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Memo

Date: August 23, 2006

To: George Masinda, P.E.

CC: Kent Early, PE, OHM
Patrick Droze, OHM
Bill Bohlen, Director of Public Works, City of Ypsilanti

From: Marcus McNamara

Re: Huron Street Non-Motorized Pathway (CMAQ)

Mr. Masinda,

The City of Ypsilanti secured CMAQ funding for a bike path along Huron Street from Forest Avenue to Lowell Street in late June 2006. Since the project award, OHM, on behalf of the City, has submitted the program application, collected topographic information, and explored preliminary alignments.

Upon analyzing the corridor, OHM identified several issues that will impede construction of the project. The most significant of which are the right-of-way restrictions, and existing utility poles. These issues are described in detail below.

The City has asked us to solicit your opinion as to the feasibility of this project given the funding deadlines. Please note that OHM is not certain that the right-of-way issues can be resolved even if an extension were provided.

Ypsilanti has been successful in the past working with your office on other projects with Federal funding sources. It is the City's hope, that if this project could not be obligated, future projects and funding applications would not be negatively affected.

The following items are of concern with respect to the feasibility of the Huron Street non-motorized pathway project:

➤ **Norfolk Southern (NS) Railroad right-of-way**

There are a few concerns with respect to the existing right of way. The first issue is for the proposed crossing of abandoned railroad right of way. The abandoned railroad spur ROW branches from the existing NS line and crosses Huron Street. The tracks have been removed, but the ownership of the right of way is currently unknown. Figure 1 illustrates the crossing of the right of way in question.

In addition, the actual extents of the NS railroad mainline right of way are still unclear. With the possibility of several utility pole relocations being required as a result of this project, the actual location of the right of way line is a strong concern as the areas to which these poles may be located is limited.

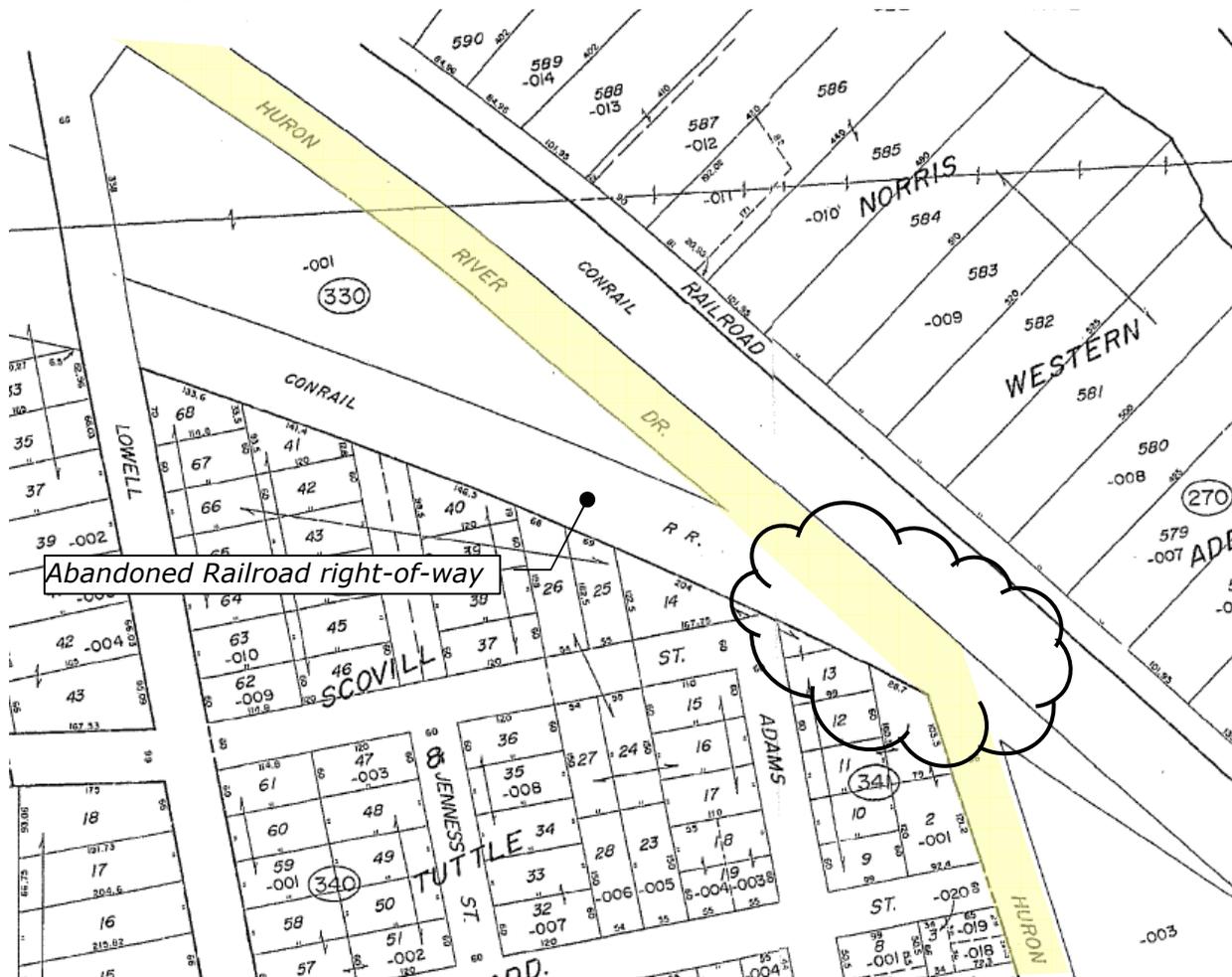


Figure 1: Right-of-way concerns

➤ **Clear space**

Several utility poles and guy wires affect the clear space requirements per the requirements of the AASHTO Guide on Bicycle Facilities. In total, 13 obstructions fall within the recommended 3-foot horizontal clear zone or do not provide the recommended 10-foot vertical clearance. Substantial relocations would be required, or clear zone exceptions for proximity to the poles to construct the project. Figure 2 illustrates a typical clear zone constraint along the northern greenbelt of Huron Street.



Figure 2: Horizontal Clear Zone Obstructions