

City of Dearborn
City of Detroit
Detroit Future City
Detroit Greenways Coalition
Downriver Delta Community Development Corporation
Friends of the Rouge
Greening of Detroit
Marathon Petroleum Company LP
Michigan Department of Transportation
Michigan Sea Grant
MotorCities National Heritage Area
Sierra Club
Southwest Detroit Environmental Vision
Southwest Detroit Business Association
University of Michigan – Dearborn
United Auto Workers Local 600

Fort Street Bridge Park

Concept Plan

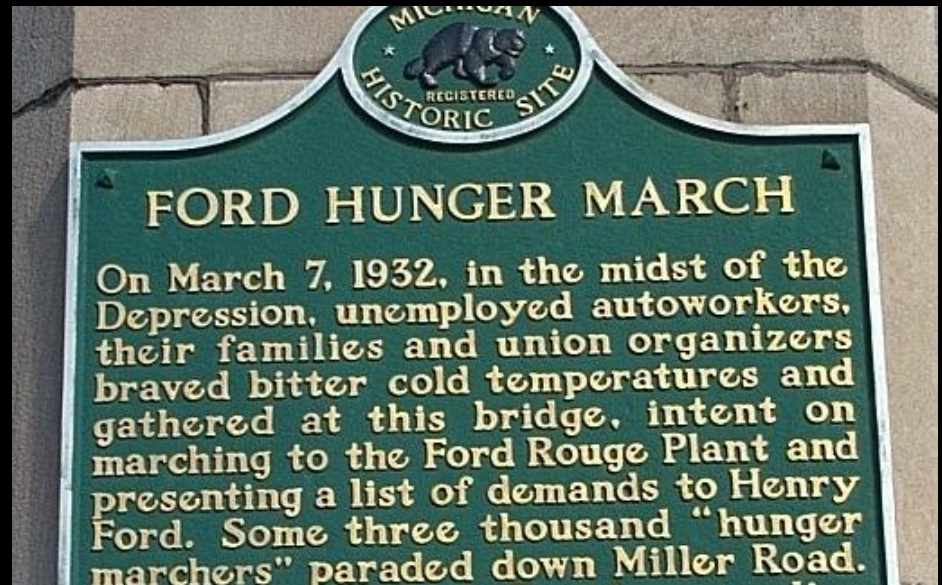


A Fort-Rouge Gateway (FRoG) Project

The Fort-Rouge Gateway (FRoG) Project



Construction of the new Fort Street Bridge and adjoining interpretive site will serve as a catalyst for more comprehensive and sustainable redevelopment in the lower Rouge River corridor.



historical significance

Green Infrastructure

- Ecological framework that allows environmental, social and economic sustainability
- Healthy systems require well developed hubs and linkages

Project Vision

Non-motorized Transportation and Habitat Significance



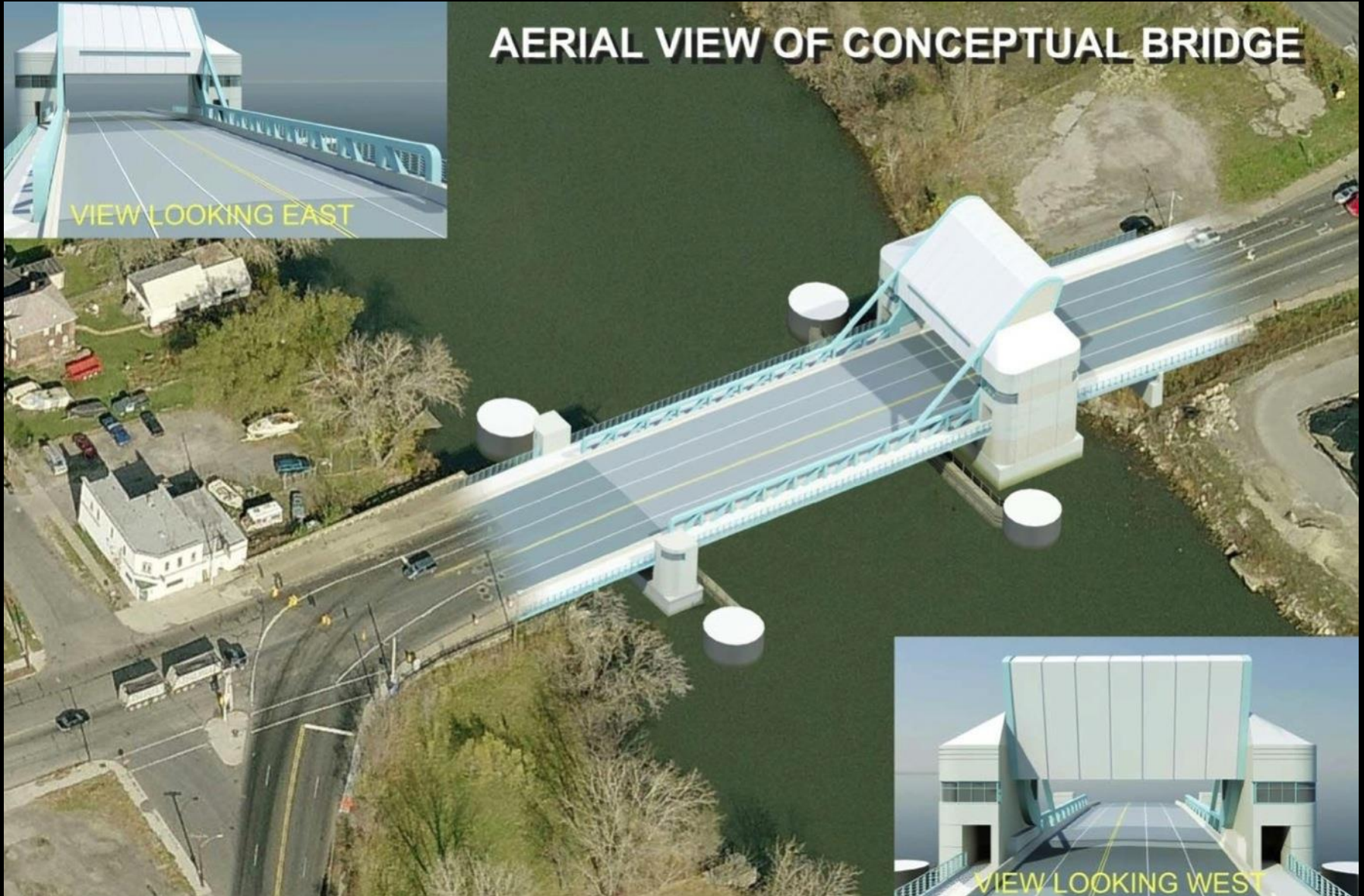
Detroit Riverfront Greenway



Bike lanes on Vernor through Mexicantown

Project Vision

AERIAL VIEW OF CONCEPTUAL BRIDGE



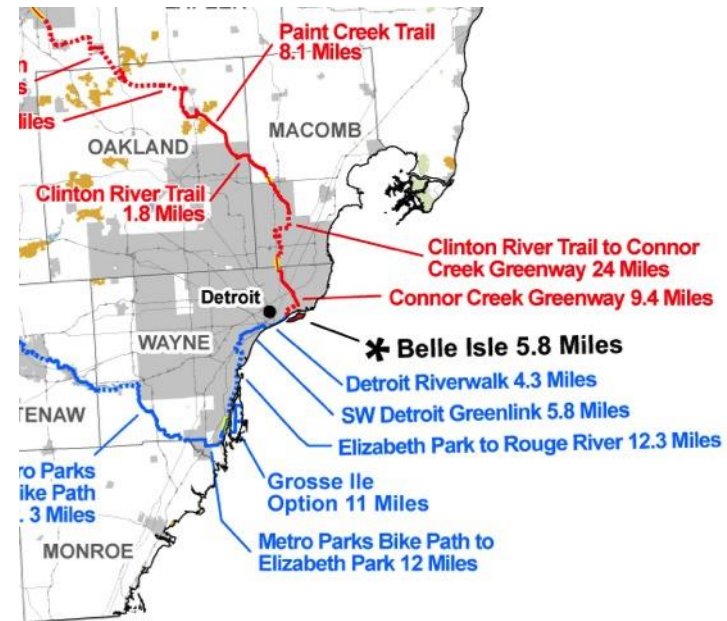
New Fort Street Bridge: 3-D Model

Project Vision

Draft – Governor’s Showcase Trail

Belle Isle to Ironwood

Crosses over the Rouge River at the Fort Street Bridge



Underground Railroad Bicycle Route

Adventure Cycling Association
Center for Minority Health
Graduate School of Public Health
University of Pittsburgh



Underground Railroad



Historical route will utilize the new Fort Street Bridge.

United States Bicycle Route System

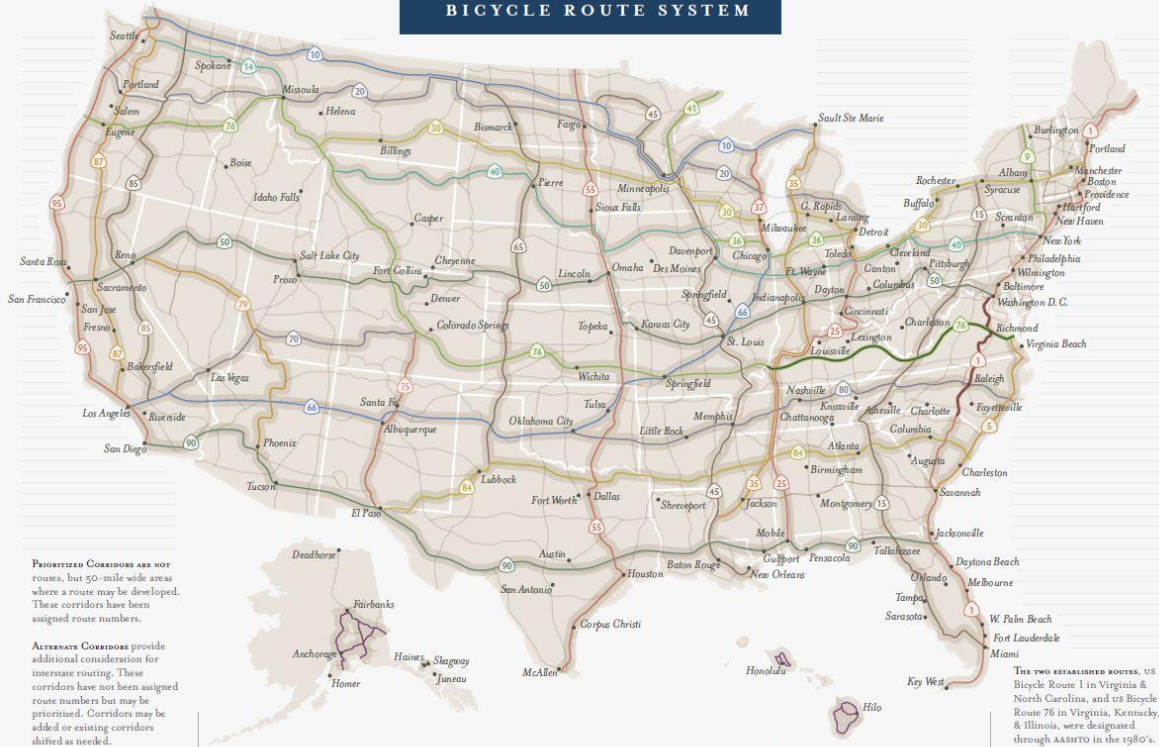
CORRIDOR PLAN
MARCH 2011

THE GOAL OF THE UNITED STATES BICYCLE ROUTE SYSTEM IS TO CONNECT AMERICA THROUGH A NETWORK OF NUMBERED INTERSTATE BICYCLE ROUTES.

THE UNITED STATES BICYCLE ROUTE SYSTEM

Adventure Cycling Association
America's bicycle travel experts

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
AASHTO
THE VOICE OF TRANSPORTATION



PRIORITIZED CORRIDORS ARE NOT routes, but 50-mile wide areas where a route may be developed. These corridors have been assigned route numbers.

ALTERNATE CORRIDORS provide additional consideration for interstate routing. These corridors have not been assigned route numbers but may be prioritized. Corridors may be added or existing corridors shifted as needed.

THE TWO ESTABLISHED ROUTES, US Bicycle Route 1 in Virginia & North Carolina, and US Bicycle Route 76 in Virginia, Kentucky, & Illinois, were designated through AASHTO in the 1980's.

- [**PRIORITIZED CORRIDOR**]
- [**ALTERNATE CORRIDOR**]
- Connecting People, Communities, and the Nation*
- [**PRIVATE OR PUBLIC FERRY**]
- [**UNITED STATES BICYCLE ROUTE**]



Route will utilize the new Fort Street Bridge.



Detroit • Melvindale

Proposed Marathon Petroleum Company Green Buffer

Program Elements Under Consideration:

- wildlife refuge
- stormwater filtering
- urban farming
- urban forestry
- education opportunities

Context Analysis

Fordson Island – potential for partial acquisition by City of Dearborn

Project Site

dining

convenience Store

Rouge River – potential blueway /greenway trail

gas station

potential Rouge Gateway and Detroit River non-motorized path

The Fort-Rouge Gateway (FRoG) Project



Potential program elements for the interpretive site include:

- Memorial feature
 - Interpretation of the 1932 “Hunger March” and former bascule bridge
 - Interpretation of how transportation evolved in southeast Michigan from shipbuilding to automobile manufacturing
 - Utilization of salvaged materials from former bridge control tower
- Stormwater BMP interpretation
- Non-motorized boat launch
- Bike racks
- Seating
- Parking
- Bus pull-off
- Restrooms
- Landscaping / BMP for stormwater management

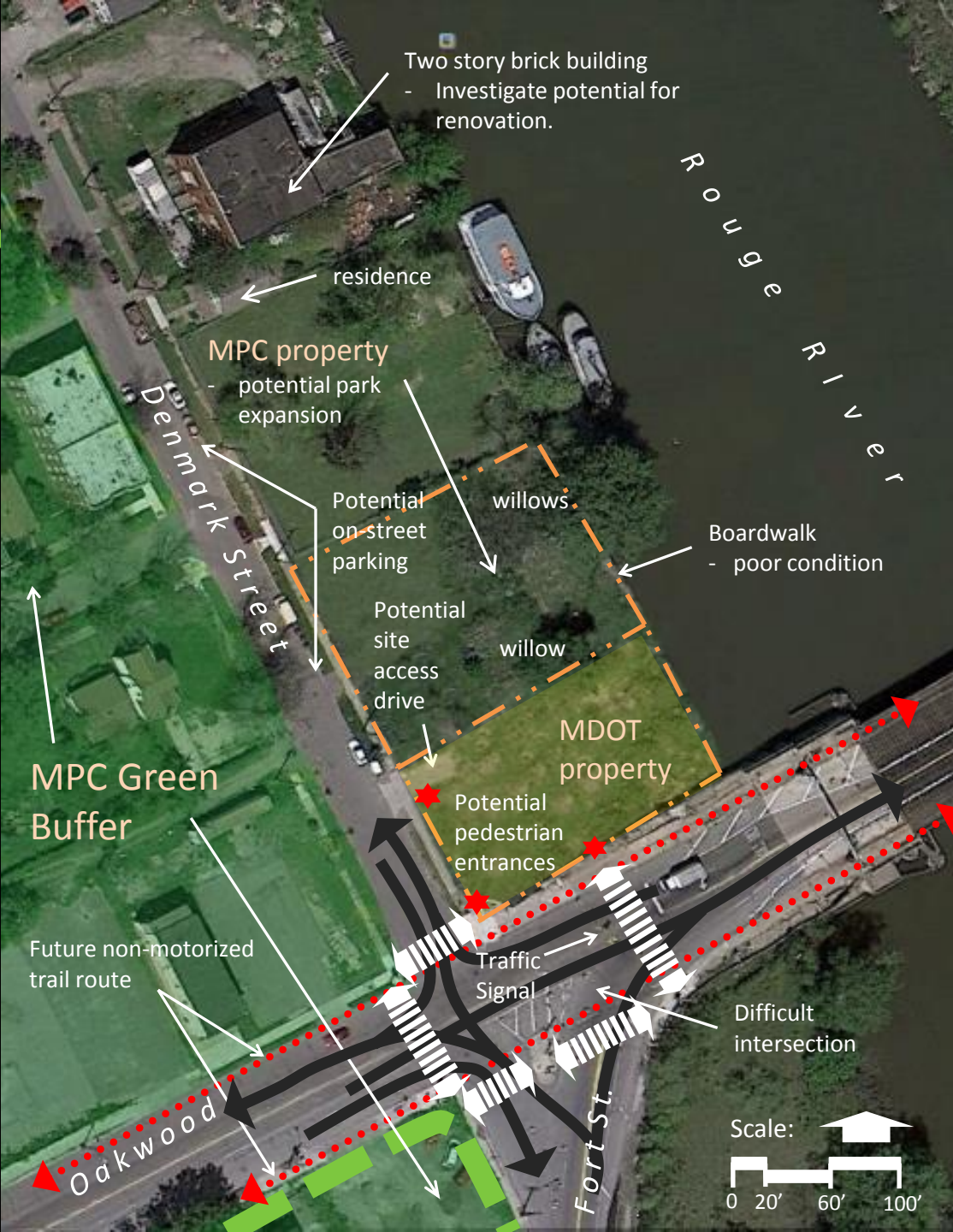
Site Analysis

The MDOT property is approximately .5 acres. Adding the Marathon Petroleum Company LP (MPC) property to the north would roughly double the land area.

The site gently slopes to a sharp 3-4' drop-off at the river's edge - rip-rap reinforces a vegetated bank.

In 1932, 3000 "Hunger Marchers" paraded over the adjacent Fort Street bridge intent on presenting a list of demands to Henry Ford. Five were killed.

The former Fort Street Bridge is one of three historic "bascule" style bridges constructed over the lower Rouge River.



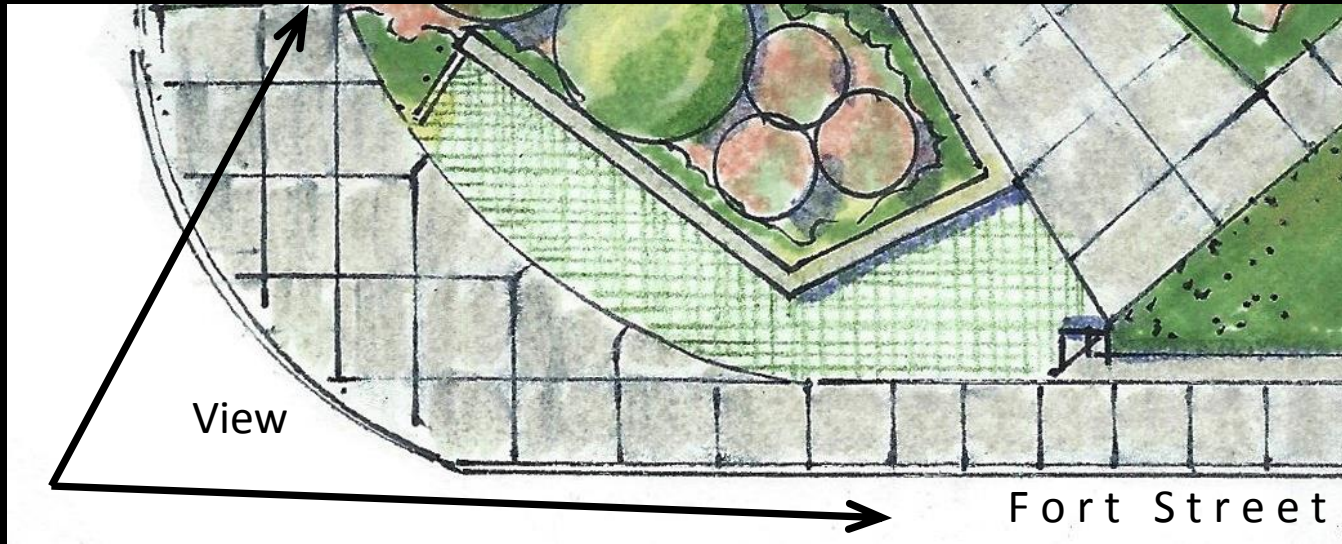
Concept Plan

Plan Features:

- A entry wall
- B bike loops
- C gathering plaza
- D interpretive signage
- E sculptural element
- F stormwater feature
- G entry drive
- H entry arch or gate
- I parking/ loading
- J paddleboat launch
- K boardwalk
- L rain garden
- M habitat enhancement
- N curb cut
- O bio-swale



Entry Feature



- Street side of entry wall can express character of new bridge.
- Wall façade provides opportunity for park name: "Fort Street Bridge Park."
- Inside wall incorporates salvaged panels from control tower.

Gathering Plaza



- A Porous paving (grass pavers)
- B Seating
- C Interpretive signage
- D Sculptural element
- E Bike loops



Gears salvaged from former bridge

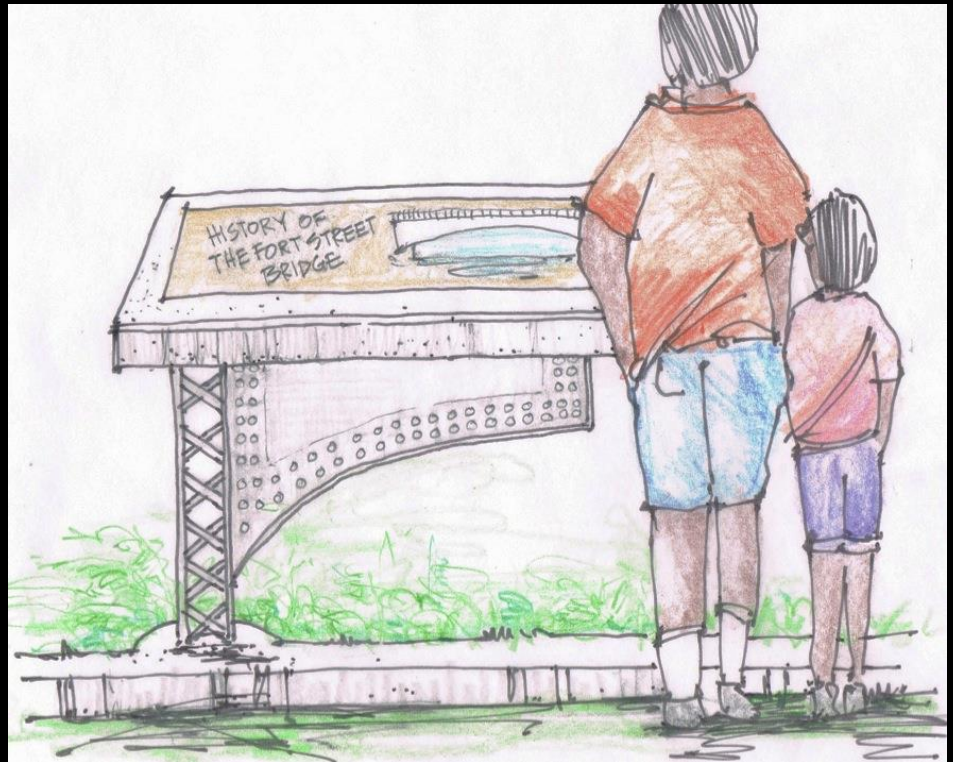


Sculptural element concept

Seating and Interpretive Signage



"Twig" bench by Landscapeforms provides inspiration for seating design.

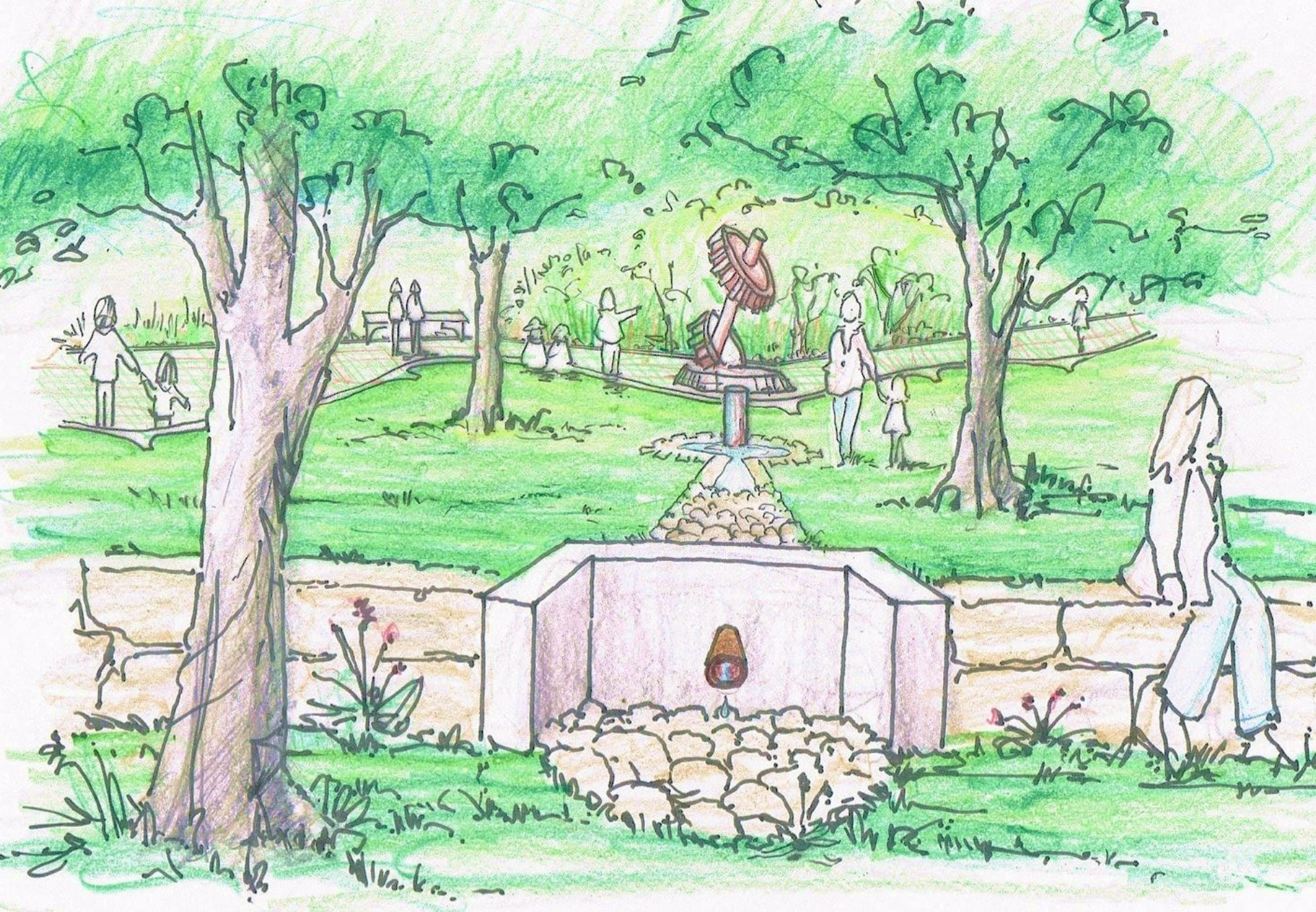


Interpretive signage panels are supported by salvaged materials from former bridge.

Stormwater Management Feature

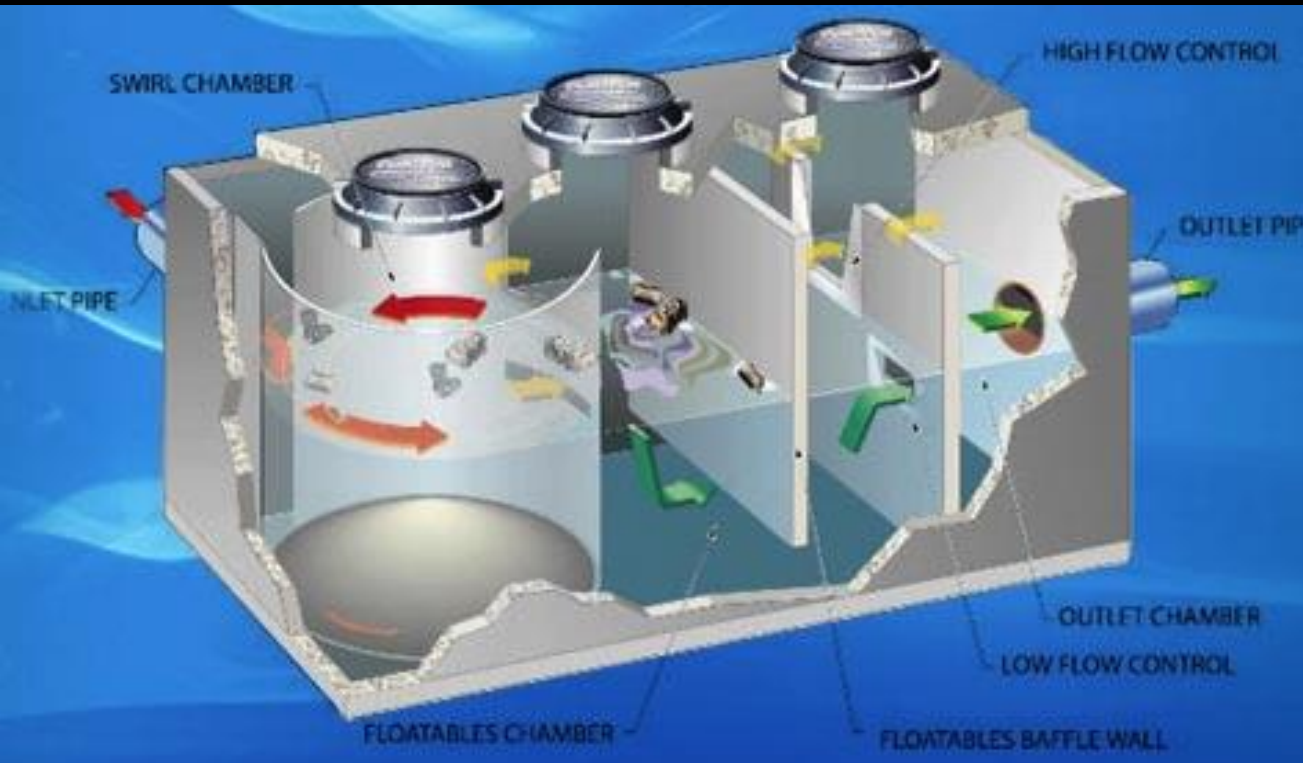


- A River water can be pumped by solar voltaic cells to a concrete basin and filtered through earth tiers.
- B Bioswale can receive stormwater from street, or street runoff can be piped to the earth-tier filtering system.
- C Plaza, entry drive and parking area are surfaced with porous paving (grass pavers).
- D Rain garden provides final filter before seeping to river.



The concrete pool empties into an earth filtering system. The water becomes cleaner when appearing on the side of each tier.

Stormwater Swirl Chamber



The Vortechs® system removes:

- fine sediment particles
- free oil
- Debris

Allows for:

- easy inspection
- unobstructed maintenance access.

A swirl chamber can remove debris, sediment and oils from street runoff before it enters the site.

Riverfront



- A Boardwalk
- B Boardwalk over-look area
- C Entry drive with barrier free parking, loading/unloading and turn-a-round
- D Adaptive launch – universal access
- E Habitat enhancement and safe kayak staging area
- F Native boulder rip-rap



Adaptive Kayak Launch



Floating platform with hinged approach will be required due to fluctuating river elevation.

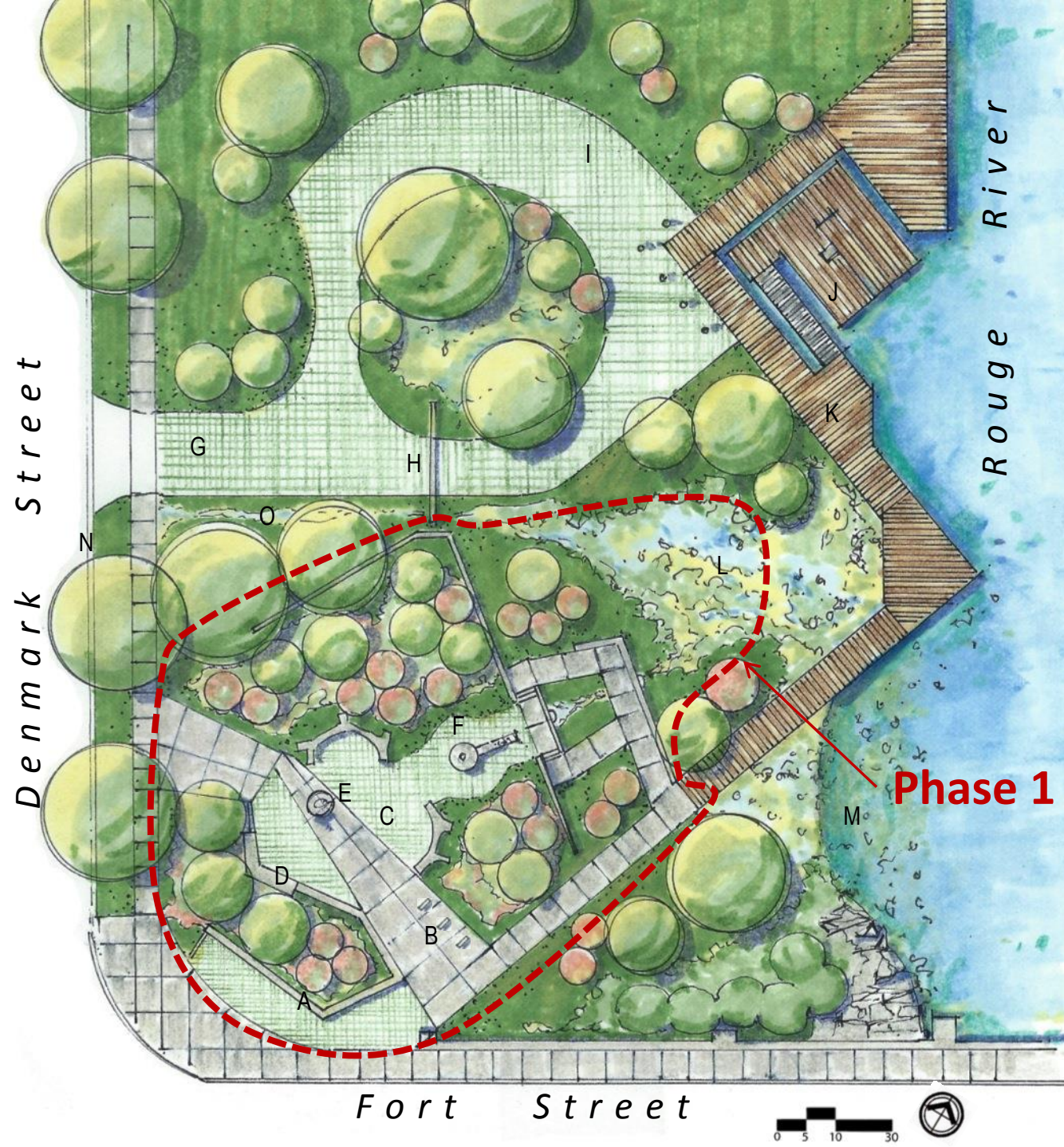
Platform is equipped with electronic lift powered by solar voltaic cells.

Newly constructed launch on the Detroit River at Bishop Park in Wyandotte

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First Construction Phase – Gathering Plaza and Stormwater Management Features