

US-23 Oscoda: New Bridge Over AuSable River

Context

The project area is US-23 over the AuSable River in AuSable Township, Iosco County.

Purpose and Description

The initial scope of the project was a deck overlay. There also was a need to address safe access for pedestrian traffic from the north end of the bridge to the marina and other recreational activities on the south end. The bridge rehabilitation included a 6-foot wide shielded sidewalk, decorative fencing, and aesthetic bridge railing. The appearance of the bridge was important due to the high visibility of the structure from both the highway and the river.

Public Engagement

The need for a safe walkway across the AuSable was identified in previous local community meetings. The township provided input to the bridge project and financial support. The AuSable River and its recreation opportunities are important to the AuSable and Oscoda townships' economic stability. Improving the connection between the marina and commercial areas can only improve the economic vitality of the area.

Challenges

Project challenges included finding funding for the aesthetic and non-motorized improvements. Construction constraints included narrow bridge approaches, slopes that could not be flattened, and guardrail that could not be removed.

Context Sensitive Solutions Approach

The Alpena TSC staff reviewed the existing cross section, design standards, and the availability of road funds to pair with Bridge funds to implement the non-motorized improvements. Lansing roadside development reviewed the need for aesthetic improvements on the bridge.

Outcome

Additional funding to widen the bridge and bridge approaches was not available, therefore other solutions had to be identified. The solution was to realign the existing lanes a few feet to the west, still within the existing roadway shoulder points, creating the opportunity to construct a protected concrete sidewalk. The Alpena TSC



After

secured funding to implement the construction of the safe crossing and the Transportation Enhancement program funded a decorative fence instead of a chain link fence. Enhancement funding paid for the difference between the costs of the fences. This context sensitive solution created a safe, striking waterfront amenity that previously had no visual appeal.

Funding

The total project is funded by the MDOT 2005 bridge program, 2005 road reconstruction program, and Transportation Enhancement Program funds.



Before

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