

Subject: MOT Commissioners meeting of 6/30/2009 - Notes From Chuck Mabley

At the Trail Commission meeting this morning they:

1. John Crumm gave an update on the **Romeo Trailside Park** and said there had been a meeting with the Brownfield Authority/HCMA and there were some minor changes in the plan but good progress has been made. The existing barn structure looks OK and a engineer may take a look to see if it can be used as an open shed for use as a Farmers Market, etc. It is hoped to take a final park design to the planning commission in August.
2. **An easement request** from Seven Star Party Store at Shelby & 25 Mi was discussed. They want to drain their parking lot retention water into the ditch along the trail. the MOTC wants to have a review done first to see if the existing condition of the ditch is sufficient to accommodate the expected volume or if some cleaning would be required.
3. Hubble Roth and Clark (engineering firm) were on the agenda for an update on the Trail Surface but instead presented a proposed 2009 timeline schedule for both the path repair and bridge repair.

re; **Trail Surface Fix**... HRC conducted trail inspections, rides & took samples of other trails in March & April and compared with MOT sections. They said they see three or four choices of: 1 Remove and replace with other materials. 2. Use what we have and mix with another material. 3/4. Place kiln dust or a 4 in layer of aggregate on top of present surface. They favored the aggregate approach and on June 18th the road commission put down a strip of the proposed material beginning at the pavement end at Armada Ridge Road. The test section is about 4" deep but some at 2" was also laid down with some excess material to see how it would react with the present base. (I was on it last week an it shows promise) Richmond MOTC rep Troy Jeschke has been out there daily since installation. HRC wants to let test site sit for one more month before a final recommendation. July 28th they will come to the MOTC meeting with their report and "compression samples" including what was used successfully on the Clinton River Trail west of Rochester Road. A 10ft wide layment, installed, at a material cost of \$15-25 per ton would result in a total cost of \$250-400,000. Following the meeting, a number of us joined the engineers on the trail to review the situation. A final concern not yet addressed is how the edge of the new covering could be contained and not mush out when run over. We all felt that the trail surface project should be undertaken separately from the bridge repair even though the cost would be a little higher since separate bids would be needed and the bridge problem is so big. Even the surface fix will not be complete until next Spring due to backups at MDOT and the approval process!

re: **Bridge**...what a mess...HRC gave us an EXTENSIVE presentation on the situation at "the bridge". It is literally falling apart. They passed out color photos of a number of core samples taken from the abutments, both above and below grade, as

well as pictures of the equipment needed to perform various kinds of renovations. There were also photos of the rusty condition we now have and of other types of bridges available for consideration. Soil borings show sand under the present piers and water scouring and fracturing are a great concern as is the present condition of ALL existing concrete which is bad. Water is causing cracking and steel rusting problems at joints, rivets, etc. New steel piles aren't practical because they can't be driven deep enough without bending in the rock. It was a dismal story to hear.

There are several options: 1. Wait and do nothing (I asked if we could use "as is" on a seasonal basis for pedestrians only and have an annual spring inspection to assure safety. They did not think that was a good idea since the condition is so bad that there is no way to assure safety and that the cement could collapse at any time. 2. Total replacement (without lookouts). 3/4 Shoring up and other fixes. No matter what is decided upon, the cost will exceed a million dollars.

4. Approved a request made last month for a **seismic survey** on the trail.

5. Negotiations continuing with **ITC regarding trimming** and clearing along trail and possible easements. The tone of the talks has improved considerably with the addition of former MOTC member/township supervisor Gary Kirsh to their staff as Area Manager for Local Government and Community Affairs.

6. Additional **brush clearing** at driveway locations near 28 & 29 mile roads will be addressed by J. Crumm. A bad washout at 30 mile road will be handled by HCMA-Bill Remer. West Road (Ross Park) restroom needs pumping.

7. Approved placement of a "**Ted Gondert Memorial**" bike rest at the Armada Ridge/33 Mile rest area instead of the original site proposed for the trailhead in Richmond. The trailhead already has sufficient bike racks and the "Strykers" site has none. I will install it next to the trail signboard. I put in the first bike rest at Ross Park last Friday.

8. **Trail maps** - almost ready for placement. I asked John Crumm if he knew how many "barn" map holders there were so I could check on how many needed new tops, repairs. He said some of the Michigan Works people would be putting out maps and he would get a count for needs. He then said they may modify the boxes to allow for easier map access or maybe install some substitutes and for me to hold off for now.

9. **Next MOTC meeting** Tues, July 28th at Camp Rotary (8:30AM).

10. I reported that the Ford Motor contact Dennis said he had gotten turned out to be a false alarm (not a grant application) but just a form he got and filled out regarding their improvements and he included a letter of support.

Charles Mabley