

Chestonia Bridge, Cokirs Creek Crossing & Boating Access Site Update

June 1, 2017



Conservation Resource Alliance

- Since 2013, this has been a joint effort with Conservation Resource Alliance (CRA) and multiple funders and partners (listed on last page of hand out) to improve fish passage, reduce streambank erosion, and restore a natural stream channel.
- Design, construction and project management of Chestonia Bridge and Cokirs Crossing is estimated at \$1.25M.
- For the new **Chestonia Bridge**, the 16' wide culverts are being replaced with a concrete span bridge 90' long, with 34' road width, 11' wide vehicle lanes & 6' wide shoulders.
- The culverts were perched at least 2' above what should be the true natural stream bottom. Culverts were undersized and the resulting wide, fast pool had water velocities that measure up to 11.9 feet/second. This velocity was a danger to paddlers, prevented passage of some fish and aquatic species, and prohibited the natural movement of water, wood, and gravel/sand.
- With a new bridge that adequately spans the river during high flows, velocities will decrease to a more normal speed to what is found up and downstream where it measured an average 3 feet/second or less.

Before



Bridge abutments completed



Setting the beams



- At **Cokirs crossing**, construction of a concrete box culvert (14' wide, 28' long, 11' high & recessed 2' into stream bottom) at Cokirs Creek will provide a two-lane entrance to a future recreational access site that is usable by various recreationists.

Before - Cokirs



During – May 2017



- A **boating access site** at Chestonia on the southwest side of the crossing has been designed and is currently in the permitting process with MDNR as the applicant. A public information session was held by partners on March 6, 2017. Amenities include:
 - 100' of boardwalk that includes two 5' landings, two lanes, and handrail. Each lane measures 7' wide, with one lane accommodating paddlers who are carrying boats to/from the river and one lane accommodating river guides who will pull boats via a rail system. The boardwalk leads to a 8'6" deep x 14' wide platform structure at the river's edge with additional 4' wide platform steps to reach the water's surface. This boardwalk was deemed the most viable solution since soils exploration at the site showed up to 12' muck soils through this cedar swamp area. Thus, a boardwalk on pilings is a structurally sound amenity for recreationists to reach the river.
 - Parking area that provides 6 vehicle parking spaces, 1 handicap accessible parking space, and 5 vehicle/trailer parking spaces with an 18' wide gravel turnaround drive, and overflow parking room on the adjacent grassy area under the existing power line.
 - Pit toilet restroom facility
 - Revegetation and soil stabilization measures with potential tree plantings
- To date \$150,000 has been secured by MDNR through the Waterways Program to build the site. The project team is working to finalize cost estimates with the goal to construct the site in 2017.



