYS @ 4.40%	22,916.66	06/08/23
\$1,000,000	133 DAYS @ 4.45%	16,440.27	06/22/23
\$225,000	126 DAYS @ 4.15%	3,268.12	06/22/23
\$1,545,000	118 DAYS @ 4.15%	21,016.29	06/22/23
\$2,200,000	111 DAYS @ 4.15%	28,150.83	06/22/23
\$250,000	125 DAYS @ 4.15%	3,602.43	07/06/23
\$500,000	133 DAYS @ 4.15%	7,665.97	07/13/23
\$400,000	126 DAYS @ 4.15%	5,810.00	07/13/23
\$1,000,000			07/13/23
<b>\$21,420,000</b>	<b>TOTAL</b>	<b>264,198.34</b>	

## MTF Performance

Month Received	Collections Representing	2020	2021	2022	2023 Forecast	2023 Actual	Variance from Forecast	Percent Variance from Forecast
March	January	\$2,256,225	\$2,287,996	\$2,339,263	\$2,339,263	\$2,439,338	\$100,075	4.28%
April	February	\$2,438,983	\$2,239,770	\$2,487,707	\$2,487,707			
May	March	\$1,880,178	\$2,125,038	\$2,263,752	\$2,263,752			
June	April	\$1,570,019	\$2,255,782	\$2,204,804	\$2,204,804			
July	May	\$1,365,447	\$2,002,715	\$2,008,607	\$2,008,607			
August	June	\$1,893,240	\$2,188,606	\$2,209,837	\$2,209,837			
September	July	\$1,885,354	\$1,874,496	\$1,910,986	\$1,910,986			
October	August	\$2,276,932	\$2,325,094	\$2,213,462	\$2,213,462			
November	September	\$2,073,405	\$2,368,872	\$2,360,066	\$2,360,066			
December	October	\$1,787,740	\$1,683,755	\$1,816,017	\$1,816,017			
January	November	\$1,816,356	\$2,061,702	\$2,045,495	\$2,061,702			
February	December	\$2,070,418	\$2,670,078	\$2,952,108	\$2,070,418			
<b>Total for Budget Year</b>		<b>\$23,314,297</b>	<b>\$26,083,904</b>	<b>\$26,812,104</b>	<b>\$25,946,621</b>	<b>\$2,439,338</b>	<b>\$100,075</b>	<b>0.39%</b>

# Current Annualized Vehicle Registration Average Livingston County, Michigan

