



HOUSE of REPRESENTATIVES

STATE OF MICHIGAN

Appropriations Requests for Legislatively Directed Spending Items

1. The sponsoring representative's first name:
Joseph
2. The sponsoring representative's last name:
Pavlov
3. The cosponsoring representatives' names. All cosponsors must be listed. If none, please type 'n/a.' A signed letter from the sponsor approving the co-sponsorship and a signed letter from the member wishing to co-sponsor are required. Attach letters at question #9 below.
n/a
4. Name of the entity that the spending item is intended for:
City of Port Huron
5. Physical address of the entity that the spending item is intended for:
100 McMorran Boulevard, Port Huron, MI 48060
6. If there is not a specific recipient, the intended location of the project or activity:
Entrance of the Black River Canal - East side along the Lake Huron shoreline, Gratiot Ave., Port Huron.
7. Name of the representative and the district number where the legislatively directed spending item is located:
Joseph Pavlov, District 64
8. Purpose of the legislatively directed spending item. Please include how it provides a public benefit and why it is an appropriate use of taxpayer funding. Please also demonstrate that the item does not violate Article IV, S 30 of the Michigan Constitution. A professional engineering firm has estimated the project. The current cost estimate is \$7,045,140.

The request is \$6,500,000, with a local match of \$545,140.

Replacement of storm-damaged Tainter Gate at the entrance of Black River Canal along

the shoreline of Lake Huron to mitigate flooding and erosion, so that the canal may continue to provide a safe harbor for small watercraft during sudden storms. The project includes necessary shoreline stabilization to restore canal banks damaged by the January 2024 storm and collapsed gate system. The use of rip rap and steel seawalls will also prevent further erosion along the canal and include crucial structural support to the new tainter gate and lift mechanism.

The Black River Canal naturally flows backward into the Black River, thereby keeping the river clean and ensuring a healthy balance for natural habitats and public health.

The canal also serves as both a "preventive" measure and at times as an "instigator" during seasonal flooding, storms, or ice dams that also affects properties on the Black River (over 260 residential and commercial). The tainter gate system helps to minimize sediment and shoreline erosion.

After the unexpected storm in January 2024, the city was forced to respond quickly with a temporary repair-the installation of a cofferdam - at the cost of over \$265,000. Preparation began immediately to design, and cost estimate a replacement system and to stabilize the surrounding area. Cost estimates continue to rise and several external factors beyond the city's control will have an impact on the final price tag.

Currently, a professional engineering firm has estimated the project to cost \$7,045,140. This includes the tainter gate and lift system, structural supports, shoreline stabilization, and related engineering and design details.

The City of Port Huron has a population of approximately 28,983, a medium household income of \$49,377, and a persistent poverty rate that hovers at 22%. The city can simply not afford the costly, yet critical repair. Surrounding communities have declined to cost-share the repairs as they manage their own budgets and capital improvements. The direct benefit to the taxpayers includes the pre-disaster mitigation of the tainter gate installation to minimize flooding and erosion at their home or business. The broader benefit regards the impact of the canal and a healthy ecosystem in the Black River, and the continued availability of the Black River and the canal for growth in tourism and support of commercial entities.

The city has maintained the canal for over 70 years. Each year, the city dredges the mouth of the canal depending on the weather, lake levels, and environmental issues. Port Huron facilitates the operation of the gate to minimize flooding and promote clean water flowing through the river.

The canal also provides a bonus to regional tourism and Port Huron's state-designated historic downtown. The canal is a vital segment of the "Island Loop Route - National Waterways Trail". It is a popular paddle craft route that connects several accessible launches on the river through the canal, into Lake Huron with stops at two public beaches, down the adventurous and dramatic St. Clair River, and back into the Black River's entrance at the heart of Port Huron's downtown. Paddlers often may a day or

weekend trip to Part Huron to enjoy the challenging course and the restaurants, hotels, and entertainment venues downtown.

The canal also provides an informal safe harbor or point of refuge for paddlers during the unexpected, yet common lake squalls.

9. Attach documents here if needed:

Attachments added to the end of this file.

10. The amount of state funding requested for the legislatively directed spending item.

6500000

11. Has the legislatively directed spending item previously received any of the following types of funding? Check all that apply.

["None"]

12. Please select one of the following groups that describes the entity requesting the legislatively directed spending item:

Local unit government

13. For a non-profit organization, has the organization been operating within Michigan for the preceding 36 months?

Not applicable

14. For a non-profit organization, has the entity had a physical office within Michigan for the preceding 12 months?

Not applicable

15. For a non-profit organization, does the organization have a board of directors?

Not applicable

16. For a non-profit organization, list all the active members on the organization's board of directors and any other officers. If this question is not applicable, please type 'n/a.'

n/a

17. "I certify that neither the sponsoring representative nor the sponsoring representative's staff or immediate family has a direct or indirect pecuniary interest in the legislatively directed spending item."

Yes, this is correct

18. Anticipated start and end dates for the legislatively directed spending item:

November 1, 2025 - April 1, 2026

19. "I hereby certify that all information provided in this request is true and accurate."

Yes

CITY OF PORT HURON – BLACK RIVER CANAL

1. **Name of Representative:** Representative Joseph Pavlov
2. Same
3. **Name of CoSponsor:** n/a
4. **Name of Entity/Recipient:** City of Port Huron
5. **Address of Recipient:** 100 McMorran Boulevard, Port Huron, Michigan 48060
6. **Location of Project:** Entrance of the Black River Canal – east side along the Lake Huron shoreline, Gratiot Avenue, Port Huron.
7. **Name of Representative and District:** Rep. Joseph Pavlov, State House District 64
8. **Project Cost/Purpose/Public Benefit:**

Project has been estimated by professional engineering firm. Current cost estimate is: **\$7,045,140. Request: \$6,500,000 with local match of \$545,140.**

Replacement of storm damaged Tainter Gate at entrance of Black River Canal along shoreline of Lake Huron to mitigate flooding, erosion and so that canal may continue to provide a safe harbor for small water craft during sudden storms. Project includes necessary shoreline stabilization to restore canal banks damaged by January, 2024 storm and collapsed gate system. Use of rip rap and steel seawalls will also prevent further erosion along canal and include crucial structural support to the new tainter gate and lift mechanism.

The Black River Canal naturally flows backward into the Black River, thereby keeping the river clean and ensuring a healthy balance for natural habitats and public health.

The canal also serves as both a “preventive” measure and at times as an “instigator” during seasonal flooding, storms or ice dams that also affects properties on the Black River (over 260 residential and commercial). The tainter gate system helps to minimize sediment and shoreline erosion.

After the unexpected storm in January, 2024, the city was forced to respond quickly with a temporary repair – the installation of a cofferdam – at the cost of over \$265,000. Preparation began immediately to design and cost estimate a replacement system and to stabilize the surrounding area. Cost estimates continue to rise and several external factors beyond the city’s control will have an impact on the final price tag.

Currently, a professional engineering firm has estimated the project to cost \$7,045,140. This includes the tainter gate and lift system; structural supports, shoreline stabilization and related engineering and design details.

The City of Port Huron has a population of approximately 28,983, a medium household income of \$49,377 and a persistent poverty rate that hovers at 22%. The City can simply not afford the costly, yet critical repair. Surrounding communities have declined to cost-share the repairs as they manage their own budgets and capital improvements.

The direct benefit to the taxpayers includes the pre-disaster mitigation of the tainter gate installation to minimize flooding and erosion at their home or business. The broader benefit regards the impact of the canal and a healthy eco system in the Black River; and the continued availability of the Black River and the canal for growth in tourism and support of commercial entities.

The City has maintained for canal for over 70 years. Each year, the city dredges the mouth of the canal and depending on weather, lake levels and environmental issues, the city facilitates the operation of the gate to minimize flooding and promote clean water flowing thru the river.

The canal also provides a bonus to regional tourism and to Port Huron's State designated historic downtown. The canal is a vital segment of the "Island Loop Route – National Waterways Trail". It is a popular paddle craft route that connects several accessible launches on the river through the canal, into Lake Huron with stops at two public beaches, down the adventurous and dramatic St. Clair River and back into the Black River's entrance at the heart of Port Huron's downtown. Paddlers often may a day or weekend trip to Port Huron to enjoy the challenging course and the restaurants, hotels and entertainment venues downtown.

The canal also provides an informal safe harbor or point of refuge for paddlers during the unexpected, yet common lake squalls.

9. **Attached documents:** Letters of Support, photos of the site, and cost estimates.
 10. **Requested Support:** \$6,500,000 with local match of \$545,140 for total cost of: \$7,045,140 est.
 11. **Previously received any legislatively directed funds:** No
 12. **Type of Entity:** Local unit of government
 13. Thru 16. Non-Profit: n/a
 14. **Certification Statement:** From Representative Pavlov – I certify that neither the sponsoring representative nor the sponsoring representative's staff or immediate family has a direct or indirect pecuniary interest in the legislatively directed spending item.
- Signed: _____ Date: _____
15. **Anticipated Start and End Date:** As soon as funding becomes available. Nov. 1, 2025 – April 1, 2026.
 16. **Applicant Certification:** I, James Freed, City Manager of the City of Port Huron, hereby certify that all information provided in this request is true and accurate to the best of my ability.

Signed: _____

Date: 3/25/25



COUNTY OF ST. CLAIR

Office of Homeland Security/Emergency Management

295 Airport Dr., Kimball, MI 48074

Phone: 810-989-6965 Fax: 810-989-6391

Email: emergencymanagement1@stclaircounty.org

Justin Westmiller, Director



March 17, 2025

The Honorable Gary Peters
United States Senate
724 Hart Senate Office Building
Washington, D.C. 20510

Subject: Letter of Support for the City of Port Huron's Black River Canal Tainter Gate and Shoreline Stabilization Project

Dear Senator Peters,

As the Emergency Management and Homeland Security Director for St. Clair County, I am writing to express my strong support for the City of Port Huron's request for Federal funding to replace the Tainter gate and lift mechanism at the entrance to the Black River Canal. The loss of this critical infrastructure during a January 2024 winter storm has left the canal vulnerable to erosion, ice dams, and increased flood risks, posing a significant threat to residents, businesses, and natural habitats in the region. It also has detrimental effects to the water quality with the much-reduced water flow through the Black River corridor affecting many businesses, residents and visitors to the Blue Water area.

The Black River Canal plays a crucial role in protecting the environment of the Black River while also serving as an essential component of the "Island Loop Route National Waterway Trail." It provides safe harbor for paddle craft during inclement weather and supports public recreation, waterfront access, and economic activity in downtown Port Huron. The canal's continued deterioration due to the absence of a functioning gate jeopardizes not only the City's waterfront but also upstream areas, where the risk of flooding threatens residential, commercial, and agricultural properties.

The estimated cost of over \$6 million to replace the Tainter gate, restore the lift mechanism, and stabilize the canal banks exceeds the City's financial capacity. Federal assistance is urgently needed to address this issue and ensure the long-term stability of this vital waterway.

I respectfully urge your support in securing funding for this critical infrastructure project, which will help protect our community, preserve natural resources, and enhance public safety. Please do not hesitate to reach out if additional information is needed.

Thank you for your continued leadership and commitment to Michigan's infrastructure and emergency resilience.

Sincerely,

Justin L. Westmiller
Emergency Management & Homeland Security Director



Thumb Coast Watershed Center
301 N. Ninth Street, Suite 15, St. Clair, MI 48079

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Executive Director

Lynnea McFadden
Director of Programs

Melissa Kivel
Education Manager

Brooke Hiller
Restoration Coordinator

Skyler Principe
Program Assistant

Taylor Fuller
Watershed Educator

March 14, 2025

Mr. James Freed,
City Manager, City of Port Huron
100 McMorran Boulevard
Port Huron, Michigan 48060

Re: Black River Canal Tainter Gate and Erosion Protection

Dear Mr. Freed,

The Black River is an important urban river that provides many quality-of-life activities for city residents like paddling, boating and fishing. The river, and its manmade canal, are critical links to Lake Huron and is a crucial route of the 10-mile "Island Loop Route" National Waterway Trail. Full operation of the canal's tainter gate is vital to sustaining the city's sustainability, ecological balance, and economic resilience.

Recreation opportunities abound on the Black River and in the Black River canal, thanks to the tainter gate's construction in 1912. Pleasure boaters and kayakers enjoy the black river's wide breach. Kayaking, canoeing and paddleboarding are popular watersports within the canal. Bird watching is a popular activity along the surrounding wooded shorelines. Many families enjoy fishing the Black River at the mouth of the canal as it provides unique fish habitat. These recreation opportunities rely on the condition of the canal and the necessary measures that prevent flooding, ice dams, and erosion to the city's infrastructure.

The success of this recreation has led to the public's desire for greater walking and biking options that link neighborhoods, schools, the waterfronts, and the downtown. As a result, the community expanded recreational use of the Black River Canal by completing a route of the Bridge To Bay nonmotorized trail along its banks.

Reconstruction and improvements to the Black River Tainter Gate and erosion protection is critical.

Yours in service to the environment,

Sheri J. Faust

Sheri J Faust



March 13, 2025

Mr. James Freed, City Manager
City of Port Huron
100 McMorran Boulevard
Port Huron, Michigan 48060

Re: Black River Canal Tainter Gate and Shoreline Stabilization

Dear Mr. Freed

The Blueways of St. Clair County promotes water trails throughout St. Clair County and encourages everyone to enjoy our waterways and the natural surroundings. The Black River Canal is an integral part of the "Island Loop Route" a National Waterway Trail and connects the Black River with Lake Huron. It also serves as part of the Wadhams Bridge Route, and several other water trails.

It also serves as a safe haven for paddlers during unexpected weather changes on the lake and provides an efficient "short cut" between the lake and its public beaches and accessible launches along the Black River.

Paddle events are popular draws for locals and visitors. Many include visiting restaurants and shops located in Port Huron's historic downtown, opportunities to enjoy nature and wildlife habitats upstream, and adventurous paddling down Lake Huron and through the St. Clair River underneath the Blue Water International Bridge.

The replacement of the broken tainter gate and lift mechanism, as well as the required shoreline stabilization to ensure proper installation and to mitigate erosion due to flooding is necessary for the continued operation of the canal and will be a welcome improvement.

Thank you for your efforts to secure financial assistance in order to complete the repairs and restore safety features that safeguard our public waterways.

Sincerely,

Lidany R Wallace

The Blueways of St. Clair
200 Grand River Avenue, Suite 202
Port Huron, Michigan 48060
(810) 989-6950



March 12, 2025

James Freed, City Manager
City of Port Huron
100 McMorran Blvd.
Port Huron, MI 48060

RE: Black River Canal Tainter Gate and Shoreline Stabilization

Dear Mr. Freed,

The Blue Water Area Convention and Visitors Bureau invites visitors to discover and enjoy our region's scenic waterways and natural landscapes, showcasing the beauty and adventure that define our destination.

The Black River Canal is a vital component of the nationally designated Island Loop Route, which seamlessly connects the Black River to Lake Huron. It also plays a crucial role in the Wadhams Bridge Route and several other water trails, providing paddlers with diverse and scenic opportunities to navigate the area.

Beyond its recreational significance, the canal is a haven for paddlers during unexpected weather changes on Lake Huron. It offers an efficient passage between the lake and public beaches with accessible launch points along the Black River.

Paddle events are a significant draw for locals and visitors, combining adventure and community engagement. Many excursions include stops at Port Huron's historic downtown, featuring vibrant restaurants and shops, opportunities to experience the area's wildlife habitats upstream, and exhilarating paddling routes along Lake Huron and through the St. Clair River, passing beneath the iconic Blue Water Bridges.

To ensure the continued functionality of this essential waterway, the broken Tainter gate and lift mechanism must be replaced, along with the necessary shoreline stabilization. These improvements will prevent erosion caused by flooding and support the canal's long-term integrity.

Thank you for your efforts to secure financial assistance for these critical repairs and restore essential safety features that protect and enhance public access to our waterways.

Regards,

Michael Hensley, President + CEO
Blue Water Area Convention & Visitors Bureau
500 Thomas Edison Pkwy., Ste. 200 Port Huron, MI 48060



City of Port Huron

100 McMorran Boulevard

Port Huron, MI 48060



Office of the Downtown Development Authority Director

Phone: (810) 984-9718 Fax: (810) 985-0179

delongl@porthuron.org

www.thebluewaterfest.com

March 12, 2025

Mr. Eric Witter, City Engineer
100 McMorran Boulevard
Port Huron, Michigan 48060

Re: Black River Canal Repairs

Dear Mr. Witter,

I would like to provide evidence of our strong support for repairs to the Black River Canal's tainter gate and shoreline stabilization.

The City of Port Huron's downtown relies upon special events and commercial sales throughout the year. However, the warmer months in late spring, summer and early fall are especially active downtown due to outdoor events and a variety of watercraft events.

As you know, the Black River Canal is an integral section of the "Island Loop National Waterway Trail" and connects the Black River to the shoreline of Lake Huron and then south into the St. Clair River and back into the entrance of the Black River. This portion of Black River is located in the core of the downtown. Many paddlers stop along this downtown portion of the route during to enjoy the restaurants, shops and events.

In fact, an annual paddlefest has been designed around the Island Loop Route and is successfully promoted to the Metropolitan and down river communities and Canada.

Thank you for this opportunity to support the needed repairs to the canal. The ability to continue to promote the canal and the "Island Loop Route" has a positive impact on our downtown and the entire Blue Water Area.

Sincerely,

—
Lisa DeLong
DDA Director, City of Port Huron

Maritime Capital of the Great Lakes

City of Port Huron, Michigan
PH #25-010

Resolution to support and authorize the submission of a grant application under the Fiscal Year 2026 Congressionally Directed Spending (CDS) Appropriations Program in the amount of \$6,500,000 with a local match of \$545,140 for a total project cost of \$7,045,140 regarding the necessary renovations and stabilization of the Black River Canal to reduce or mitigate risk from natural hazards, disasters, flooding, erosion and watershed protection.

WHEREAS, the Black River Canal is a regional economic driver for tourism and recreation, and serves as an important watershed and environmental system; and

WHEREAS, the location of the Black River Canal's outlet directly onto Lake Huron subjects the canal to seasonal storms, lake level adjustments, ice dams and flooding; and

WHEREAS, the City of Port Huron has a desire to maintain the Black River Canal, in part, to assist with mitigation and reducing the risk of natural hazards, disasters, flooding, erosion and watershed protection; and

WHEREAS, the project has been designed in three phases to lessen the financial burden on the community; and

WHEREAS, the City has recently completed Phase I – the installation of a temporary cofferdam to offer minimal protection at a cost of \$255,000; and

WHEREAS, the Project's Phase II – design and fabrication of a new tainter gate and lifting mechanism to replace the gate destroyed in a recent lake storm, and Phase III – shoreline stabilization and erosion control to avoid collapse of the canal banks, have been estimated to cost approximately \$7,045,140; and

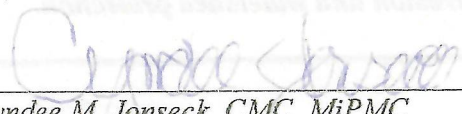
WHEREAS, the City has ability to contribute a local match of \$545,140 towards the project cost, it does not have the financial capacity to complete the work without assistance;

NOW, THEREFORE BE IT RESOLVED, that the City of Port Huron's City Council does hereby support and authorizes the City administration to submit an application under the Fiscal Year 2026 Congressionally Directed Spending (CDS) Appropriations Program requesting consideration of a grant in the amount of \$6,500,000 combined with a local match of \$545,140 for an anticipated total project cost of \$7,045,140 to install a new tainter gate and lift mechanism and shoreline stabilization and erosion control to avoid collapse of the canal banks at the Black River Canal; and

BE IT FURTHER RESOLVED that the City Council does hereby authorize the City Manager to provide information, execute documents or enter into agreements as necessary regarding the grant proposal and potential award of funds.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Sherry L. Archibald, Mayor Pro-Tem
SECONDER:	Teri Lamb, Councilmember
YES:	Ashford, Archibald, Haremza, Lamb, Mosurak, Payton, Pemberton

I hereby certify that the above is a true and correct copy of a resolution adopted by the Port Huron City Council at the regular meeting of Monday, March 10, 2025.


Cyndee M. Jonseck, CMC, MiPMC
City Clerk

LOCAL

Port Huron City Council requests grants to fund Black River Canal repairs, parks and more



Johnathan Hogan

Port Huron Times Herald

Published 1:30 p.m. ET March 11, 2025

Key Points AI-assisted summary

The Port Huron City Council approved eight grant applications totaling nearly \$10 million for city park and infrastructure improvements.

The largest request was for \$6.5 million in federal funds to repair the Black River Canal, damaged by flooding in January 2024.

The city also applied for \$2.25 million to purchase a new fire truck with an aerial ladder, citing rising costs.

Six additional grants were sought from the Michigan DNR for upgrades to various city parks, including Sanborn and Knox Field.

The Port Huron City Council approved applications for several grants during its regular meeting Monday that would go toward repairing or replacing city parks and infrastructure.

The eight grant applications, which combined to just under \$10 million, were all approved by the city council. Each of the grants required a match from Port Huron, which City Manager James Freed said had already been accounted for in the budget.

The most notable application was for \$6.5 million from the Fiscal Year 2026 Congressionally Directed Spending Appropriations Program which provides federal funding to local communities, for renovations to the Black River Canal. The proposed renovations would reduce the risk of the canal being damaged by natural disasters, flooding or erosion, according to the grant proposal in the agenda minutes.

Related news: Black River Canal work paused due to funding issues

During public comment Scott Farquhar, a local resident who has previously organized efforts to clean the river and who jokingly calls himself the self-appointed mayor of the Black River, encouraged the council to vote yes on the grant.

"The importance of that canal, it's not only for boating," Farquhar said. "I know one of you for sure lives on Black River, but we all see Black River and the debacle that has happened with the canal and what it's done to Black River, as far as the water flow."

The Tainter gate structure of the Black River Canal was damaged in January 2024 by flood waters. Freed announced in February that plans to repair the canal were being paused due to the high cost and the lack

of assistance from neighboring communities.

Freed said the city may not know if the federal funds will be granted until October. He said he has put in an identical application for state funding.

"I'm just asking everyone for money, hopefully one of them gives it to us," Freed said.

More area news: Detours ahead: Portion of Allen Road to be closed for bridge work

What other funding projects did Port Huron approve?

The city also approved an application for \$2.25 million from the federal government to cover a new fire truck equipped with an extendable ladder.

Freed said a new fire truck with an aerial ladder was a necessity with or without the grant, and that the price could significantly increase if the city waits to purchase a replacement.

"A fire engine was about \$400,000 a couple of years ago. Now you're approaching almost \$1 million," Freed said. "The latest fire truck we bought was in the \$600,000 range. An aerial ladder truck about 10 years ago was about \$1.5-\$1.7 million. It's now \$1 million more."

The remaining six grant applications were to the Michigan Department of Natural Resources Recreation Passport Fund and Trust Fund, each for either \$150,000 or \$250,000 to pay for repairs and upgrades to Port Huron's parks.

Each of the grant applications was approved, though City Councilmember Barbara Payton voted no on two of the applications for upgrades to Sanborn Park.

Payton expressed concern that Sanborn Park would be getting funds for a permanent restroom when similar proposals for a restroom in parks on the southern side of the city had been rejected.

"I'm wondering how it is that this is going to be implemented in Sanborn Park when the south side has been neglected for many years," Payton said.

Freed said SC4 would be assisting in maintaining the Sanborn Park facilities. City Councilmember Sherri Archibald noted two of the other proposals were for upgrades to Knox Field on the south side of Port Huron.

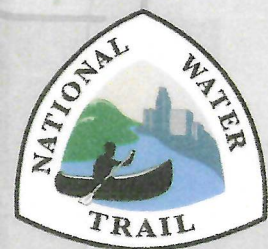
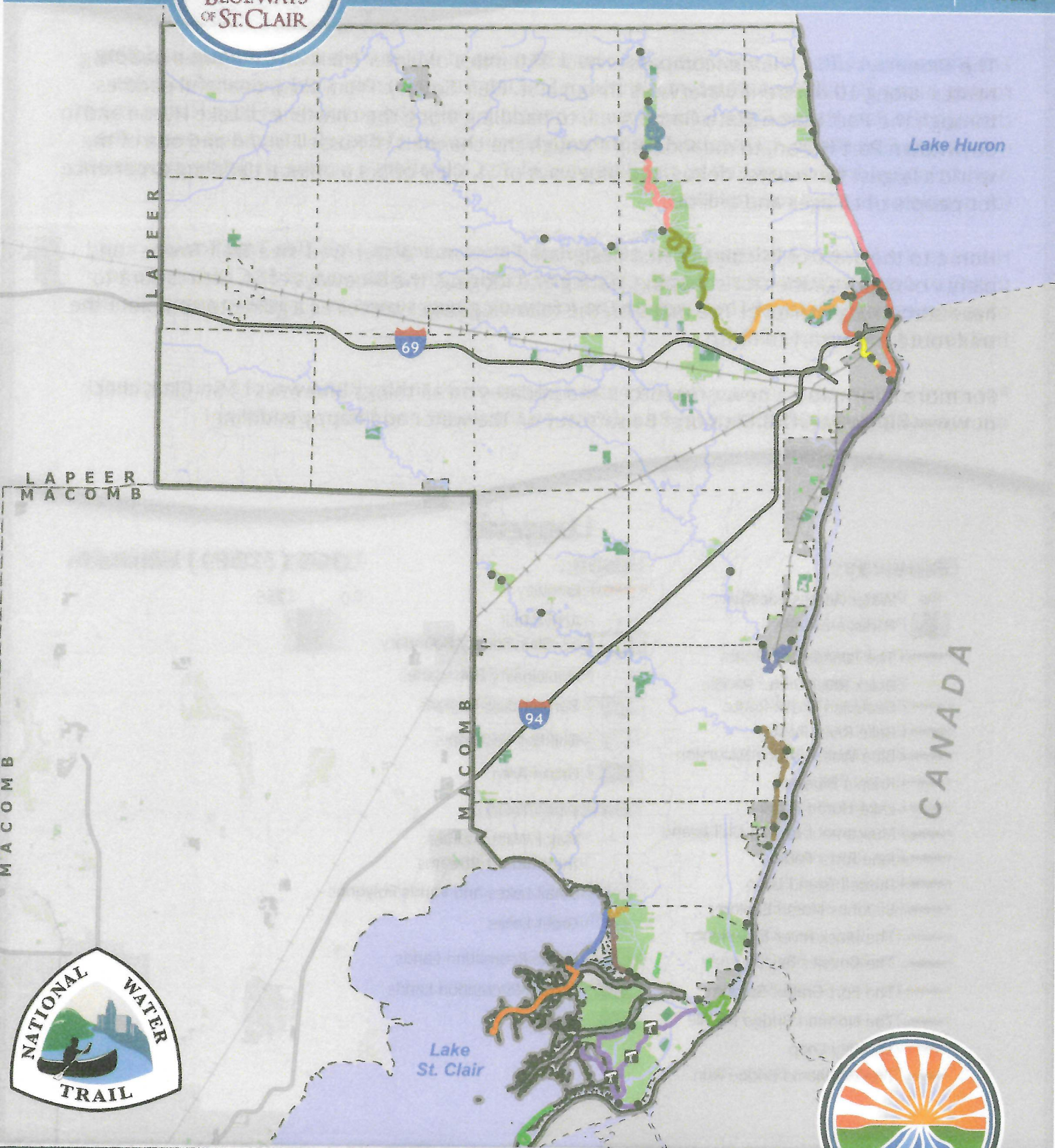
Contact Johnathan Hogan at jhogan@gannett.com.



ST. CLAIR COUNTY

Blueways

All
17
Trails



0.00 4 1/2 9.00
MILES

Sources: USGS National Map 3D Elevation Program (3DEP), SEMCOG, 2020 and 2023.



THE BLUEWAYS OF ST. CLAIR
















The **Blueways of St. Clair** encompasses over **150 miles** of water trails on **17 unique paddling routes** along 10 different waterways through St. Clair County. From slow, peaceful paddles through the Port Huron State Game Area, to paddling along the coastline of Lake Huron and in downtown Port Huron, to meandering through the channels of Russell Island and one of the world's largest freshwater deltas, the Blueways of St. Clair offers a unique paddling experience for people of all ages and abilities.

Home to the State of Michigan's first designated **National Water Trail** **five Trail Towns** and plenty of opportunities for shopping, eating and lodging, the Blueways of St. Clair is sure to have something you love! The maps on the following pages serves as a guide to complete the trail route from start to finish.








For more information, news, resources and updates on all things Blueways of St. Clair, check out **www.BluewaysOfStClair.org**! Be safe out on the water and happy paddling!

Legend

Blueways

- Water Access Locations
-  Portage Location
-  The Island Loop Route
-  Black River Urban Paddle
-  Beaubien Creek Route
-  Belle River Route
-  Blue Water Bridge Excursion
-  Krispin Blueway
-  Lake Huron Paddle
-  Muscamoot Bay To Gull Island
-  Pine River Paddle
-  Russell Island Loop
-  St Johns Marsh Explorer
-  The Black River Experience
-  The Bouvier Bay Journey
-  The Fort Gratiot Sojourn
-  The Norman Bridge Paddle
-  The Sny Loop
-  The Wadhams Bridge Run

Urban

-  Freeway
-  Active Rail
-  St. Clair County Boundary
-  Municipality Boundaries
-  Surrounding Regions
-  Building Footprints
-  Urban Area

Environment

-  Major Watercourses
-  Intermittent Streams
-  Small Lakes and Ponds Polygons
-  Great Lakes
-  Public Recreation Lands
-  Private Recreation Lands
-  Schools

USGS (3DEP) Hillshade

0 255



259 Parcels, Along the Canal and
2 Miles up and downstream of the Canal

FORT GRATIOT

TOWNSHIP

PORT HURON

TOWNSHIP

Gratiot Ave

Stone St

10th Ave

12th Ave

Holland Ave

Sanborn St

Hancock St

Water St

N River Rd

W Water St

Michigan Rd

CITY OF PORT HURON

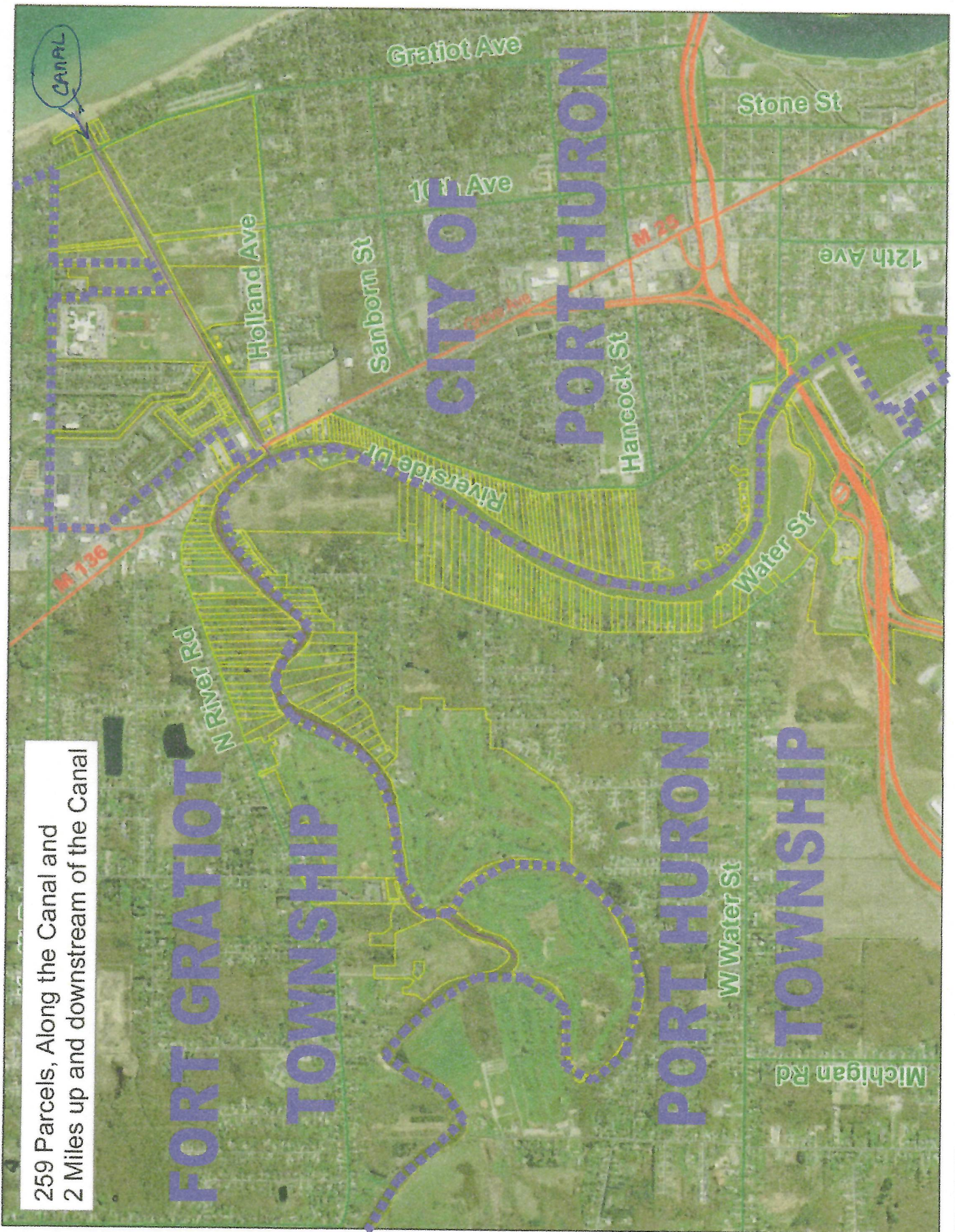
Gratiot Ave

Riverside Dr

M 25

M 136

CANAL









CITY OF PORT HURON
BLACK RIVER CANAL TAINTER GATE
PRELIMINARY COST OPINION

Date: Mar, 4 2025

*W/out STABILIZATION
SHORELINE*

Item No.	Description	Unit	Quantity	Unit Price	Item Price
1	Water Main, DI, 12 inch, CL 54, Tr Det City of Port Huron	LF	137	\$ 180.00	\$ 24,660.00
2	Water Main, DI, 12 inch, CL 56, Tr Det City of Port Huron	LF	149	\$ 190.00	\$ 28,310.00
3	Agg Surface CSE, 12 inch	SYD	32	\$ 35.00	\$ 1,120.00
4	Sign, Type II, Erect, Salv	EA	1	\$ 700.00	\$ 700.00
5	Fire Hydrant	EA	1	\$ 6,500.00	\$ 6,500.00
6	Curb and Gutter, Conc, Det City of Port Huron	LF	73	\$ 35.00	\$ 2,555.00
7	Water Main Line stop, 12 inch	EA	2	\$ 10,000.00	\$ 20,000.00
8	Gate Valve, 12 inch	EA	2	\$ 4,500.00	\$ 9,000.00
9	Gate well, 72 inch dia	EA	2	\$ 5,000.00	\$ 10,000.00
10	Gate well cover	EA	2	\$ 1,230.00	\$ 2,460.00
11	Conc Pavt, Reinf, 8 inch	SYD	194	\$ 100.00	\$ 19,400.00
12	HMA, 5EMH	TON	194	\$ 120.00	\$ 23,280.00
13	Temporary Water Main	LF	247	\$ 100.00	\$ 24,700.00
14	HMA, Surface, Rem	SYD	216	\$ 7.00	\$ 1,512.00
15	Pavt, Rem	SYD	216	\$ 10.00	\$ 2,160.00
16	Curb and Gutter, Rem	LF	73	\$ 10.00	\$ 730.00
17	Fence, Rem	LF	50	\$ 5.00	\$ 250.00
18	Fence, Temp	LF	50	\$ 10.00	\$ 500.00
19	Pavt, Rem, Driveway	SYD	24	\$ 10.00	\$ 240.00
20	Tree, Rem, 6 inch to 18 inch	EA	2	\$ 400.00	\$ 800.00
21	Abandon Existing water main and grout	FT	195	\$ 10.00	\$ 1,950.00
22	Driveway, Nonreinf Conc, 6 inch	SYD	24	\$ 54.00	\$ 1,296.00
23	Polyethylen Encasement	FT	286	\$ 10.00	\$ 2,860.00
23	Gate well, Abandon	EA	3	\$ 400.00	\$ 1,200.00
24	Sign Type II B, Rem	EA	1	\$ 7.00	\$ 7.00
25	EROSION CONTROL	LS	1	\$ 10,000.00	\$ 10,000.00
26	TRAFFIC CONTROL	LS	1	\$ 15,000.00	\$ 15,000.00
27	ADDITIONAL DEWATERING	LS	1	\$ 20,000.00	\$ 20,000.00
28	AUDIO VIDEO RECORDING	LS	1	\$ 2,500.00	\$ 2,500.00
29	PERMIT ALLOWANCE	DLR	1	\$ 10,000.00	\$ 10,000.00
30	MATERIAL TESTING	DLR	1	\$ 20,000.00	\$ 20,000.00
31	PZ SHEETING (PZ35 (ASTM A572))	LB	135432.0	\$ 5.50	\$ 744,876.00
32	HP PILES (HP12X84, ASTM A572)	LB	139104.0	\$ 4.00	\$ 556,416.00
33	HP BEAM (HP12X84, ASTM A572)	LB	23345.0	\$ 5.00	\$ 116,725.00
34	WELDED INTERLOCKS	LB	44692.6	\$ 5.00	\$ 223,462.80
35	WALER (W12X72, ASTM A992)	LB	19324.8	\$ 5.00	\$ 96,624.00
36	STRUTS (W14X82, ASTM A992)	LB	80506.8	\$ 5.00	\$ 402,533.90
37	BRACES (L2X2X1/4 , ASTM A36)	LB	313.4	\$ 5.00	\$ 1,566.93
38	FLOWABLE FILL (f'c=150psi)	CYD	291.8	\$ 250.00	\$ 72,952.99
39	RIP RAP (CLASS II) (CHANNEL BOTTON)	CYD	439.6	\$ 275.00	\$ 120,879.00
40	RIP RAP (CLASS III) (SIDE SLOPE)	CYD	564.5	\$ 275.00	\$ 155,245.75
41	FILL	CYD	972.9	\$ 25.00	\$ 24,321.50
42	EXCAVATION	CYD	527.4	\$ 15.00	\$ 7,910.25
43	GEOTEXTILE BLANKET (RIP RAP)	SFT	10780.0	\$ 5.00	\$ 53,900.00
44	GEOTEXTILE BLANKET (GABION)	SFT	3000.0	\$ 5.00	\$ 15,000.00
45	GABION	CYD	600.0	\$ 295.00	\$ 177,000.00
46	SUBSTRUCTURE CONCRETE REPAIRS	LS	1	\$ 80,000.00	\$ 80,000.00

