



Dave

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DEPARTMENT OF TRANSPORTATION
LANSING

AUG 22 2005

GLORIA J. JEFF
DIRECTOR

August 15, 2005

Lansing, MI

Mr. Roy D. Townsend, P.E.
County Highway Engineer
Washtenaw County Road Commission
555 North Zeeb Road
Ann Arbor, Michigan 48103

East Delhi Road over the Huron River: Funding Options

Dear Mr. Townsend:

In response to your letter, dated August 9, 2005, a definitive answer as to the eligibility for funding of each of your four alternatives is given below.

Alternative #1 No Build – The bridge is currently closed to traffic and would remain closed to traffic. As you indicated, this option would not entail using any funds from the Local Bridge Program.

Alternative #2: Repair and rehabilitate the existing structure for HS-15 loading and one-way traffic. This alternative would be fundable under the Local Bridge Program provided the structure, including the substructure, meets the HS-15 loading criteria in accordance with the American Association of State Highway and Transportation Officials, A Policy on Geometric Design of Highways and Streets (AASHTO) manual and has an acceptable traffic control measure installed at the bridge to assure only one direction of traffic crosses the bridge at any one time. An acceptable traffic control measure is the use of a fully actuated signal system; a stop sign at each end of the structure would not be considered acceptable. When considering an acceptable traffic control measure, ample, safe storage for waiting vehicles must be created.

As a point of clarification, restricting traffic to one direction on the bridge at all times and completely disallowing traffic to flow in the opposite direction would be considered participating provided the bridge were part of a one way roadway. In the case of East Delhi Road, the roadway is bi-directional and therefore would not be fundable under the Local Bridge Program.

Alternative #3: Remove the existing structure, replace with a new two-lane bridge. A bridge replacement that meets current AASHTO standards, MDNR requirements for natural rivers and the MDEQ for hydraulic opening would be considered fundable under the Local Bridge Program.

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Alternative #4: Remove the existing structure, replace with a new two-lane bridge with non-motorized facilities. Because the existing structure does not have non-motorized facilities on it now, Washtenaw County Road Commission, WCRC, would have to produce a current master plan that incorporates a non-motorized path across the structure if the non-motorized facilities are to be participating with respect to funding under the Local Bridge Program. The non-motorized path will need to link to existing facilities or it will be expected that the extension of the facilities will be constructed in a reasonable amount of time. Due to the close proximity of the Delhi Mills Metropark, a great deal of flexibility will be exercised in working with the WCRC on this issue.

If you have any questions or require more information, please feel free to contact me, at (517) 373-2346. Thank you for keeping this office involved as the process moves forward; this will help eliminate any unexpected surprises.

Sincerely,



Mark C. Harrison, P.E.
Bridge Program Manager
Local Agency Programs

cc: Steve Puuri, WCRC
Aaron Berkholz, WCRC
Brian Shorkey, WCRC
Doug Christensen, Mead & Hunt ✓
Keith Cooper, MDOT