

Stone, Steel, Stories

THE CUT RIVER BRIDGE & THE FORT ROUGE GATEWAY PROJECTS





Cut River Bridge

MASONRY & STEEL REHABILITATION

Cut River Bridge

- ▶ Opened to traffic 1948
- ▶ 1 of 2 Cantilevered deck truss bridges in MI
- ▶ Similar to I-35 in Minn.
- ▶ Deck replacement 2008
- ▶ Masonry restoration 2014-15
- ▶ Steel repair 2017 – 2018
- ▶ Full paint 2018



June 17, 1948; photo courtesy MDOT Photo Lab

Masonry Restoration



2005



RE/MAX of Michigan



2012

Before



After

April 1, 2015



Before



After



Sept 16, 2014

Working...





May 19, 2014

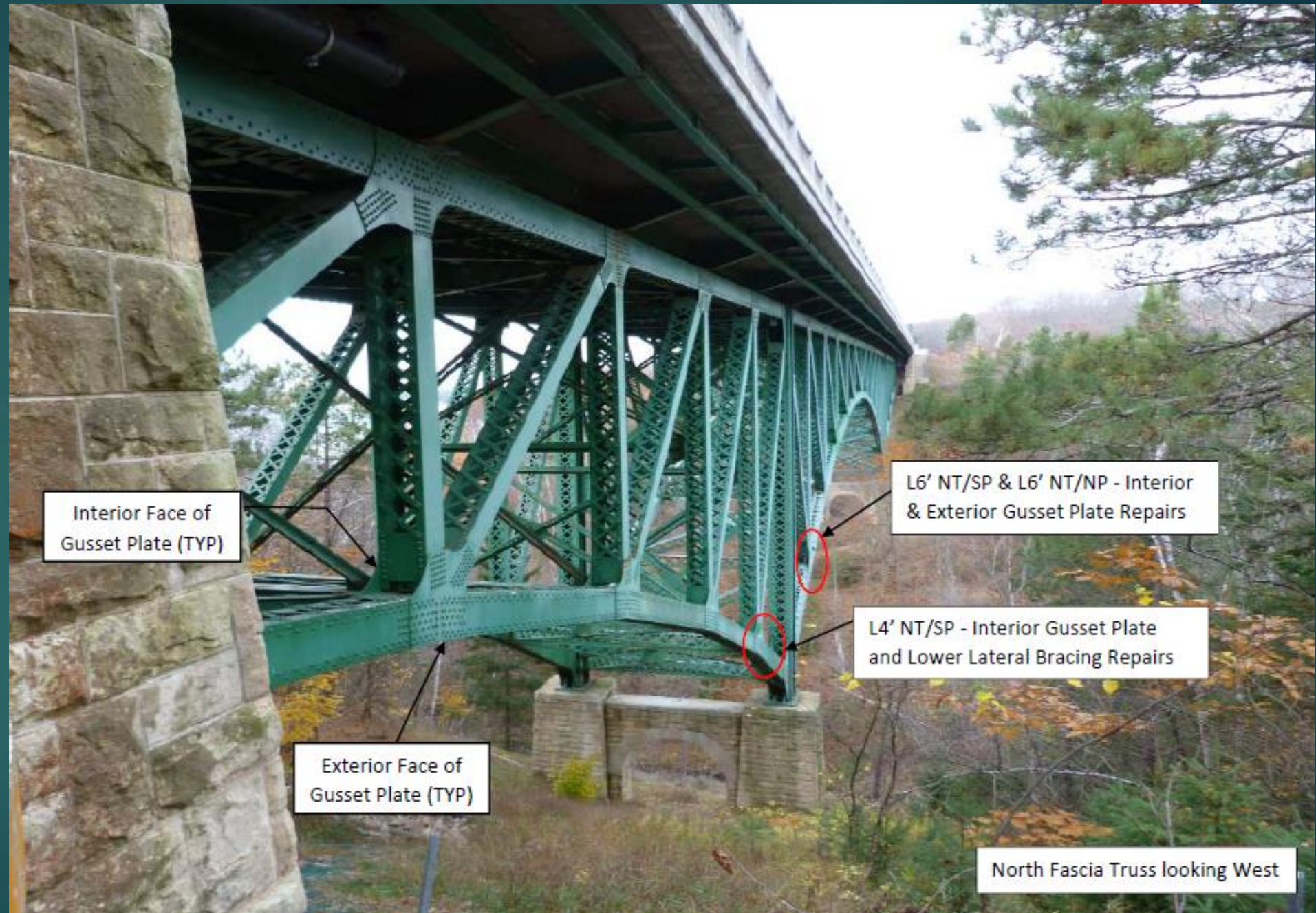


Oct 15, 2014

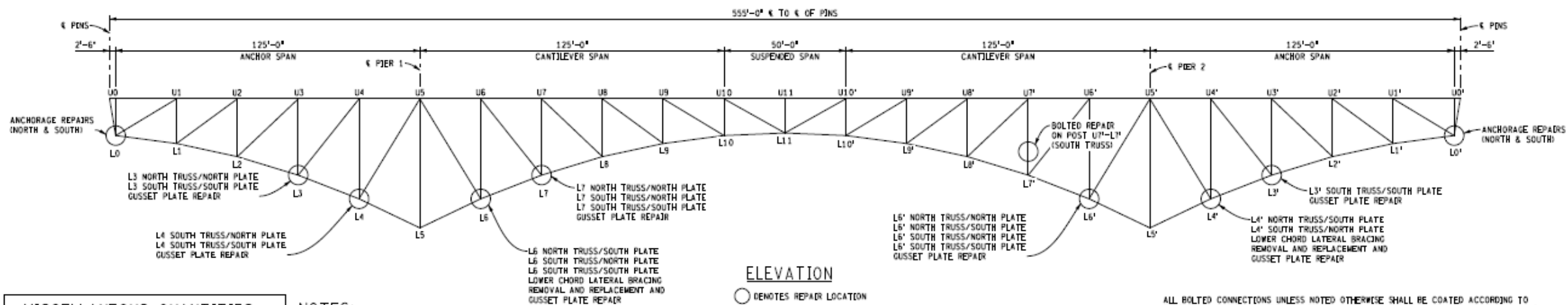
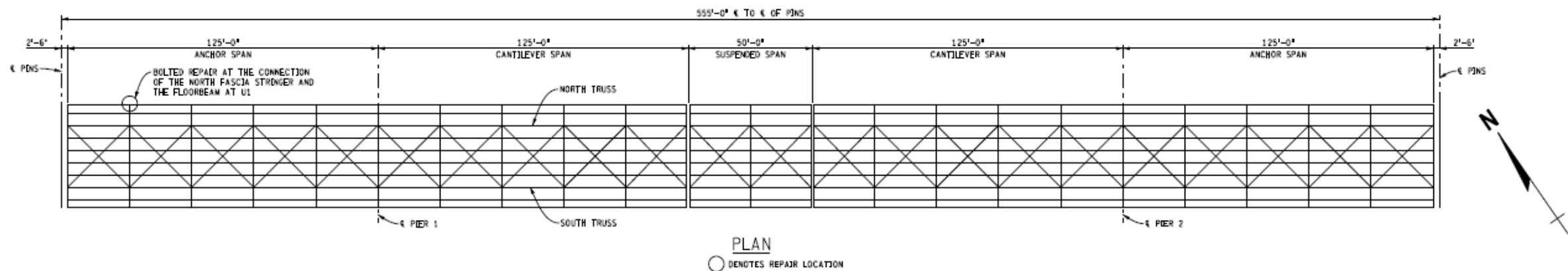




Steel Repairs







MISCELLANEOUS QUANTITIES

NOTES:

ALL BOLTED CONNECTIONS UNLESS NOTED OTHERWISE SHALL BE COATED ACCORDING TO SUBSECTION 116.3.8.2A FOR SDP CRITICAL CONNECTIONS, COATED CONNECTIONS (IF ANY)











Fort-Rouge Gateway

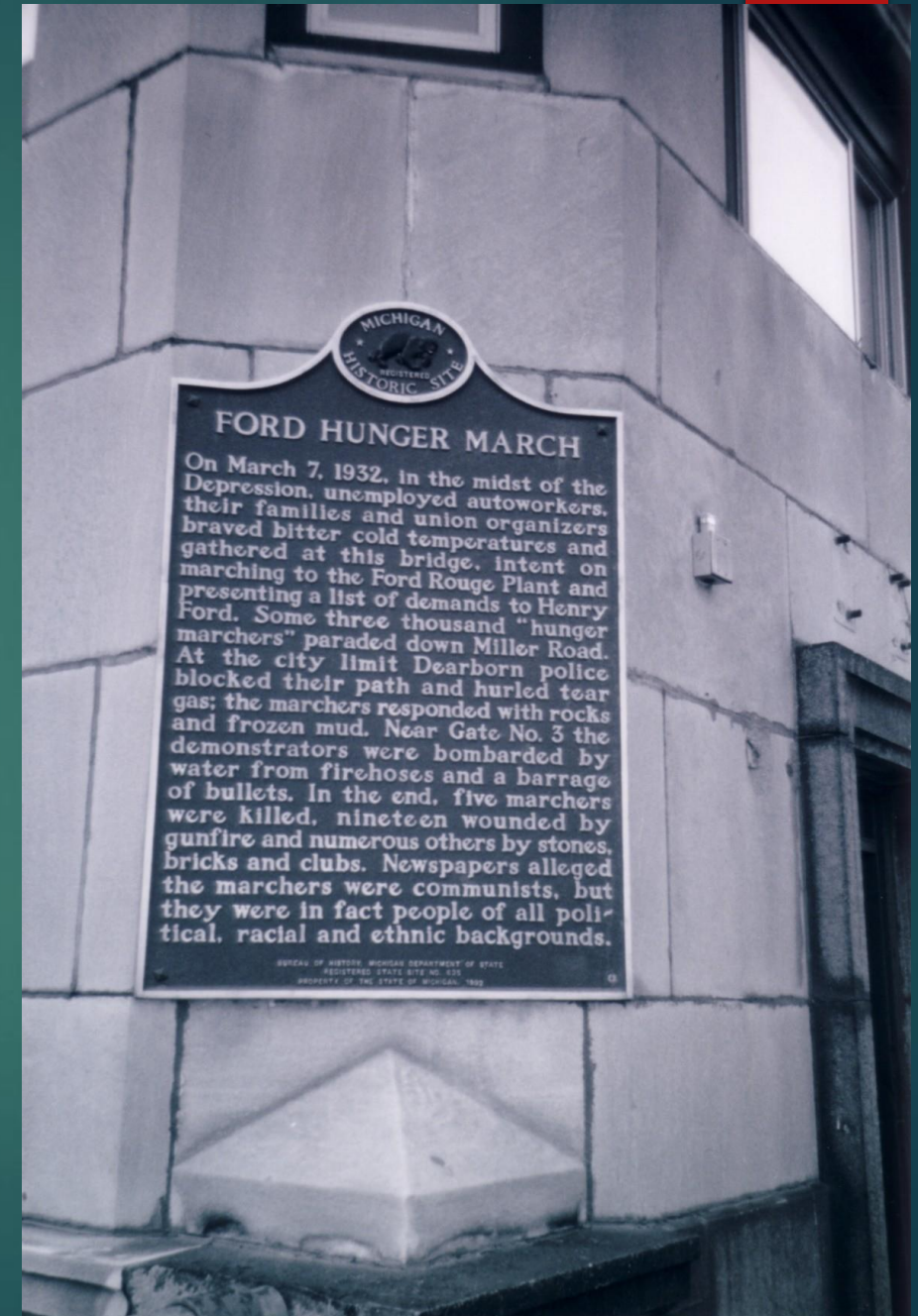
PUBLIC BENEFIT FROM EXCESS RIGHT-OF-WAY

Fort Street Bascule Bridge

- ▶ Opened to traffic in 1923
- ▶ Closed July 2013
- ▶ New bridge opened late 2015
- ▶ Historic, based on association 1932 Ford Hunger March



Ford Hunger March



The FORD HUNGER MARCH

March 7, 1932

Approximately 3,000 unemployed workers and labor activists braved bitterly cold weather and mobilized in Oakwood on March 7, 1932, for the first Ford Hunger March.

The men and women crossed the old Fort Street drawbridge chanting and singing, and began the march up Miller Road. The primary mission was to deliver a list of demands to Henry Ford for jobs, food, fuel for heat, and help with rent and mortgages. The marchers also carried banners calling for greater public relief, freedom for the Scottsboro Boys, and other urgent causes. The march was peaceful until crossing into Dearborn, where police fired tear-gas into the crowd. Near Gate Three, fire hoses were turned on the marchers, who responded by throwing clods of frozen dirt, rocks, and brickbats. At this point, gunfire came from the police line. Four marchers died from gunshot wounds that day and a fifth died a few weeks later; several others were injured. Although the march was organized primarily by communists, its participants were politically, ethnically, and racially diverse. The tragedy was a pivotal moment in the formation of the United Auto Workers (UAW) union, which was formally chartered in May 1935.



Walter P. Reuther
Library, Archives of Labor and Urban Affairs,
Wayne State University



Hunger march held June 1933

Several thousand took part in a procession that carried the dead – Joseph York, Joseph DeBlasio, Joseph Bussell, and Kalman Leny – to Woodmere Cemetery, where they were buried in an unmarked grave in view of the Rouge colossus. Curtis Williams, an unemployed African-American and the fifth fatality of the march who died on Aug. 7, 1932, was denied a grave at Woodmere; his remains were reportedly scattered over the Rouge plant from a rented airplane.

The headstones for four of the marchers – Leny, York, Bussell, and DeBlasio – were laid in 1979; the stone for Williams was installed on March 14, 1992, in a ceremony to mark the 60th anniversary of the march. A historical marker was installed on the bridge that same day.

For more information on the Hunger March go to: <http://region1a.uaw.org/local600/>.
And be sure to visit the Fort Street Bridge Park, just across this bridge.



The new bridge, nearing completion

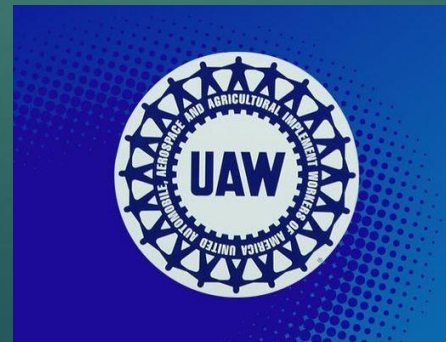




Bryans' Bridge Cafe

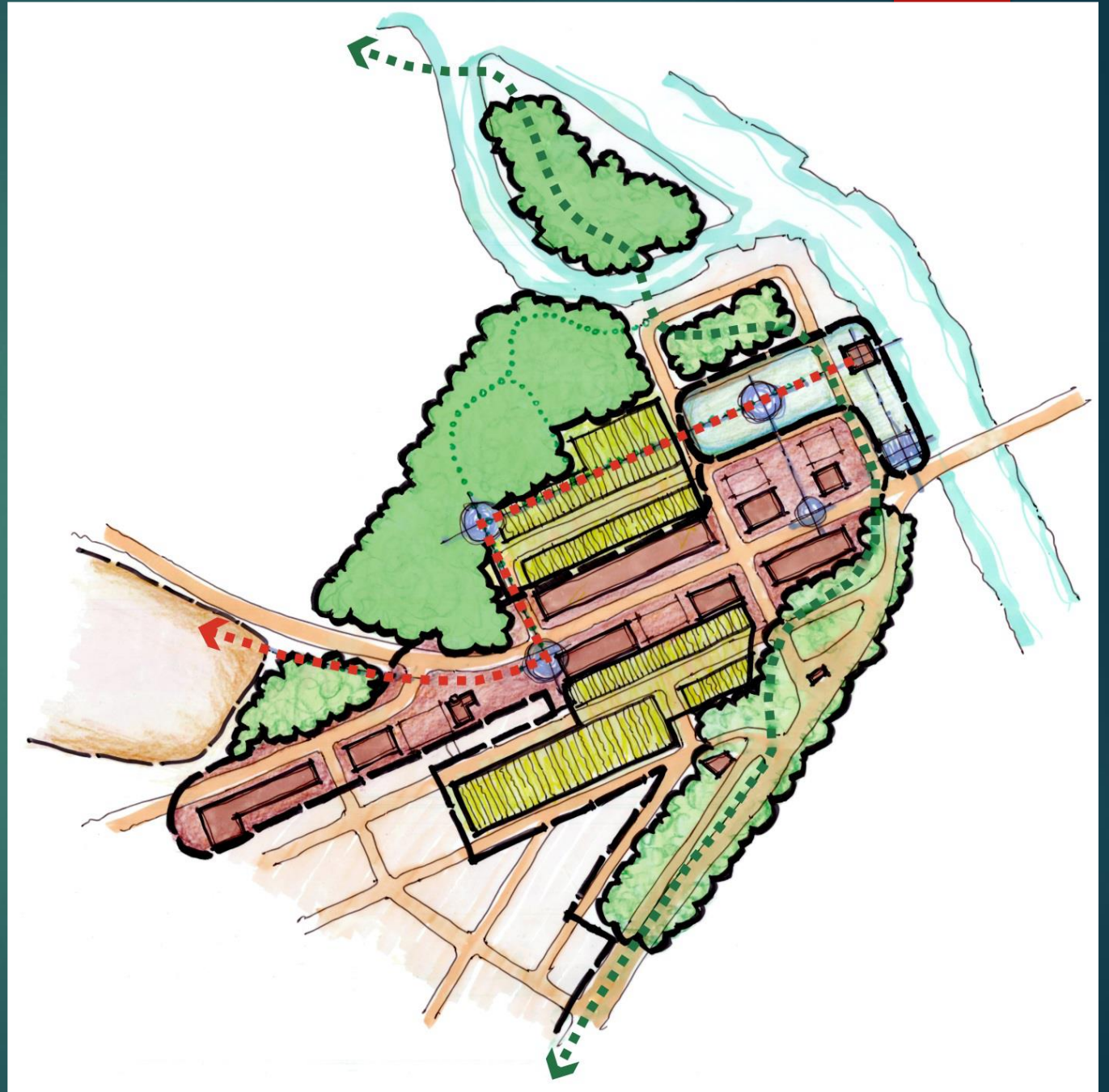


Fort-Rouge Gateway Coalition



Marathon Gardens

- ▶ New office bld
- ▶ Habitat restoration
- ▶ Urban gardening
- ▶ Traditional park setting
- ▶ Remaining residential
- ▶ Tie in with Fort-Rouge Gateway



Fort St Bridge Park

- ▶ Entryway
- ▶ Seating wall
- ▶ Public Art
- ▶ Interpretive signage
- ▶ Stormwater educational feature
- ▶ Native vegetation





Phase 2



- ▶ Boardwalk
- ▶ Bioswale/raingarden
- ▶ Barrier Free Kayak launch
- ▶ “Welcome Center” ?

MDOT's Role

- ▶ Land – excess right-of-way
- ▶ Salvaged materials
- ▶ Advice / expertise
- ▶ Plan review & approval



FRoG challenges

- ▶ Funds to build & maintain
- ▶ Permits (MDOT, City of Detroit)
- ▶ Maintenance & Repair Plan
- ▶ Longevity & Evolution



In 2005, The Michigan State Transportation Commission formally adopted a Context Sensitive Solutions (CSS) process as an integrated part of the Michigan Department of Transportation (MDOT) mission to provide the highest quality integrated transportation services for economic benefit and improved quality of life. Under CSS, MDOT solicits dialogue with local governments, road commissions, industry groups, land use advocates, and state agencies early in a project's planning phase. This dialogue helps to ensure that interchanges bridges, bike paths and other transportation projects "fit" into their communities. The CSS approach results in projects that respect a community's scenic, aesthetic, historic, economic, and environmental character.

Therefore, it is necessary that Adopt-A-Landscape applicants notify and, if necessary, engage all property owners and/or stakeholders that are impacted by the proposed site adoption. The level of engagement and type of information required for each application will vary with the size, location, and level of adoption activity. The Transportation Service Center (TSC) Construction Permit Staff can help determine the necessary level of engagement and documentation needed to permit the adoption of the landscape area.

Typical levels of engagement are as follows:

Informal A

Informal adoption of landscapes completely contained within the adjacent boundary of the MDOT Right-of-Way, and which do not impact neighboring properties, will likely not need formal stakeholder engagement. In the majority of these instances it will be sufficient to obtain a letter of consent from the local municipality of jurisdiction for the proposed adoption.

Impacts to a property owner may include items such as: plant material within a foot of the adjacent property line, landscape material that overhangs or will overhang the property line, landscape material that may interfere with view sheds, and other potential view or physical encroachments.

Informal B

If the proposed adoption plan indicates potential impacts on one or more adjacent property owners, but less than five, then a moderate informal level of engagement is in most cases sufficient.

Informal B engagement activities should include as a minimum:

- Letter of consent for the Adopt-A-Landscape plan from each affected property owner.
- Letter of consent for the Adopt-A-Landscape plan from the local municipality of jurisdiction.

Michigan Department
Of Transportation
3748 (03/10)

ADOPT-A-LANDSCAPE
INTEREST FORM FOR USE OF
STATE HIGHWAY RIGHT-OF-WAY
Information required by P.A. 368 of 1925 and P.A. 51 of 1951
to authorize permitted activities

[Clear Form](#)

ing 2-lane, limited access and boulevards (e.g. M-52, I-75, US-
option.

landscape program.

IN INK OR TYPE

ONE NO.

E-MAIL

ONE NO.

E-MAIL

COUNTY

ES:

Thank You !

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Transportation

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