HOUSE of REPRESENTATIVES

STATE OF MICHIGAN

Appropriations Requests for Legislatively Directed Spending Items

1. The sponsoring representative's first name:
   Gina

2. The sponsoring representative's last name:
   Johnsen

3. The cosponsoring representatives' names. All cosponsors must be listed. If none, please type 'n/a.' A signed letter from the sponsor approving the co-sponsorship and a signed letter from the member wishing to co-sponsor are required. Attach letters at question #9 below.
   n/a

4. Name of the entity that the spending item is intended for:
   Barry County Road Commission

5. Physical address of the entity that the spending item is intended for:
   1725 W M-43 Hwy, Hastings, MI 49058

6. If there is not a specific recipient, the intended location of the project or activity:
   n/a

7. Name of the representative and the district number where the legislatively directed spending item is located:
   Gina Johnsen, 78th House District

8. Purpose of the legislatively directed spending item. Please include how it provides a public benefit and why it is an appropriate use of taxpayer funding. Please also demonstrate that the item does not violate Article IV, S 30 of the Michigan Constitution.
   The purpose of this legislatively directed spending item is to support the removal and replacement of an outdated and undersized road and river crossing on Brown Road over the Little Thornapple River, located along the section line between Sections 4 and 9 in Woodland Township, Barry County, Michigan. The existing structure consists of deteriorating culverts that are no longer adequate for current hydrological conditions, leading to frequent flooding, roadway instability, and environmental degradation along the river corridor.

This project will provide a substantial public benefit by improving public safety through the construction of a properly engineered bridge structure that ensures safe and reliable travel for the motoring public. Additionally, it will significantly enhance the watercourse by allowing natural flow restoration, which supports local ecological health and mitigates further environmental damage.

This proposed spending item would be an appropriate use of taxpayer dollars, as the appropriation is dedicated entirely to a publicly owned infrastructure project that serves a legitimate governmental function. The replacement of the deteriorating and undersized culverts with a bridge will enhance public safety, support reliable transportation, and improve environmental conditions along the Little Thornapple River. As such, this appropriation fully complies with Article IV, Section 30 of the Michigan Constitution, as it is exclusively for a public purpose and does not confer any private benefit.

9. Attach documents here if needed:
   Attachments added to the end of this file.

10. The amount of state funding requested for the legislatively directed spending item.
    2537600

11. Has the legislatively directed spending item previously received any of the following types of funding? Check all that apply.
    ["None"]

12. Please select one of the following groups that describes the entity requesting the legislatively directed spending item:
    Local unit government

13. For a non-profit organization, has the organization been operating within Michigan for the preceding 36 months?
    Not applicable

14. For a non-profit organization, has the entity had a physical office within Michigan for the preceding 12 months?
    Not applicable

15. For a non-profit organization, does the organization have a board of directors?
    Not applicable

16. For a non-profit organization, list all the active members on the organization's board of directors and any other officers. If this question is not applicable, please type 'n/a.'
    n/a

17. “I certify that neither the sponsoring representative nor the sponsoring representative's staff or immediate family has a direct or indirect pecuniary interest in the legislatively directed spending item.”
    Yes, this is correct

18. Anticipated start and end dates for the legislatively directed spending item:
    Construction would begin in the Spring of 2026 and be completed by the Fall of 2026 depending on when funding was granted.

19. “I hereby certify that all information provided in this request is true and accurate.”
    Yes

Monday, March 31, 2025

State Representative Gina Johnsen
District 78
Anderson House Office Building
N-1097 House Office Building
Lansing, MI 48933

Thank you for your consideration in attempting to secure funding for a critical infrastructure project within your District in Barry County.

The Brown Road multi-culvert crossing on the Little Thornapple River has been an issue for quite some time. The enclosed documents should help frame the project and provide necessary information to determine the best route forward.

As you know, the Barry County Road Commission has worked diligently to serve the traveling public within our great County. The proper (not popular) management of the assets under our control has led to Barry County having the lowest percentage of poorly rated, Federal Aid eligible, roads of any Road Commission in the State of Michigan in 2025, the third straight year. Waterway crossings, whether culverts or bridges, are largely overlooked in all road funding mechanisms. The Barry County Road Commission has been unyielding in our attempts to secure funding for this particular crossing, but to no avail.

Thank you for your consideration for this project. Our relationship with you and your office has been a blessing to our organization. We look forward to working together and finding ways to collaborate with your office in the future as well.

If you or your staff have any questions, please feel free to reach out to me.

Sincerely,

Jake Welch
Managing Director

Brown Rd

Over the Little Thornapple River

The Barry County Road Commission (BCRC) has worked tirelessly to secure funding for the replacement of the multi-culvert waterway crossing under Brown Rd on the Little Thornapple River. Brown Rd is a primary route in Woodland Township, Barry County, Michigan. The specific crossing is approximately 0.6 miles West of Woodland Rd.

For decades this crossing has been listed as a priority for replacement in numerous documents and asset management reports. However, with numerous grant applications denied and limited funding options, the BCRC has yet to be successful in attaining capital to replace this critical infrastructure.

This structure is traversed by residents, businesses, and emergency services daily, emphasizing the need for replacement prior to failure. Brown Rd is an essential thoroughfare connecting Hastings and south-east Grand Rapids suburbs to Lake Odessa and eastward to Lansing. The detour route, whether planed or in case of emergency, is lengthy, places additional strain on lower volume roadways as well as other crossings on the Little Thornapple River, and extends critical emergency service response times.

Environmental impacts of the undersized structure are evident by the large scour pools both up and down stream of the crossing causing sediment to migrate downstream, negatively impacting miles of the waterway. The crossing experienced flooding in 2015, 2017, & 2018.

Replacement of the crossing is estimated to costs just over $2.5 million dollars, approximately one quarter of the BCRC's current annual MTF.

Brown Rd
Over the Little Thornapple River

Current Condition

The Brown Rd crossing consists of (4) 5' diameter corrugated metal pipes. The structure was rated in "Poor," condition in 2025. The existing scour pools at both ends of the culverts show the negative impact of the massively undersized structure. This material is displaced downstream disrupting fish habitat and putting strain on downstream crossings as well.

01 751 vehicles per day.

02 3% commercial Traffic

03 7.5 mile Detour Route

EGLE

The BCRC has worked closely with EGLE to determine replacement options and requirements. Most recently meeting with EGLE in late 2024 to define the BCRC's ability to add overflow culverts in an attempt to minimize flooding and allow for inclusion on the National Bridge Inventory, which would allow the crossing to become eligible for Critical Bridge Funds. This was determined to more than likely be allowed but would not remedy the situation and cost extensive funding. EGLE has estimated a 40'-50' span bridge would be required for replacement.

Replacement

The BCRC is requesting funding assistance for construction and engineering to replace the existing crossing with a 40'-50' clear span bridge with a total cost of $2,537,600.

Funding Constraints

Due to the positioning of the culverts making up this structure, the crossing does NOT qualify for Critical Bridge Funding (CBF). CBF is the main source of bridge/large culvert revenue for Road Commissions around the State. Without CBFs, Road Commissions are strictly funded for length of road, meaning that funding collected for a river or stream crossing of 32' would be the MTF distribution for that length of road. The BCRC collects $19,000/mile of primary road annually. This means that the BCRC receives $115 annually for this river crossing.

Funding Attempts

The BCRC has vigorously sought funding for decades to replace this crossing. Recently, in 2023 & 2024, the BCRC applied for the Federal RAISE grant, through the IIJA, to replace the Brown Rd crossing as well as all of the other crossings on the Little Thornapple River and Coldwater Creek from Jordan Lake to the Village of Freeport. Both times receiving scores of "Recommended," but not selected for funding. Prior to those applications, communication has been consistent with the Little Thornapple Inter-county Drain Board with no indication that even a funding partnership was a possibility. Even after a 2005 Spicer Group report, titled "Hydraulic Analysis of Little Thornapple Drain" stated that *"Due to budgetary and statutory spending constraints, the Drainage Board, in coordination with the respective County Road Commissions, will likely replace only one or two crossings a year."* This same report listed the Brown Rd crossing as the #1 priority for replacement.

Replacement Priority:	#1	Road Name:	Brown Rd				Waterway:	Little Thornapple River	
Length:	32'	Width:	50'	Span:	5'/ea	# Spans:	N/A	Location:	185' E of Beech St
Year Built:	N/A	Year Recon:	N/A	Design:	Culverts			Lat./Long:	42.755910, -85.146148
Multi-Barrel:	Y	# Barrels:	4	Estimated Bridge Span & Width:			50'x36'	Material:	Steel, CMP
County Drain:	Y	Inter-County Drain:	Y	CBF Eligible ?:			N	Current Condition:	Poor
Drain Name:	Little Thornapple EX			Plans Completed:			N	Last Inspection:	03/03/2025
Total Construction Budget FY2030:	$2,537,600								

Structure Notes:

urrent funding available for replacement as a bridge. Due to funding limitations this crossing is considered urgent for replacement.

2023 ADT: 751

10 Year Flood History: 2015, 2017 and 2018

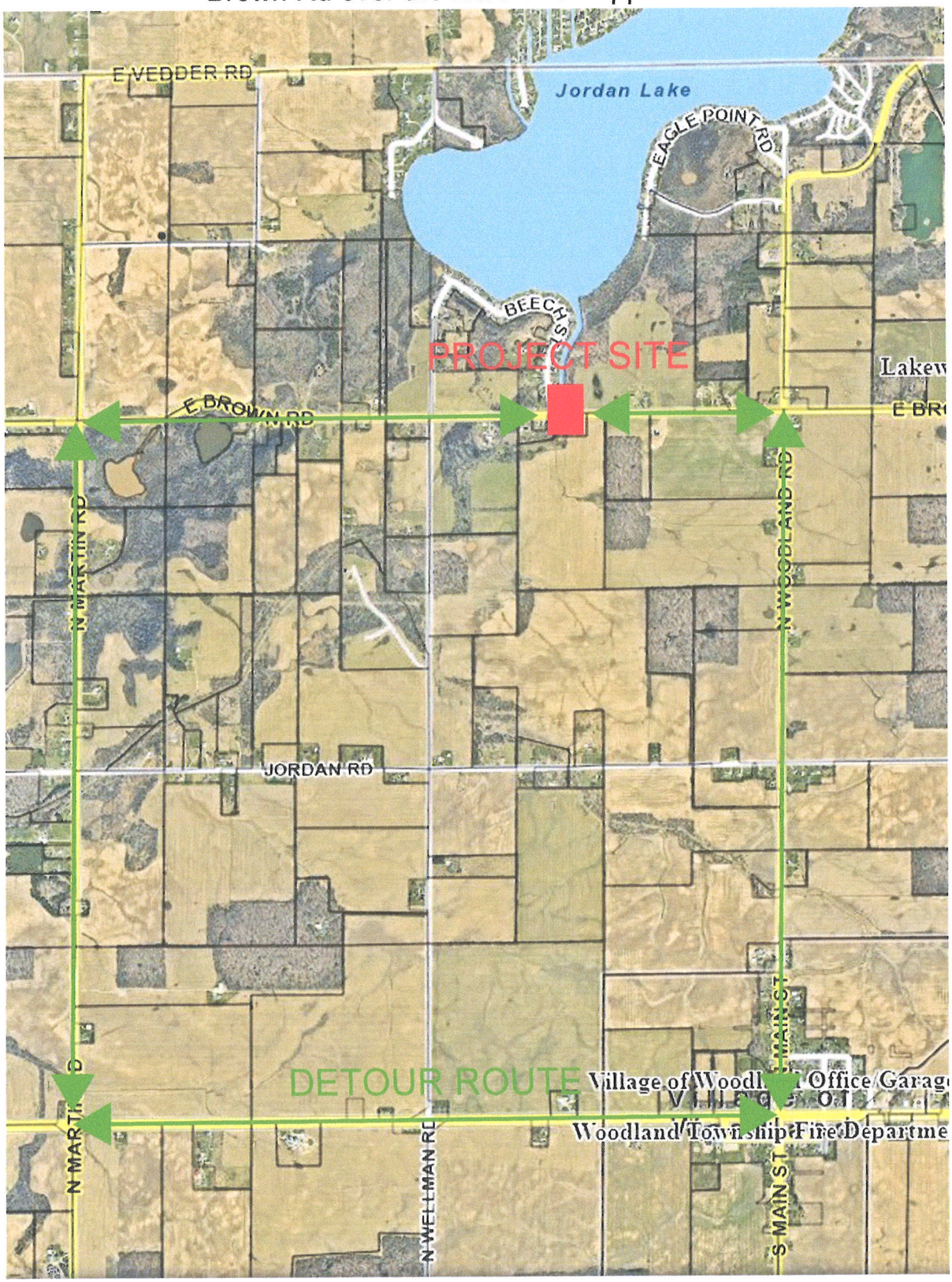
Is in the Thornapple River Watershed the largest subbasin of the Grand River Watershed

Designated Trout Stream

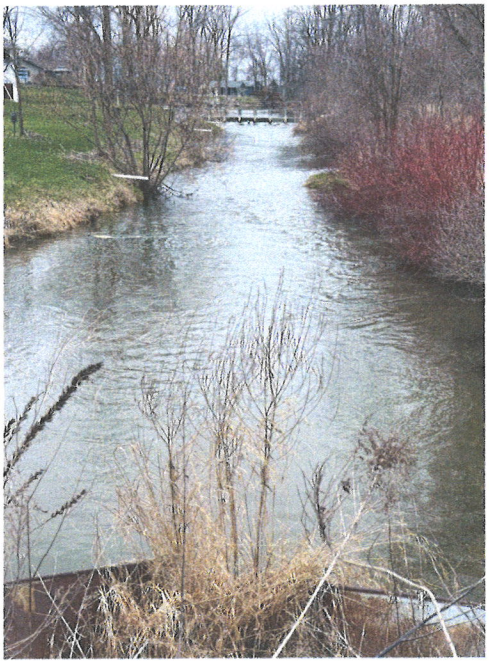

Project Site Map
Brown Rd over the Little Thornapple River
Jordan Lake
EAGLE POINT RD
MAPLE ST
BEECH ST
Woodland
Township
Jordan Lake Dam
Brown Rd Culvert Crossing
E BROWN RD
E BROWN RD
N WOODLAND RD

Detour Route

Brown Rd over the Little Thornapple River



Site Photos
Brown Rd over the Little Thornapple River



2030

BRIDGE COST ESTIMATE WORKSHEET

-REPLACE -

REV. 02/09/2022

DATE: 03/31/2025

OWNER: Barry County RC
REGION: Grand
TSC: Grand Rapids

FISCAL YEAR: 2030

ENGINEER: Bradley S. Lamberg P.E.

STRUCTURE ID: 10

LOCATION: Brown Rd East End Over Little Thornapple River
PRIMARY WORK ACTIVITY: Bridge Replacement
OTHER WORK:

DECK AREA: 50' x 36' = 1,800 SFT

Proposed STR. TYPE: Spread Box Bridge

Note: Unit costs were adjusted based on actual recent bid prices from similar projects

WORK ACTIVITY	MDOT Bridge Design Guides	QUANTITY	UNIT	UNIT COST	TOTAL
NEW BRIDGE	(increase deck area based on design standards and hydraulic requirements)				
Single Span, Over Water	Length < 100ft (add demo, approach, MOT)	1,800.0	SFT	$550.00 /SFT	$990,000
DEMOLITION					
Entire Structure, Over Water		765.0	SFT	$100.00 /SFT	$76,500
MISCELLANEOUS					
Riprap	(assume 10ft distance around perimeter of substructure)	250.0	SYD	$250.00 /SYD	$62,500
	BASE STRUCTURE CONSTRUCTION BUDGET				**$1,129,000**
CONTINGENCY	(10% - 20%) (use higher contingency for small projects)	15	%	$1,129,000.00	$169,000
MOBILIZATION	(estimate at 10%)	10	%	$1,298,000.00	$130,000
INFLATION	(assume 4% per year, beginning in 2025)	20	%	$1,428,000.00	$286,000
	STRUCTURE CONSTRUCTION BUDGET				**$1,714,000**
ROAD WORK					
Approach Pavement, 12" RC	(incl. removal; add curb, gutter, guardrail) 40' ea. end	200.0	SYD	$250.00 /SYD	$50,000
Guardrail Anchorage to Bridge	(each quadrant)	4.0	EA	$3,000.00 /EA	$12,000
Guardrail	(incl. removal) < 200ft beyond reference line	600.0	FT	$40.00 /FT	$24,000
Guardrail Terminal	(each quadrant)	4.0	EA	$5,000.00 /EA	$20,000
Roadway Approach Work	(beyond approach pavement)	1.0	LSUM	$100,000.00 LSUM	$100,000
TRAFFIC CONTROL	*Unit Cost to be determined by Region or TSC Traffic & Safety*				
Detour	min. $20,000	1.0	LSUM	$35,000.00 LSUM	$35,000
	BASE ROAD/TRAFFIC CONSTRUCTION BUDGET				**$241,000**
CONTINGENCY	(10% - 20%) (use higher contingency for small projects)	15	%	$241,000.00	$36,000
MOBILIZATION	(estimate at 10%)	10	%	$277,000.00	$28,000
INFLATION	(assume 4% per year, beginning in 2025)	20	%	$305,000.00	$61,000
	RELATED ROAD/TRAFFIC CONSTRUCTION BUDGET				**$366,000**

(Does not include Design Engineering or Construction Engineering)

CONSTRUCTION BUDGET $2,080,000

10 % DE — Design PE $208,000
12 % PE — Construction PE $249,600

TOTAL PROJECT COST $2,537,600

Default Report Title
Use Preferences to Define Titles

LENGTH DATA ANALYSIS

Location

Brown Rd East of Beech St

Analysis Time Period

Start	End
1/30/2023	2/3/2023
12:00 AM	8:40 AM

Vehicles Analyzed

2,971

0 to 8'

0 to 8'
Volume: 357
Average Speed: 47 MPH
Average Length: 2' 6"

>8 to 20'

>8 to 20'
Volume: 2,411
Average Speed: 51 MPH
Average Length: 14' 4"

>20 to 40'

>20 to 40'
Volume: 187
Average Speed: 49 MPH
Average Length: 25' 0"

>40 to 70'

>40 to 70'
Volume: 14
Average Speed: 45 MPH
Average Length: 49' 9"

>70'

>70'
Volume: 2
Average Speed: 44 MPH
Average Length: 79' 2"