

East China Township- PH&D Railroad Bridge Recor Road

Project Title

PH&D Railroad Bridge - 22-136

East China Township

The bridge is located south of Recor Road crossing over the Belle River. The map below (center) shows the extent of the the project location in relation to the existing trails it connects.

Project Objective

There is two primary objectives when it comes to the rehabilitation of the bridge. The first is to replace one of the bridge's bearings, which would involve obtaining a workforce and equipment that is capable of shoring, replacing a bearing, and repairing the concrete abutment. The second goal is to widen the bridge to 14 feet. The bridge currently has the capability of reaching a 14 foot span. However, in order to accomplish this modifications need to be made to the bridge stiffeners. Increasing the width of the bridge makes the project a more competitive applicant for the TAP application and it would also increase the functionality of the bridge.

TAP Application

The Transportation Alternatives Project is a competitive grant program for projects such as bike paths, pedestrian and bicycle safety improvements, and preservation of historic transportation facilities that enhance Michigan's intermodal transportation system and provide safe alternative transportation options. In the region of Michigan that the project is, the application is proposed to both Michigan Department of Transportation and Southeast Michigan Council of Governments. If the project applicant is deemed to be competitive, funding is granted and the project is picked up by one of the two agencies. A meeting has been made with a grant coordinator and staff engineer to discuss the competitiveness of the application, and adaptations have been made to the project design in order to fit the application requirements for bridge rehabilitation.



About the Bridge

The bridge was apart of the Port Huron to Detroit Railroad that was constructed in 1918, effectively making the bridge over 100 years old. In the 1980's the old railroad was converted in several locations into non motorized bike paths. It is apart of the Bridge to Bay trail that connects several communities in the Eastern Region of Michigan. As well as being apart of the United States Bicycle Route 20, that runs across the country from Marine City to the Oregon Coast. Due to aging, the bridge is showing signs of structural deficiencies and is in need of rehabilitation. On top of the diversity that the bridge brings to bicyclers, it may become a safety concern if not repaired.



Trail	Color
Project Location	Red
USBR 20	Blue
Bridge to Bay	Yellow

Narrative

The scope of the project focuses on the restoration and adaptations to a bridge currently connecting multiple non-motorized bike trails. The bridge is also a part in a larger trail, the U.S. Bicycle Route 20 is a 387-mile bike path that runs from Eastern Michigan to the Oregon Coast. This project is a section of the Bridge to Bay Trail. The Bridge to Bay Trail is a 54 mile planned pedestrian path that stretches from Anchor Bay to the Blue Water Bridge and beyond. Therefore, the project gives value to the local sponsored township, the surrounding communities, and a nationwide route system. Not only does the bridge bring value to the bike path but it has additional historical and architectural value that should be preserved. Due to erosion and aging, there are several structural concerns that need to be amended. This project will benefit the community by improving the safety and longevity of the Belle River bridge. The main improvements that need to be made is the replacement of a bearing and modifications to the stiffeners. Several other cosmetic improvements are fit into the budget that add value to the bridge besides from 14 feet span adaptation and structural enhancement to the bridge.

Project Support

An aspect that greatly improves the probability of project acceptance is the existence and documentation of local support. The information provided by this brochure serves to inform the stakeholders the specifics of the TAP application procedure and the intentions of the project design. Any support in regard to the bridge rehabilitation would serve as a valuable piece of documentation for the application. As well as any feedback on how the project can be improved.

Funding and Match Requirements

Both MDOT and SEMCOG are given annual funds to allocate grants to competitive projects. MDOT administers \$17.6 million while the six MPOs administer approximately \$7 million. The current engineer estimate for this project is approximately \$433,080 which exceeds the \$200,000 minimum for grant eligibility. A minimum cash match of 20% is required for the construction costs. However, in order to be competitive, a match between 35% to 40% is more realistic. This match estimate is based on past projects that were awarded the TAP grant.

Deadlines

- The Application for the TAP Grant is on October 12, 2022.
 - After several review committees, the tentative funding decision date is March 8, 2023.
- Any feedback in regards to the project is appreciated.