

Reps. Gonzales, Accavitti, Ball, Bauer, Bieda, Booher, Brown, Byrnes, Byrum, Calley, Caswell, Condino, Constan, Dean, Espinoza, Garfield, Gillard, Green, Hammel, Hammon, Hildenbrand, Hoogendyk, Horn, Huizenga, Rick Jones, Robert Jones, LeBlanc, Lemmons, Mayes, McDowell, Miller, Moore, Palmer, Pearce, Proos, Sak, Shaffer, Alma Smith, Spade, Steil, Tobocman, Vagnozzi, Valentine, Brandenburg, Clack, Cushingberry, Kathleen Law, Leland, Marleau, Nitz, Stahl, Griffin, Meadows, Angerer and Schuitmaker offered the following resolution:

House Resolution No. 133.

A resolution commemorating the 50th Anniversary of the Mackinac Bridge and recognizing all the people who supported it throughout history.

Whereas, The Mackinac Bridge began connecting our beautiful peninsulas and serving residents on November 1, 1957, promptly becoming a national icon and source of pride for Michigan residents; and

Whereas, The bridge was designed by the great engineer Dr. David B. Steinman and it is currently the third longest suspension bridge in the world and the longest suspension bridge in the western hemisphere. The total length of the Mackinac Bridge is 26,372 feet and the width of the roadway is 54 feet. The stiffening truss width in the suspended span is 68 feet wide making it wider than the roadway it supports. The height of the roadway at mid-span is approximately 200 feet above water level. The vertical clearance at normal temperature is 155 feet at the center of the main suspension span and 135 feet at the boundaries of the 3,000 ft. navigation channel; and

Whereas, Discussions developing the bridge began in February 1884, it was determined “that if a great east-west route were ever to be established through Michigan a bridge or tunnel would be required.” The idea to build the bridge was further encouraged by the dedication of the Brooklyn Bridge in 1883; and

Whereas, In 1923, the Legislature ordered the State Highway Department to establish a ferry service at the Straits. Within five years, traffic on this facility became so heavy that the late Governor Fred Green ordered the same agency to make a study of bridge feasibility; and

Whereas, The Mackinac Straits Bridge Authority of Michigan began its studies in May 1934, despite funding setbacks a new direct route was selected from 1936 to 1940. The Authority continued their efforts and in January 1951 they submitted a very favorable preliminary report, stating that a bridge could be built and financed with revenue bonds for \$86,000,000, but because of the shortage of materials due to the Korean Outbreak, legislation to finance and build the structure was delayed until early 1952; and

Whereas, In order to make the bonds more attractive for purchasing, the legislature passed an act during the Spring of 1953 whereby the operating and maintenance cost of the structure, up to \$417,000 annually, would be paid for out of gasoline and license plate taxes. Toward the end of 1953, with the market recovered, \$99,800,000 worth of Mackinac Bridge bonds were bought by investors all over the country. Contracts which had been awarded contingent upon this financing were immediately implemented; and

Whereas, The Mackinac Bridge was officially begun amid proper ceremonies on May 7 and 8, 1954, at St. Ignace and Mackinaw City, it opened to traffic in 1957; now, therefore, be it

Resolved by the House of Representatives, That the members of this legislative body commemorate the 50th Anniversary of the Mackinac Bridge, and recognize the many people who supported the efforts of building this bridge throughout history. Today, the Mackinac Bridge attracts millions of visitors to Michigan each year and is a great source of pride for our residents. We hold this milestone in the highest regard.

