City of Ann Arbor

GEDDES ROAD SIDEWALK GAP PRELIMINARY ENGINEERING STUDY

Huron Parkway to Earhart Road

FINAL REPORT

September 4, 2026

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EXECUTIVE SUMMARY

As part of the effort to create a fully connected sidewalk system in Ann Arbor, the City studied providing a non-motorized walkway on Geddes Road from Huron Parkway to Earhart Road. Closing these gaps would create a safer, more accessible route for walking, biking, and reaching nearby parks, neighborhoods, bus stops, and community services.

The study compared a traditional five-foot-wide sidewalk with a ten-foot-wide shared-use path on both sides of Geddes Road. While the shared-use path offers broader non-motorized capacity, a traditional sidewalk is the more practical option because it limits the construction footprint, reduces potential impacts, and better controls cost.

Key Findings

- **A five-foot-wide sidewalk offers the best overall balance.** It supports safety and accessibility while improving feasibility, controlling cost, and reducing environmental impacts.
- **A ten-foot-wide shared-use path provides more space but creates greater impacts.** It would better accommodate bicyclists and other non-motorized users, but would require a larger footprint, cost more, and increase potential impacts to trees, slopes, drainage, and sensitive environmental areas.
- **The south side of Geddes Road is the preferred alignment.** It is more advantageous based on utility conflicts, environmental constraints, separation from homes, regional trail connections, and cost, although preliminary estimates indicate greater tree impacts in Segments B and C than the north-side options.
- **The south-side sidewalk is estimated to cost $7.6 million.** This preliminary estimate covers construction of a continuous sidewalk along Geddes Road.
- **Public support for a sidewalk is broad.** Community engagement confirmed strong interest in providing a continuous walkway along the corridor.

Recommended Route and Concept Design

As shown in Figure ES-1, the study corridor was divided into Segments A, B, and C. Segment A extends from Huron Parkway to the eastern Gallup Park Boat Launch driveway. The south side is the preferred alternative because it avoids the more sensitive Ruthven Nature Area frontage on the north side of Geddes Road, reduces conflicts with overhead DTE Electric facilities, and provides direct access to Gallup Park. For Segments B and C, the analysis also supports a south-side sidewalk based on reduced conflicts with the 16-inch transmission water main, greater separation from homes, connections to Gallup Park and regional trails, potential partner funding associated with the former Concordia University property, and similar overall cost.

Figure ES-1: Limits of Segments A, B & C



Previous Studies

This study agrees with the 2017 Hubbell, Roth & Clark study that the south side of Geddes Road is the more favorable alignment. A 16-inch transmission water main is located primarily along the north side of the corridor and could create major design and construction conflicts. An 8-inch sanitary sewer is located primarily on the south side, but available City GIS data indicate that its depth makes conflicts less likely.

Homes on the south side are also farther from the road, which reduces potential effects from tree and vegetation removal and provides more room for replacement planting.

The expected transfer of the former Concordia University property to the University of Michigan, pending completion of the sale, may create opportunities for partner funding and improved connections to Gallup Park, the Border-to-Border Trail near Geddes and Dixboro roads, and trails at the Matthaei Botanical Gardens. Because the north- and south-side sidewalk options have similar overall costs, the south side is the more practical choice. Final design should evaluate safe midblock crossings for people approaching from the north side.

Cost and Construction Considerations

A continuous five-foot-wide sidewalk is estimated to cost about $7.6 million on the south side of Geddes Road and $7.7 million on the north side. A continuous ten-foot-wide shared-use path is estimated to cost $8.9 million on the south side and $9.4 million on the north side. These estimates

include retaining walls, curb and gutter, enclosed drainage, contingency, preliminary engineering, and construction engineering and inspection. They exclude possible utility upgrades, a new water main, stormwater infiltration features, street lighting, and other improvements that may be considered during final design. Preliminary tree estimates for Segments B and C indicate approximately 125 removals for the south-side sidewalk and 100 for the north-side sidewalk; these estimates should be updated after topographic and tree surveys and refinement of grading limits.

Public and Stakeholder Input

Public engagement showed broad support for providing a sidewalk along Geddes Road. Participants raised concerns about safety, crosswalk locations, drainage, property impacts, tree preservation, and cost. Many preferred the north side east of Gallup Park because it is closer to neighborhoods. However, the technical analysis supports placement on the south side because of utility conflicts, greater separation from homes, redevelopment opportunities, regional trail connections, and similar overall cost.

Recommended Next Steps

- Advance the five-foot-wide sidewalk option for the south side of Geddes Road as a future project in the Capital Improvement Plan and include the full corridor cost.
- Complete topographic and tree surveys; verify utility locations; and further analyze drainage, driveways, crossings, grading, retaining walls, curb and gutter, storm sewer, right-of-way, easements, permits, and construction costs during final design.
- Coordinate early with City Engineering, Parks and Recreation, utility providers, adjacent property owners, permitting agencies, and other stakeholders; pursue available grants and partner funding; and advance the full corridor as funding becomes available.

APPENDIX A.
TECHNICAL REPORT

TECHNICAL FINDINGS, ANALYSIS AND RECOMMENDATIONS

1.0 STUDY OVERVIEW

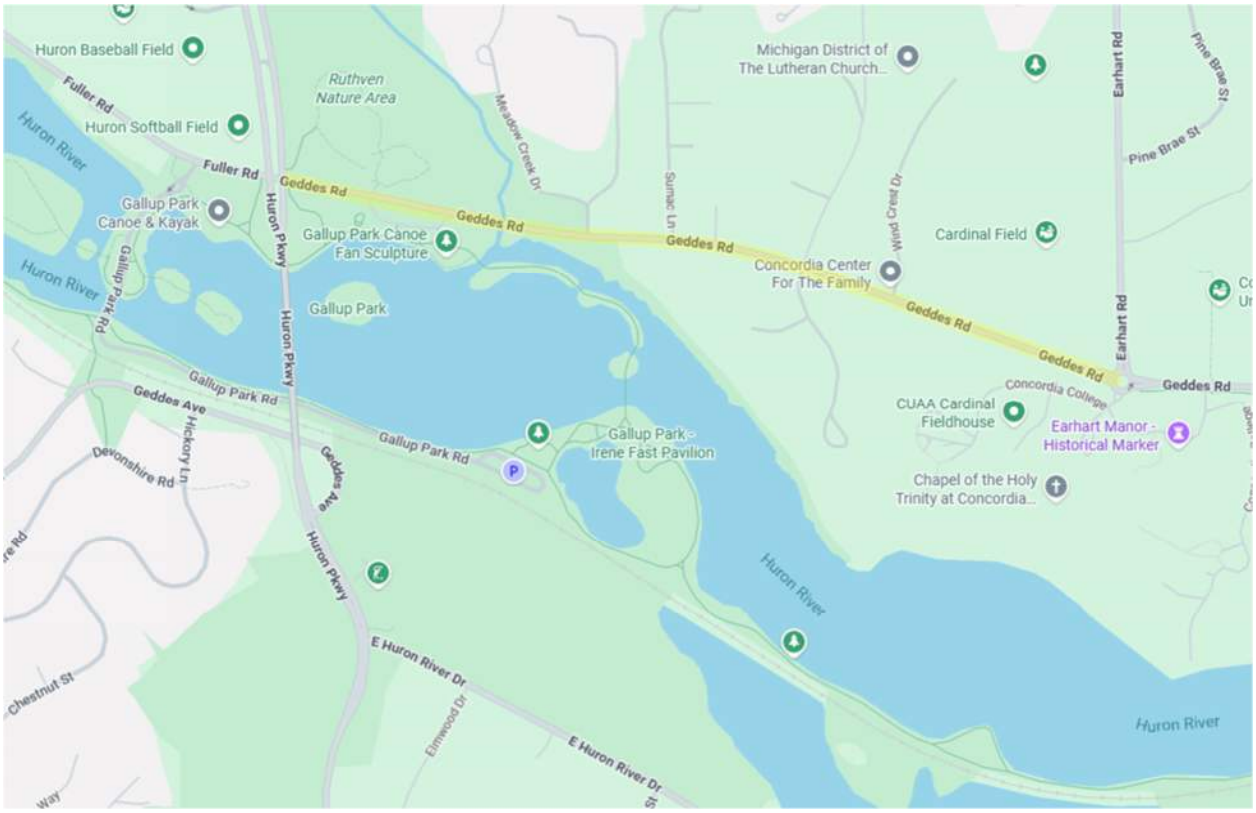
1.1 Purpose

The City's Sidewalk Gap Program supports safer, more accessible travel for people of all ages and abilities. Consistent with the City's Vision Zero and Complete Streets policies, this study evaluates the high-priority sidewalk gap along Geddes Road from Huron Parkway to Earhart Road.

1.2 Project Location

The Geddes Road study area is in Ward 2 in northeastern Ann Arbor. It extends east from Huron Parkway to Earhart Road and is located west of US-23.

Figure 1.1: Study Limits of Geddes Road (*source: Google Earth*)



1.3 Scope

The study compared the costs and tradeoffs of a five-foot-wide sidewalk and a ten-foot-wide shared-use path on both the north and south sides of Geddes Road. The scope excluded upgrades to the water main, sanitary sewer, stormwater infiltration systems, and street lighting. The City may evaluate these improvements during final design if they would benefit the project and funding is available.

1.4 Previous Studies

In 2017, the City retained Hubbell, Roth & Clark (HRC) to evaluate the feasibility of constructing a walkway along the Geddes Road corridor. The study compared north- and south-side alignments based on cost, utility impacts, grading constraints, and environmental considerations. After evaluating a five-foot-wide sidewalk and a 12-foot-wide shared-use path, HRC concluded that the south side was more favorable. The complete HRC report is included in Appendix D.

1.5 Stakeholders

There were two primary stakeholder groups for the Geddes Road study corridor:

- Residents, property owners, and other corridor users
- City Parks and Recreation Department staff responsible for Gallup Park and Ruthven Nature Area

Public engagement and meetings with Park staff helped align City objectives with community priorities and identify preferred solutions.

1.6 Project Standards and Specifications

Any final design will follow the City's Vision Zero plan, standard engineering specifications, and applicable local, state, and federal requirements.

2.0 EXISTING CONDITIONS AND STUDY VARIABLES

2.1 Existing Corridor Conditions

Parcels along the corridor include residential properties, public open space, a former college campus, and a church ministry. The corridor runs parallel to the Huron River, which is designated as a scenic natural river, recognized as a national water trail, and serves as a key source of the City's drinking water. Protected open space, wetlands, and steep slopes are concentrated near the western end of the study area. Mature trees line much of the corridor and screen private properties from the public right-of-way. The Ruthven Nature Area trailhead is on the north side of Geddes Road, while visitor parking is available across the road at the Gallup Park Boat Launch.

2.2 Project Goals and Constraints

Limited public right-of-way, steep grades, natural resources, and nearby private property constrain walkway construction. The study therefore focused on three goals:

- Protect the Huron River and preserve corridor trees and other natural features.
- Identify the side-of-road alignment that minimizes grading needs and overall project cost.
- Limit right-of-way acquisition, temporary grading permits, and impacts to adjacent private property.

The project goal is to provide a safe, accessible walkway along Geddes Road while addressing corridor constraints, including narrow shoulders, a 40-mph speed limit, limited pedestrian facilities, commuter traffic, limited truck traffic, and AAATA bus service. The final design must meet ADA slope and cross-slope requirements and appropriately address buffers, crossings, curb ramps, sight distance, and separation from vehicles.

2.3 Walkway Width and Accessibility

Closing sidewalk gaps improves safety and accessibility by keeping pedestrians out of the roadway. ADA-compliant curb ramps and visible crossings further reduce conflicts with vehicles.

City standards require sidewalks to be at least 5 feet wide, generally with a 3-foot curb buffer and 6-inch clearance from the property or right-of-way line. Shared-use paths must be at least 10 feet wide with recommended 2-foot clear zones. They accommodate walking and biking but generally cost more, require more land, increase potential tree removals, and demand more surface and winter maintenance than sidewalks.

ADA criteria per federal law generally limit walkway cross slopes to 2 percent and running slopes to 5 percent, except ramps may reach 8.3 percent. Existing grades may require raised curbs or retaining walls.

2.4 Road Characteristics

Geddes Road has two east-west travel lanes, each approximately 11 feet wide, with narrow paved and turf shoulders. The posted speed limit is 40 mph. The corridor serves as a key connection between US-23 and destinations such as the University of Michigan Medical Campus, Huron High School, and downtown Ann Arbor. Morning peak traffic occurs from approximately 7 to 9 a.m. and is heavier westbound. Afternoon peak traffic occurs from approximately 3 to 6 p.m. and is heavier eastbound as vehicles leave the city.

2.5 Vegetation and Tree Preservation

Mature trees and vegetation contribute to the corridor's natural character and provide screening for adjacent properties. These features also constrain the ability to maintain a consistent walkway alignment between Huron Parkway and Earhart Road. Both design alternatives therefore locate the walkway as close to the roadway as feasible and use retaining walls where needed to reduce tree removal and disturbance beyond the walkway footprint.

2.6 Existing Utilities

Existing utilities are located along both sides of Geddes Road and may require coordination or relocation during final design. A City 16-inch transmission water main is located primarily on the north side, while an 8-inch City sanitary sewer is located primarily on the south side. Franchise utilities, including telecommunications, cable, and overhead electric facilities, are also present along the corridor and may conflict with the proposed walkway.

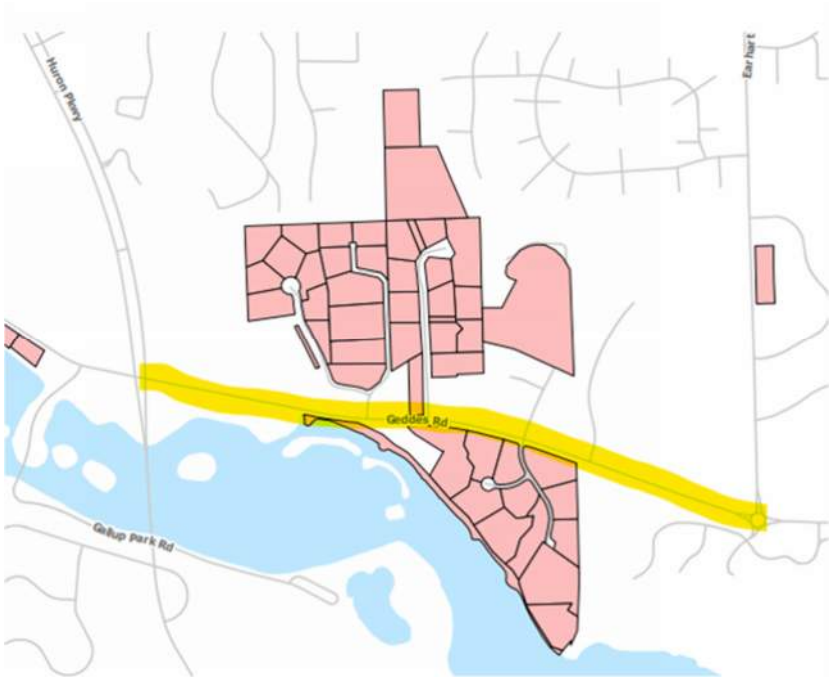
2.7 Roadside Drainage

Limited public right-of-way requires the roadway, drainage system, and proposed walkway to fit within a constrained corridor. Final design must maintain effective roadside drainage while balancing pedestrian safety, construction cost, and the City's goal of providing continuous non-motorized access along Geddes Road.

2.8 Township Islands

Several parcels remain in Ann Arbor Township and are considered "township islands." Walkway construction across these parcels would trigger special assessments, but the City could collect them only after annexation. The City would need to fund those costs initially. Refer to Figure 2.1 for locations of township parcels.

Figure 2.1: Parcels Not on City Tax Roll



3.0 DESIGN ALTERNATIVES, TREE IMPACTS & ESTIMATED COSTS

3.1 Walkway Segments

The corridor was divided into three segments to compare preliminary designs and costs for:

- A five-foot-wide sidewalk and a ten-foot-wide shared-use path.
- North- and south-side alignments along Geddes Road.

Segment A extends from Huron Parkway to the eastern driveway of the Gallup Park Boat Launch. Only the south-side alignment was advanced because it would reduce environmental and overhead utility impacts and provide direct access to Gallup Park. Section 3.2.1 refers to this alignment as the preferred alternative.

Segment B extends from the eastern driveway of the Gallup Park Boat Launch to Sumac Lane, approximately midway between Huron Parkway and Earhart Road. The study evaluated north-side (Option 1) and south-side (Option 2) alignments.

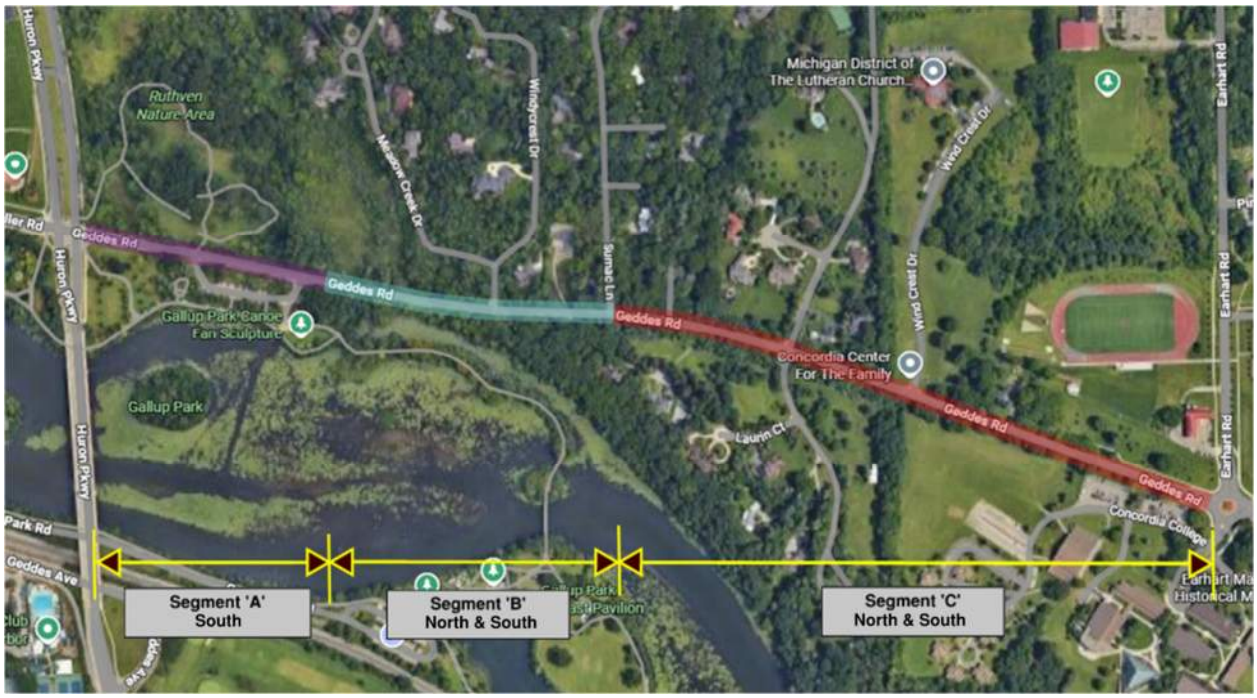
Segment C extends from Sumac Lane to Earhart Road. The study evaluated north-side (Option 1) and south-side (Option 2) alignments. Potential redevelopment of the former Concordia University property may create opportunities for partner funding along that frontage.

The segments also support phased implementation. Segments A and B could be constructed as Phase 1, with Segment C completed later as Phase 2, if funding is insufficient for the full corridor.

Table 3.1: Walkway Lengths by Segment

Segment	Limits	Approximate Length
Segment A	Huron Parkway to eastern driveway approach of Gallup Park	830 feet
Segment B	Eastern driveway approach of Gallup Park to Sumac Lane	1,250 feet
Segment C	Sumac Lane to Earhart Road	2,300 feet

Figure 3.1: Location of Segments A, B, and C



3.2 Design Details by Segment

3.2.1 Segment A

Segment A extends from Huron Parkway to the eastern driveway of the Gallup Park Boat Launch. The preferred alignment places the walkway on the south side of Geddes Road, where it would provide direct access to Gallup Park, avoid the more sensitive Ruthven Nature Area frontage, and reduce conflicts with overhead DTE Electric facilities. Based on the concept-level evaluation, this alignment is expected to require little or no tree removal or utility relocation. Final design should evaluate a marked midblock crossing to connect the walkway with the Ruthven Nature Area trailhead on the north side. Because the north-side alignment was not advanced, the Appendix C cost estimate addresses only the south-side preferred alternative.

Figure 3.2: Segment A Plan View



Figure 3.2 shows the preferred south-side alignment for Segment A, extending from Huron Parkway to the eastern driveway of the Gallup Park Boat Launch. A potential midblock crossing near the boat launch could provide access to the Ruthven Nature Area trailhead.

Figure 3.3: Typical Cross-Section Comparison for Segment A

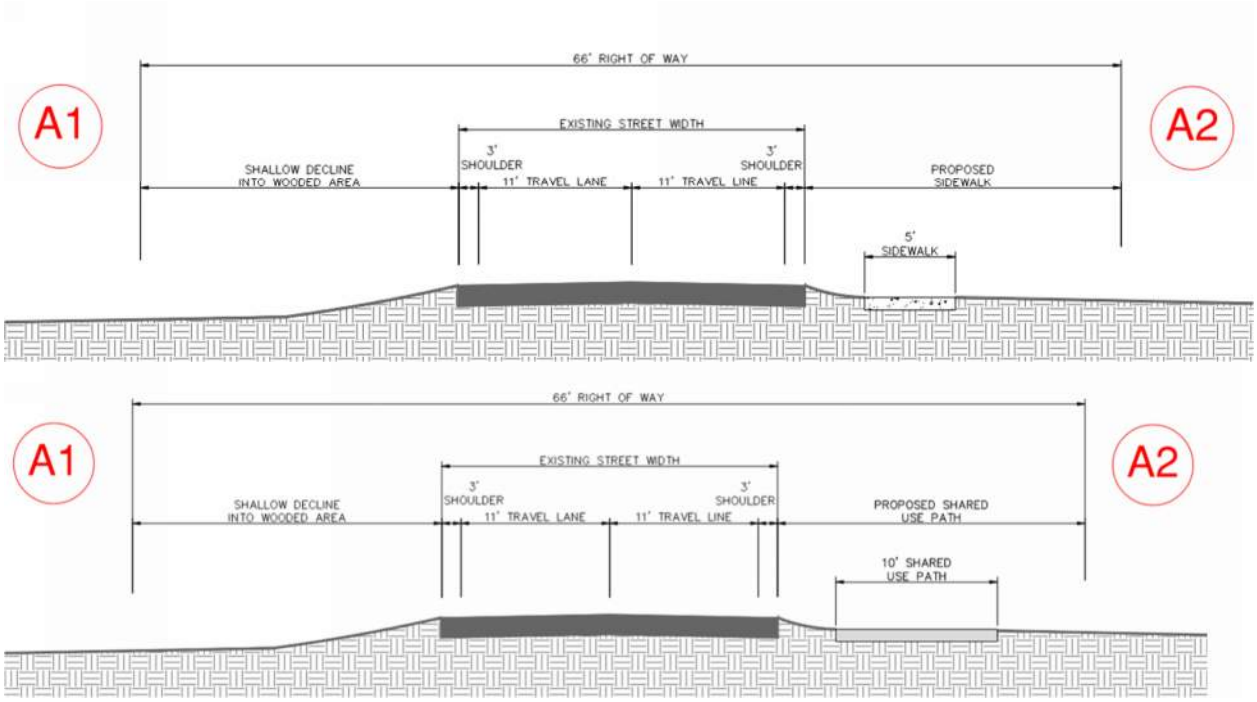


Figure 3.3 compares the typical five-foot-wide sidewalk (top) and ten-foot-wide shared-use path (bottom) concepts for the preferred south-side alignment in Segment A at a representative location approximately 520 feet east of Huron Parkway.

3.2.2 Segment B: North and South Options

Segment B extends from the eastern driveway of the Gallup Park boat launch to Sumac Lane. The study evaluated a five-foot-wide sidewalk and a ten-foot-wide shared-use path on the north side (Segment B North) and south side (Segment B South) of Geddes Road. Figure 3.4 shows both alignments, and Figure 3.5 compares the typical cross sections.

Figure 3.4: Segment B Plan View

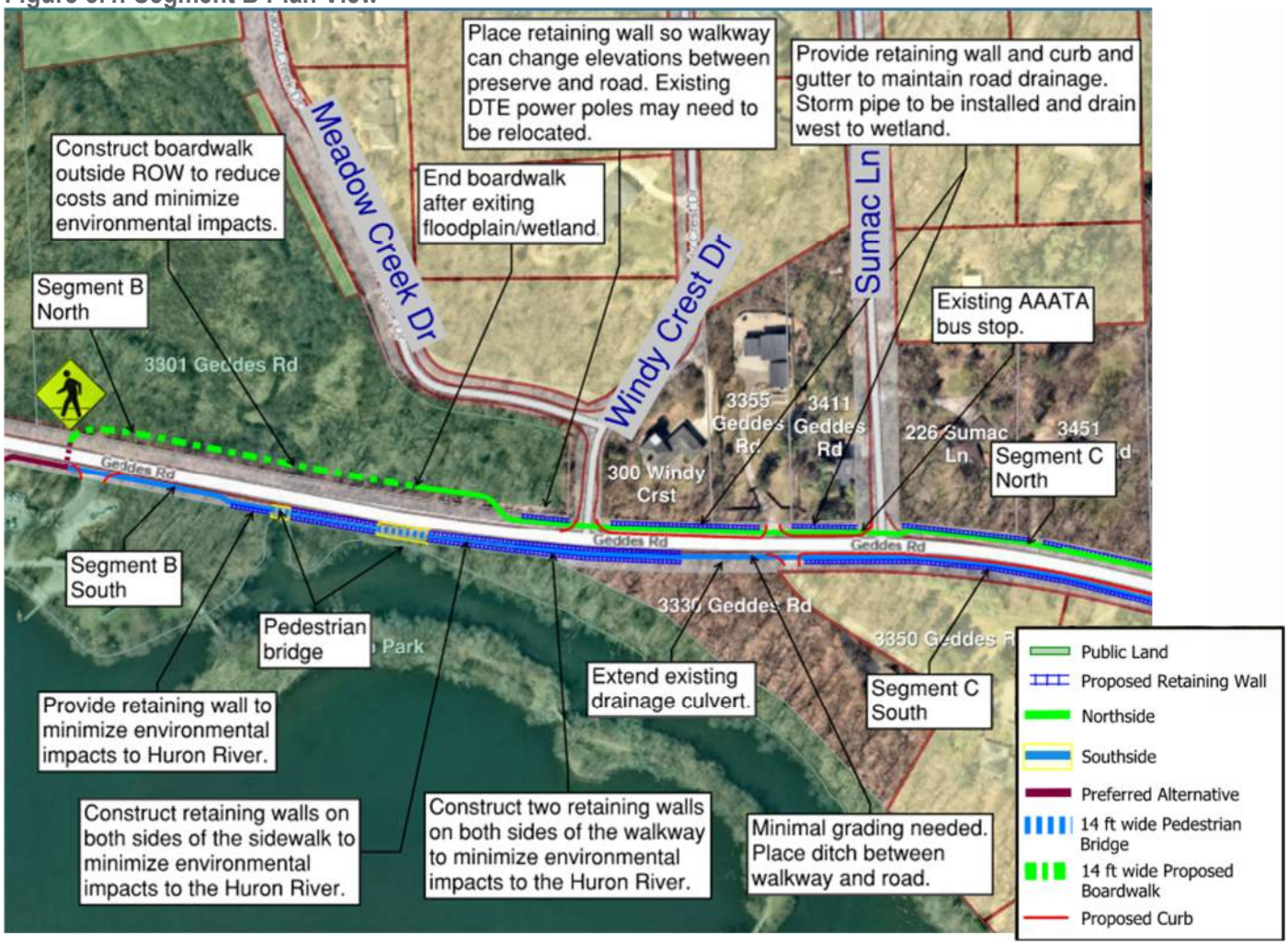


Figure 3.4 shows the north (green) and south (blue) options as part of Segment B.

Figure 3.5: Typical Cross-Section Comparison for Segment B

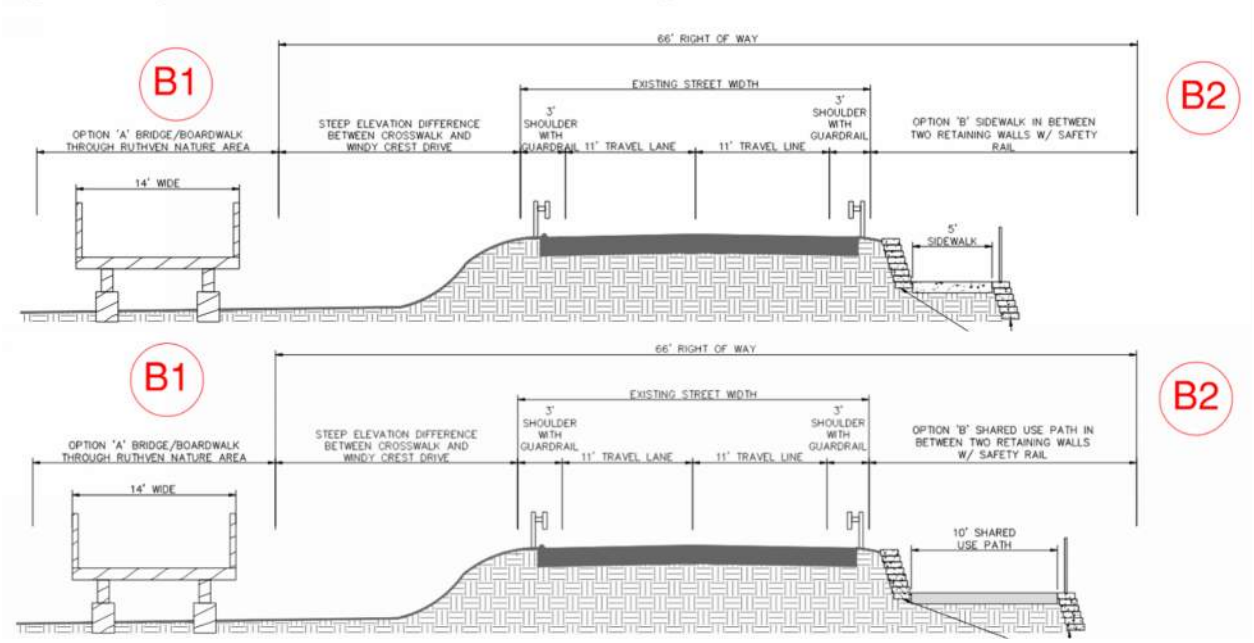


Figure 3.5 compares the five-foot-wide sidewalk (top) and ten-foot-wide shared-use path (bottom) alternatives at a representative location approximately 410 feet west of Windycrest Drive. B1 represents the north-side option, and B2 represents the south-side option.

Environmental constraints in Segment B include an EGLE-designated prairie wetland and an unnamed tributary that flows from near Plymouth Road to the Huron River on the south side of Geddes Road. City mapping also identifies portions of the segment as prone to flooding during intense or prolonged storms. Figures 3.6 and 3.7 show the wetland boundary and flood-prone areas, respectively.

Figure 3.6: EGLE Wetland Boundary Survey Map of the Study Corridor



In Figure 3.6, the beige area marked by a red diamond identifies the EGLE-designated prairie wetland.

Figure 3.7: City GIS Map Highlighting Areas Prone to Flooding in Segment B



North Side

The north-side alignment adjoins the Ruthven Nature Area, Meadow Creek and Hill Tops Condominiums, and two private parcels. Guardrail extends from approximately 200 feet east of the Gallup Park boat launch driveway to Windycrest Drive, where the roadway is about 10 feet above the adjacent ground. Overhead DTE Electric facilities follow the north side and cross Geddes Road just east of Windycrest Drive. Farther east, the roadside transitions to a cut slope approximately 2 to 5 feet above the roadway.

To accommodate the grade difference and flood-prone conditions, the north side alternative includes a 14-foot-wide elevated boardwalk extending approximately 550 feet east from the proposed midblock crossing. The boardwalk elevation would be established during final design to provide an ADA-compliant transition to an at-grade walkway near Windycrest Drive.

Approximately 300 feet west of Windycrest Drive, the boardwalk could transition to either walkway type and continue east to Sumac Lane. A retaining wall averaging approximately 4 feet high is anticipated from about 100 feet west of Windycrest Drive to Sumac Lane. East of Windycrest Drive, roadside drainage would be enclosed using curb and gutter, with or without storm sewer.

South Side

The south-side alignment adjoins Gallup Park, state-owned Huron River property, Hunters Park Subdivision, and one private parcel. Guardrail extends from approximately 200 feet east of the Gallup Park Boat Launch driveway to about 170 feet east of Windycrest Drive, where the roadway is approximately 10 to 25 feet above the Huron River.

Near the driveway at 3356 Geddes Road, the roadside transitions from a fill slope to a shallow cut slope approximately 1 to 3 feet above the roadway. The south side alternative would use two retaining walls with safety rails to support the walkway approximately 8 feet below the roadway along the Huron River. The roadway-side wall would retain the embankment, while the river-side wall would

support the walkway. A short-span, 14-foot-wide bridge would carry the walkway across the unnamed tributary.

Either walkway type could be used on the south side alternative. A retaining wall approximately 8 to 15 feet high is anticipated from Gallup Park to the driveway at 3356 Geddes Road. A new roadside ditch would be required west of the driveway; from the driveway east to Sumac Lane, drainage would be enclosed using curb and gutter, with or without storm sewer.

3.2.3 Segment C: North and South Options

Segment C extends from Sumac Lane to Earhart Road. The study evaluated a five-foot-wide sidewalk and a ten-foot-wide shared-use path on both the north and south sides of Geddes Road. Figure 3.8 shows the two alignments, and Figures 3.9 and 3.10 compare representative cross sections.

Figure 3.8: Segment C Plan View

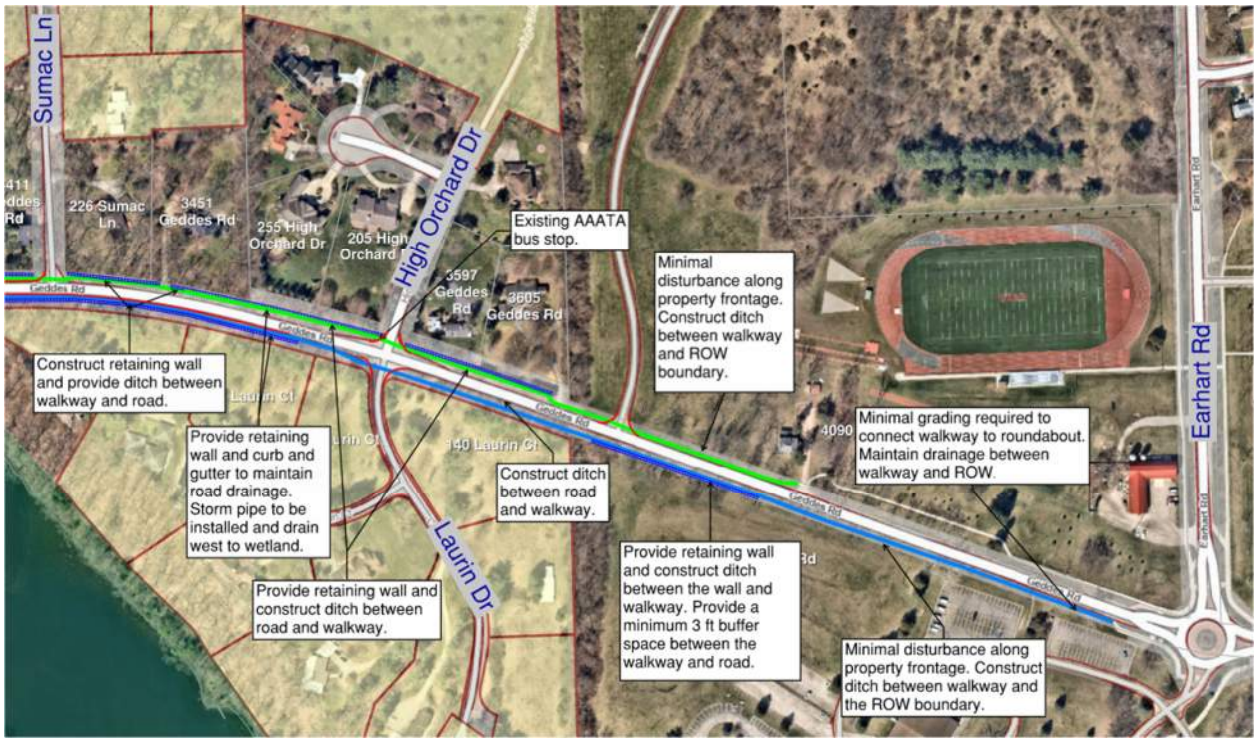


Figure 3.8 shows the north-side option in green and the south-side option in blue.

Figure 3.9: Typical Cross-Section Comparison for Western Segment C

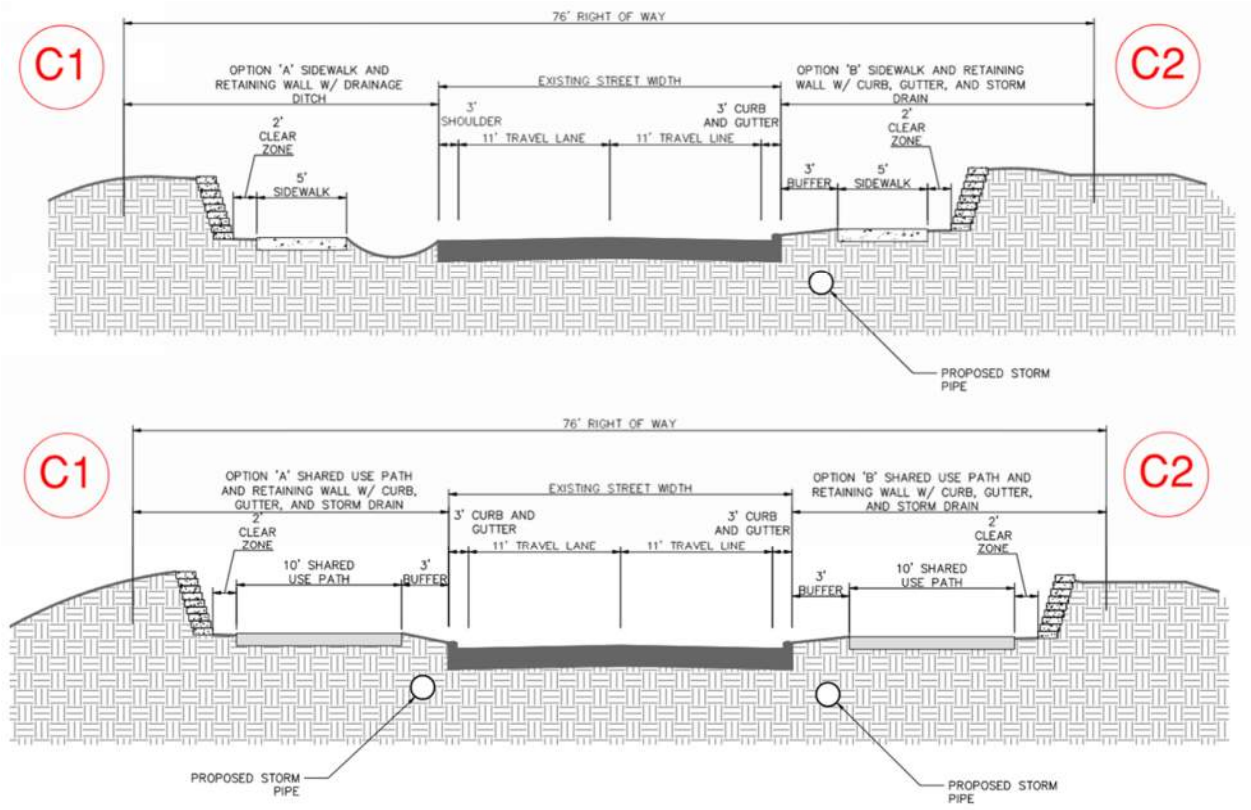


Figure 3.9 compares the five-foot-wide sidewalk (top) and ten-foot-wide shared-use path (bottom) at a representative location approximately 340 feet west of High Orchard Drive. C1 represents the north-side option, and C2 represents the south-side option.

Figure 3.10: Typical Cross-Section Comparison for Eastern Segment C

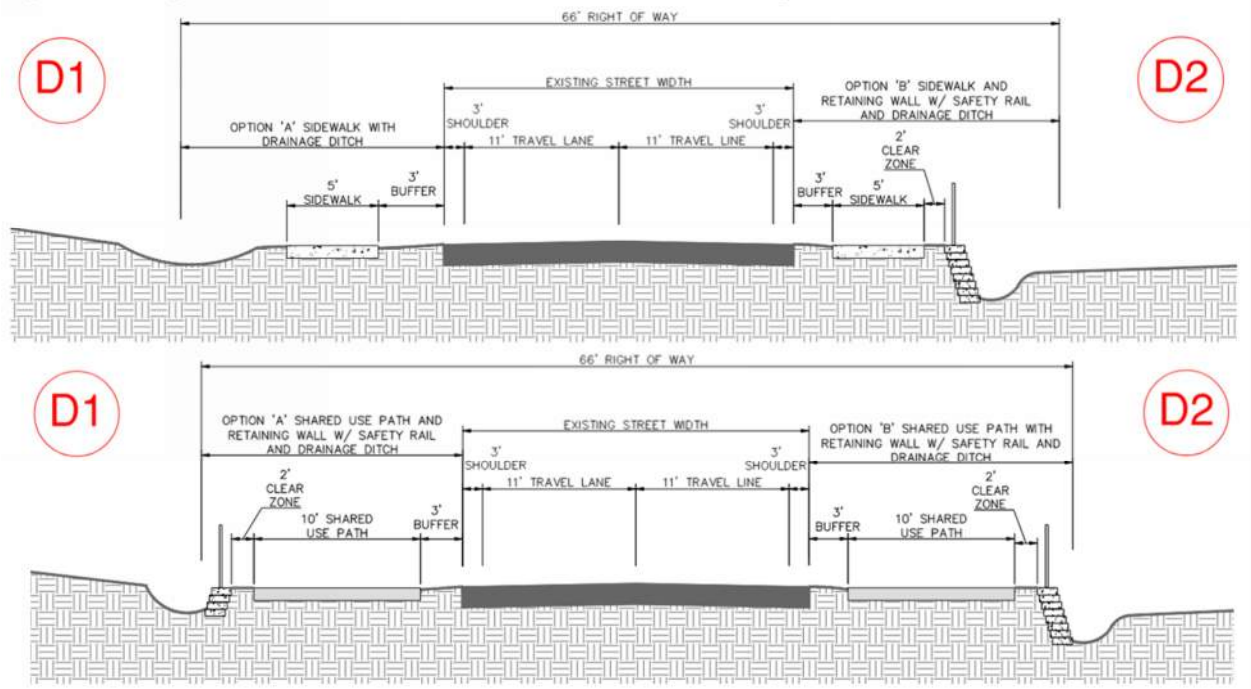


Figure 3.10 compares the five-foot-wide sidewalk (top) and ten-foot-wide shared-use path (bottom) at a representative location approximately 150 feet east of Wind Crest Drive. D1 represents the north-side option, and D2 represents the south-side option.

North Side

The north side of Geddes Road in Segment C includes property owned by the High Orchard Subdivision, three privately owned parcels not associated with residential development, and the former Concordia University property. Ownership of the former university property is expected to transfer to the University of Michigan pending completion of the sale.

From Sumac Lane to the western boundary of the former Concordia University property, the north side of Segment C consists of a cut slope approximately 2 to 4 feet above the roadway. The university frontage is relatively level and would not require a retaining wall for a sidewalk. Portions of the frontage may require a retaining wall for a shared-use path. Except at the High Orchard Subdivision and Lutheran Church Ministry entrances near Wind Crest Drive, roadside drainage could be managed with a new ditch between the walkway and roadway.

An existing concrete sidewalk begins approximately 850 feet west of Earhart Road and continues to the Earhart Road roundabout. Under either design alternative, the proposed walkway would connect to this sidewalk along the former Concordia University frontage.

South Side

The south side of Geddes Road in Segment C includes property owned by the Hunters Park Subdivision and the former Concordia University property, which is expected to transfer to the University of Michigan pending completion of the sale. From Sumac Lane to the western boundary of the former university property, the south side consists of a cut slope approximately 2 to 6 feet above the roadway. A retaining wall averaging approximately 4 feet high would be required in this area.

The former Concordia University frontage is relatively level from approximately 350 feet east of Wind Crest Drive to the Earhart Road roundabout; therefore, neither walkway alternative would require a retaining wall there. Between Wind Crest Drive and that point, however, the frontage consists of a fill slope with adjacent ground approximately 4 feet below the roadway. A retaining wall averaging approximately 3 feet high is anticipated to avoid permanent easements or grading permits from the property owner.

From Sumac Lane to approximately 150 feet west of Laurin Drive, roadside drainage would be enclosed using concrete curb and gutter, with or without storm sewer. East of that point, the roadside ditch would be reconstructed to maintain drainage. At Earhart Road, the proposed walkway would connect to the existing shared-use path at the roundabout.

3.3 Estimated Tree Removals

Tree preservation was a major concern raised during public engagement. For this preliminary evaluation, a tree is defined as having a trunk diameter of 6 inches or greater. No tree removals are anticipated in Segment A. For Segments B and C combined, the north-side alternatives are estimated to affect approximately 100 trees for the five-foot-wide sidewalk and 130 trees for the ten-foot-wide shared-use path. The south-side alternatives are estimated to affect approximately 125 trees for the sidewalk and 160 trees for the shared-use path. These estimates should be updated during final design after completion of the topographic and tree surveys and refinement of the proposed grading limits.

Table 3.2: Estimated Tree Removals by Design Alternative

Location	Five-Foot-Wide Sidewalk	Ten-Foot-Wide Shared-Use Path
North Side (Segments B & C)	100 trees (various diameters)	130 trees (various diameters)
South Side (Segments B & C)	125 trees (various diameters)	160 trees (various diameters)
Segment A – South	0 trees	0 trees

3.4 Project Costs

The concept-level cost estimates in Tables 3.3 through 3.6 compare a five-foot-wide concrete sidewalk and a ten-foot-wide shared-use path by side-of-road alignment and construction phase. Phase 1 includes Segments A and B, and Phase 2 includes Segment C. Because only the south-side alignment was advanced for Segment A, the north-side Phase 1 totals are planning-level comparisons that combine the preferred Segment A cost with the north-side Segment B alternative. The estimates include retaining walls, curb and gutter, enclosed drainage, contingency, preliminary engineering, and construction engineering and inspection. They exclude potential infrastructure improvements such as a new water main, stormwater infiltration features, and street lighting. Costs should be refined during final engineering as survey data and assumptions related to utilities, drainage, right-of-way, and permitting are confirmed.

Table 3.3: Estimated Costs by Phase for Five-Foot-Wide Sidewalk

	Phase 1 Segment A Preferred + Segment B North	Phase 1 Segments A & B South	Phase 2 Segment C – North	Phase 2 Segment C – South
Construction Cost	$3,129,484	$2,815,547	$1,680,630	$1,905,790
Contingency (15%)	$469,423	$422,332	$252,095	$285,869
Subtotal with Contingency	$3,598,906	$3,237,879	$1,932,725	$2,191,659
Preliminary Engineering (20%)	$719,781	$647,576	$386,545	$438,332
Construction Engineering and Inspection (20%)	$719,781	$647,576	$386,545	$438,332
Total Cost	**$5,038,468**	**$4,533,031**	**$2,705,814**	**$3,068,322**

Table 3.4: Total Cost for Five-Foot-Wide Sidewalk

	North Side (All Segments)	South Side (All Segments)
Total Cost	**$7.7 million**	**$7.6 million**

Table 3.5: Estimated Costs for Ten-Foot-Wide Shared-Use Path				
	Phase 1 Segment A Preferred + Segment B North North	Phase 1 Segments A & B South South	Phase 2 Segment C – North	Phase 2 Segment C – South
Construction Cost	$3,471,896	$3,329,095	$2,362,871	$2,182,750
Contingency (15%)	$520,784	$499,364	$354,431	$327,413
Subtotal with Contingency	$3,992,680	$3,828,459	$2,717,302	$2,510,163
Preliminary Engineering (20%)	$798,536	$765,692	$543,460	$502,033
Construction Engineering and Inspection (20%)	$798,536	$765,692	$543,460	$502,033
Total Cost	**$5,669,753**	**$5,439,843**	**$3,804,222**	**$3,514,228**

Table 3.6: Total Cost for Ten-Foot-Wide Shared-Use Path		
	North Side (All Segments)	South Side (All Segments)
Total Cost	**$9.4 million**	**$8.9 million**

4.0 STAKEHOLDER FEEDBACK

4.1 Public Communications

The City provided a dedicated project webpage with background information, anticipated benefits and impacts, public meeting materials, and a community question-and-answer feature developed following the second engagement meeting. The City also offered email and text subscription alerts, held two public meetings, and accepted comments by email and telephone.

4.2 Public Engagement Sessions

The City held two community engagement meetings on June 9 and September 8, 2025, at the Ann Arbor District Library Downtown Branch. The first meeting introduced the Sidewalk Gap Program, potential walkway design tools, and corridor constraints. The second meeting summarized the initial feedback and presented design concepts, tradeoffs, and estimated costs. Breakout discussions at both meetings gathered community priorities and concerns.

Key feedback included the following:

- **Safety:** Concerns focused on pedestrians and bicyclists traveling along a 40-mph corridor with narrow shoulders, limited separation from traffic, and constrained sight lines.

- **Crosswalk placement:** Participants questioned where crossings should be located and whether pedestrians would use designated crossings if the walkway is built on only one side of Geddes Road.
- **Drainage and pavement conditions:** Concerns included blocked driveway culverts, flooding, deteriorated pavement, and icy winter conditions.
- **Property impacts:** Participants raised questions about driveway access, privacy fencing, temporary grading permits, easements, and utility access.
- **Tree and vegetation preservation:** Participants emphasized limiting vegetation removal, maintaining screening, and protecting the corridor's natural character.
- **Cost and funding:** Concerns included project affordability, available funding, taxpayer burden, and the feasibility of constructing a wider shared-use path.
- **Long-term maintenance:** Participants requested clarification about maintenance responsibilities, including snow and ice removal by adjacent property owners.

Community feedback showed broad support for closing the sidewalk gap and strong interest in a north-side alignment east of Gallup Park because it would provide convenient access to nearby homes, schools, and existing sidewalks. Many participants also recognized that a five-foot-wide sidewalk may be more feasible than a ten-foot-wide shared-use path given the corridor's cost, grading, utility, and environmental constraints. This input informed the evaluation of walkway type, side-of-road alignment, project impacts, and implementation priorities.

4.3 Parks and Recreation Feedback

Wade Trim met with Parks and Recreation Department staff to discuss potential impacts to Ruthven Nature Area and opportunities to improve accessible connections to the trailhead across from Gallup Park. Staff did not object to evaluating a midblock crossing or an optional accessible switchback connection to the trailhead.

Staff noted that sidewalk gap millage funds may not be available for improvements along public park frontage. Accordingly, any park-specific improvements would require a separate funding source and coordination with the Parks and Recreation Department. Because Parks funding is limited and other needs are already identified in the Parks and Recreation Capital Improvement Plan, funding for the switchback may not be available. The switchback should therefore remain an optional improvement and is not included in the recommended base walkway project.

4.4 City Staff Review Meeting

Wade Trim met with City Engineering and Transportation staff to review the preliminary findings and confirm four key design decisions before finalizing the report:

1) **Prioritize the south-side alignment.**
   - The group agreed that the south-side alignment should be prioritized based on the utility considerations identified in this study and the 2017 HRC report.
2) **Confirm the recommended walkway width for Segments A through C.**
   - The group confirmed that a five-foot-wide sidewalk would improve safety and meet the goals of the Sidewalk Gap Program.
3) **Support crosswalks and rectangular rapid-flashing beacons where warranted.**
   - The group supported a crosswalk near Gallup Park and the use of rectangular rapid-flashing beacons where applicable warrants are met.
4) **Advance Phases 1 and 2 together.**
   - The group concluded that the full project cost should be included in the Capital Improvement Plan.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 Study Outcome Summary

The study recommends a five-foot-wide concrete sidewalk on the south side of Geddes Road from Huron Parkway to Earhart Road. This alternative best balances safety, accessibility, constructability, environmental impacts, and cost while advancing the City's Sidewalk Gap Program and Vision Zero goals.

The south-side alignment is preferred because it avoids the more sensitive Ruthven Nature Area frontage and overhead electric conflicts in Segment A, reduces potential conflicts with the 16-inch transmission water main farther east, provides greater separation from homes, and supports connections to Gallup Park, the Border-to-Border Trail, and nearby destinations. The full-corridor sidewalk is estimated at approximately $7.6 million on the south side, compared with $7.7 million on the north side.

Public engagement confirmed broad support for closing the sidewalk gap, while identifying concerns about safety, crossings, drainage, property impacts, tree preservation, and cost. Final engineering should confirm the alignment, refine drainage and crossing treatments, coordinate utilities and stakeholders, and update tree and grading impacts. The City should advance the full corridor as funding becomes available.

Public engagement confirmed broad support for closing the sidewalk gap, while identifying concerns about safety, crossings, drainage, property impacts, tree preservation, and cost. Final engineering should confirm the alignment, refine drainage and crossing treatments, coordinate utilities and stakeholders, update tree and grading impacts, and support phased implementation as funding becomes available.

5.2 Recommended Next Steps

If the project advances to final design, the City should:

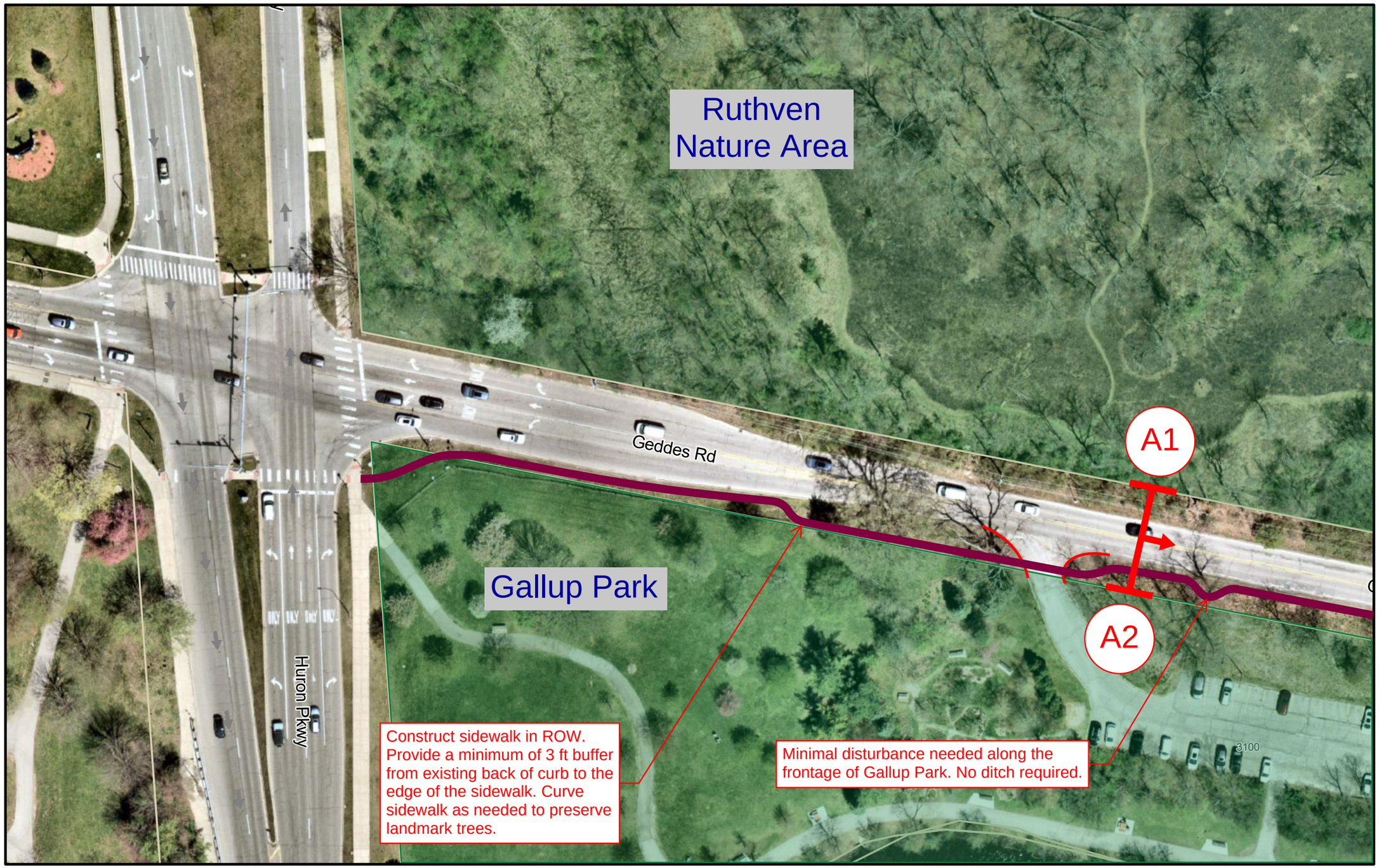
- **Complete detailed surveys:** Perform topographic and tree surveys and verify utility locations.
- **Evaluate design conditions:** Assess drainage, driveways, crossings, grading, retaining walls, curb and gutter, and storm sewer requirements.
- **Confirm project requirements:** Refine tree removals, right-of-way and easement needs, permits, and construction costs for the selected south-side alignment.
- **Coordinate early:** Work with City Engineering, utility providers, adjacent property owners, and permitting agencies to confirm design assumptions, access needs, approvals, and implementation responsibilities.

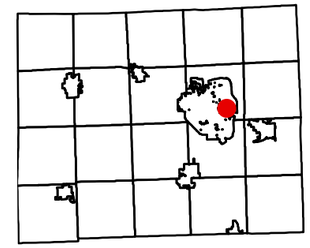
The City should add the recommended south-side sidewalk to the Capital Improvement Plan, pursue available grants and partner funding, and advance the full corridor as funding becomes available.

APPENDIX B.
PLAN LAYOUTS

Geddes Road

5 Ft Sidewalk Alternative





Legend

- Public Land
- Proposed Retaining Wall
- Northside
- Southside
- Preferred Alternative
- 14 ft wide Pedestrian Bridge
- 14 ft wide Proposed Boardwalk
- Proposed Curb

N

0 70 140 210 280 ft

1:720; 1 inch = 60 feet

Geddes Road

5 Ft Sidewalk Alternative

Ruthven Nature Area

Proposed Crosswalk with RRFB crossing. This crosswalk will be paired with either Option 'A' or 'B'.

Option A

Low Point

Construct boardwalk outside ROW to reduce costs and minimize environmental impacts.

End boardwalk after exiting floodplain/wetland.

B1

Geddes Rd

Meadow

Option B

Minimal disturbance needed along the frontage of Gallup Park. No ditch required.

Gallup Park

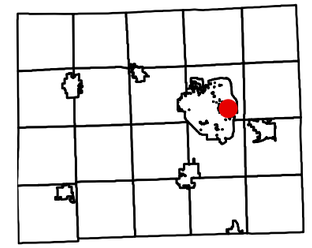
B2

Provide retaining wall to minimize environmental impacts to Huron River.

Pedestrian bridge

Pedestrian bridge

Construct retaining walls on both sides of the sidewalk to minimize environmental impacts to the Huron River.



Legend

- Public Land
- Proposed Retaining Wall
- Northside
- Southside
- Preferred Alternative
- 14 ft wide Pedestrian Bridge
- 14 ft wide Proposed Boardwalk
- Proposed Curb

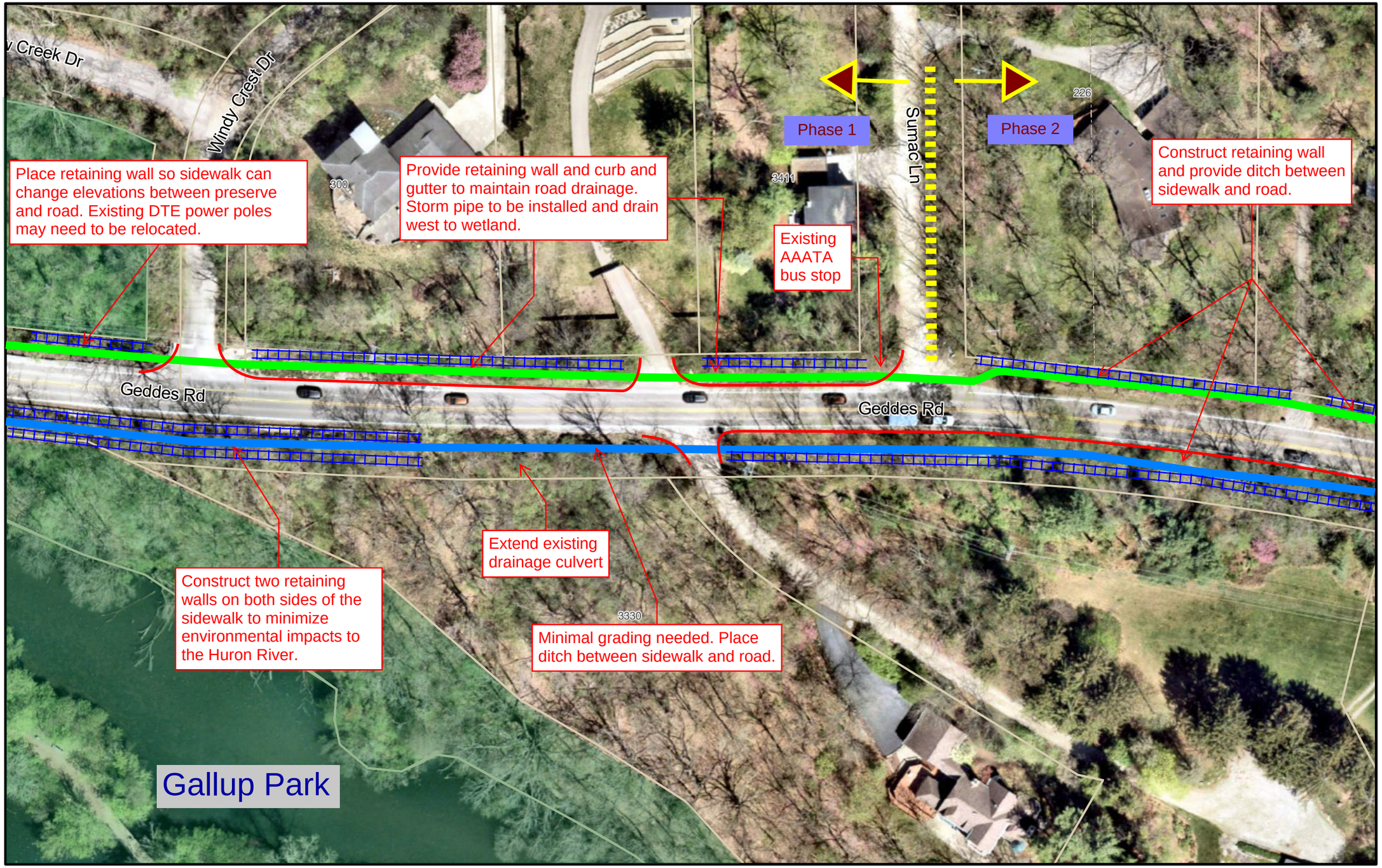
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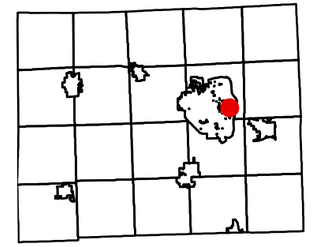
0 70 140 210 280 ft

1:720; 1 inch = 60 feet

Geddes Road

5 Ft Sidewalk Alternative





Legend

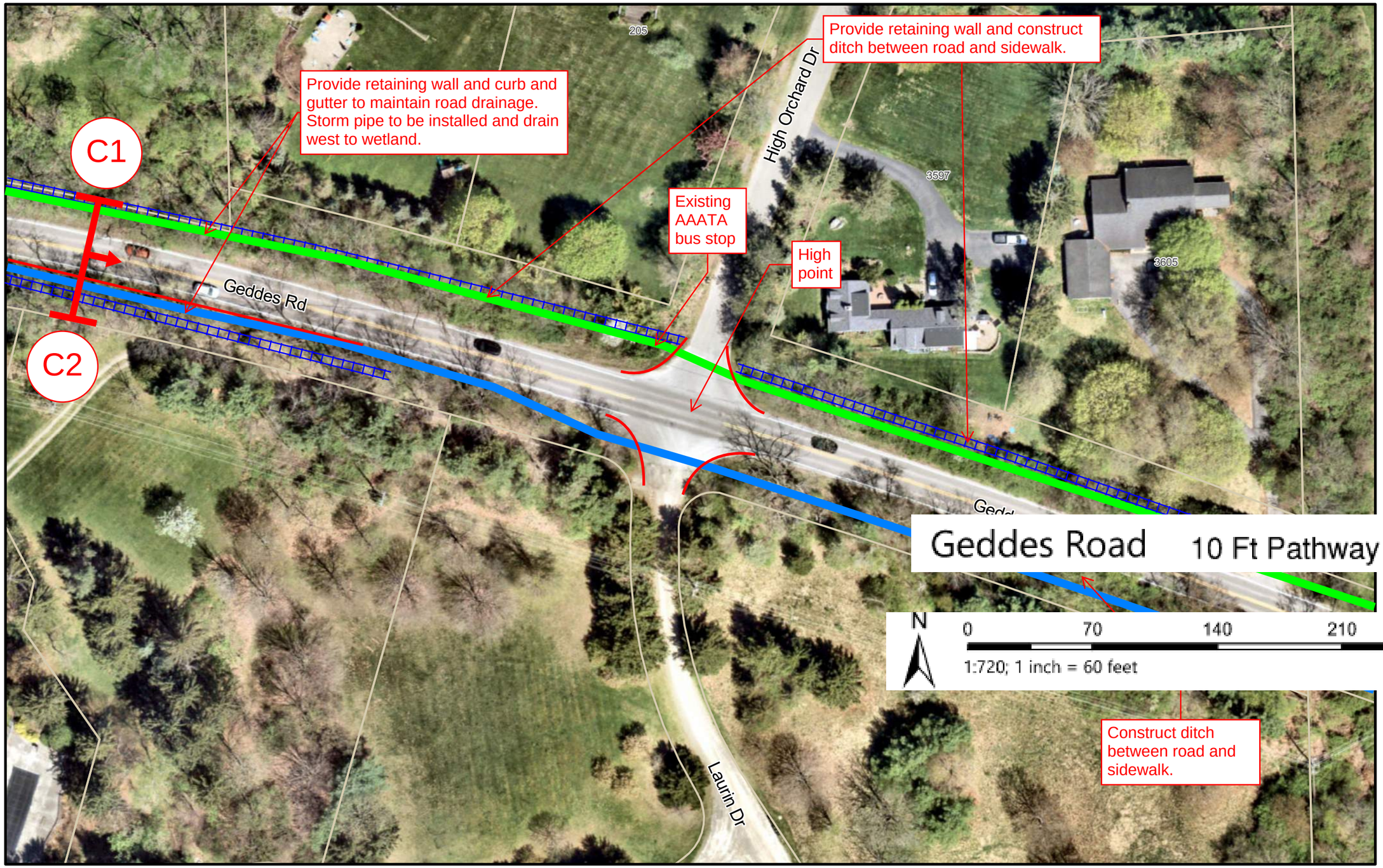
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- Northside
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N

0 70 140 210 280 ft

1:720; 1 inch = 60 feet

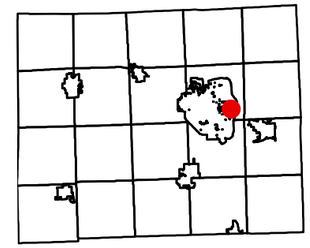
Geddes Road 5 Ft Sidewalk Alternative



N

0 70 140 210 280 ft

1:720; 1 inch = 60 feet



Legend

- Public Land
- Proposed Retaining Wall
- Northside
- Southside
- Preferred Alternative
- 14 ft wide Pedestrian Bridge
- 14 ft wide Proposed Boardwalk
- Proposed Curb

Geddes Road 10 Ft Pathway Alternative

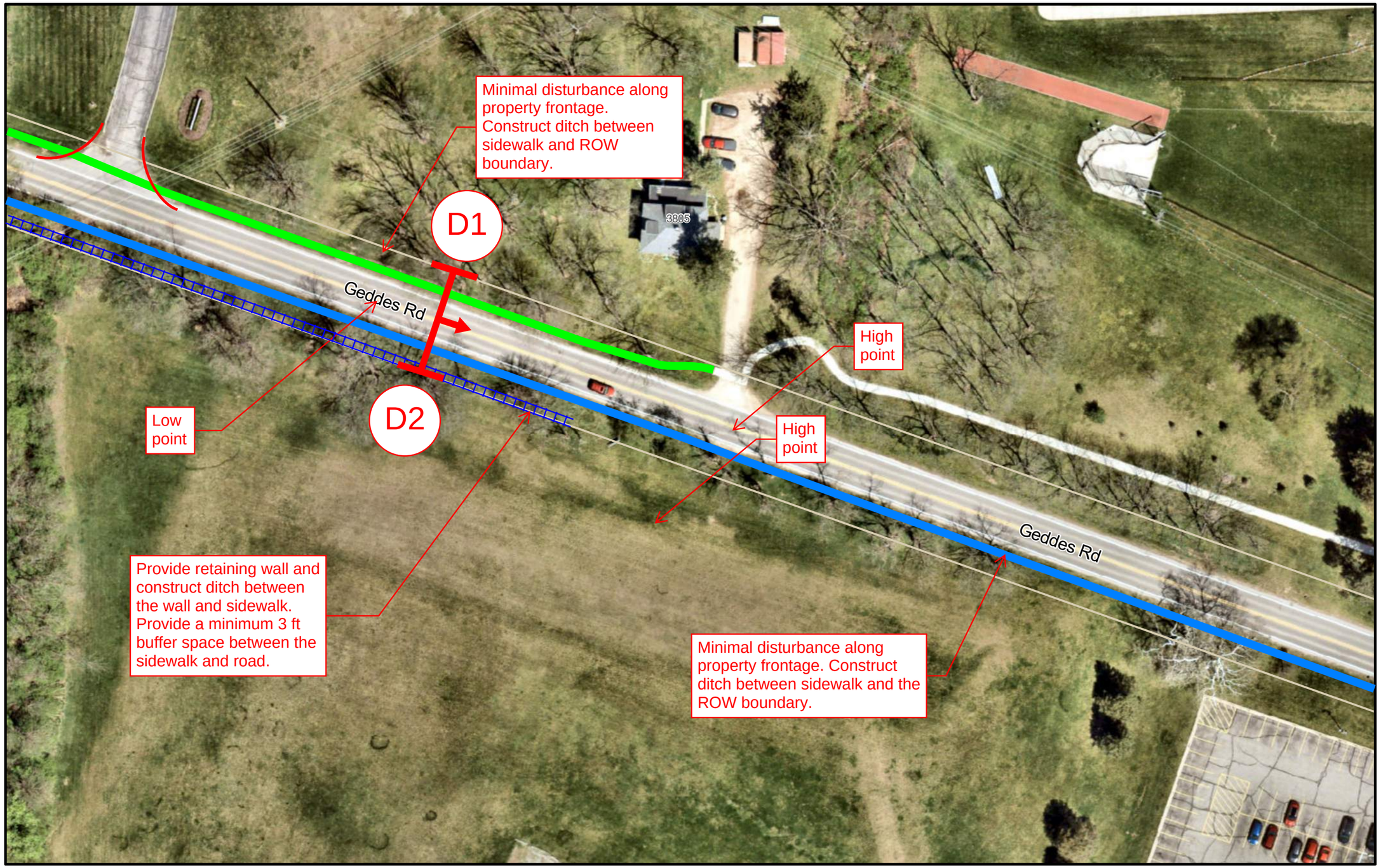
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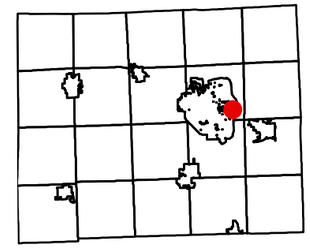
0 70 140 210 280 ft

1:720; 1 inch = 60 feet

Geddes Road

5 Ft Sidewalk Alternative





Legend

- Public Land
- Proposed Retaining Wall
- Northside
- Southside
- Preferred Alternative
- 14 ft wide Pedestrian Bridge
- 14 ft wide Proposed Boardwalk
- Proposed Curb

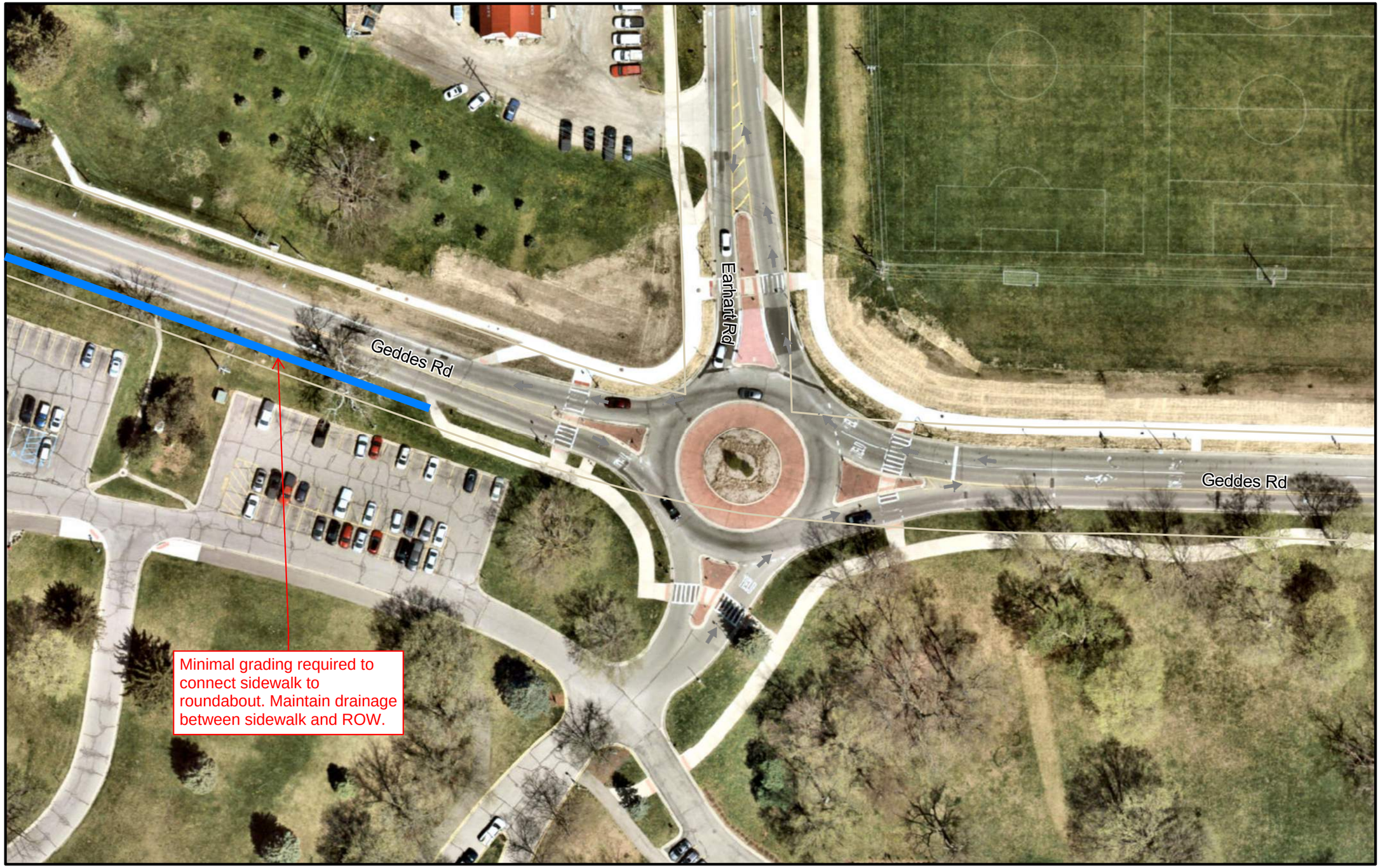
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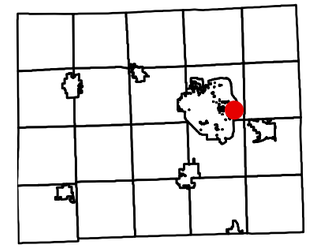
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1:720; 1 inch = 60 feet

Geddes Road

5 Ft Sidewalk Alternative





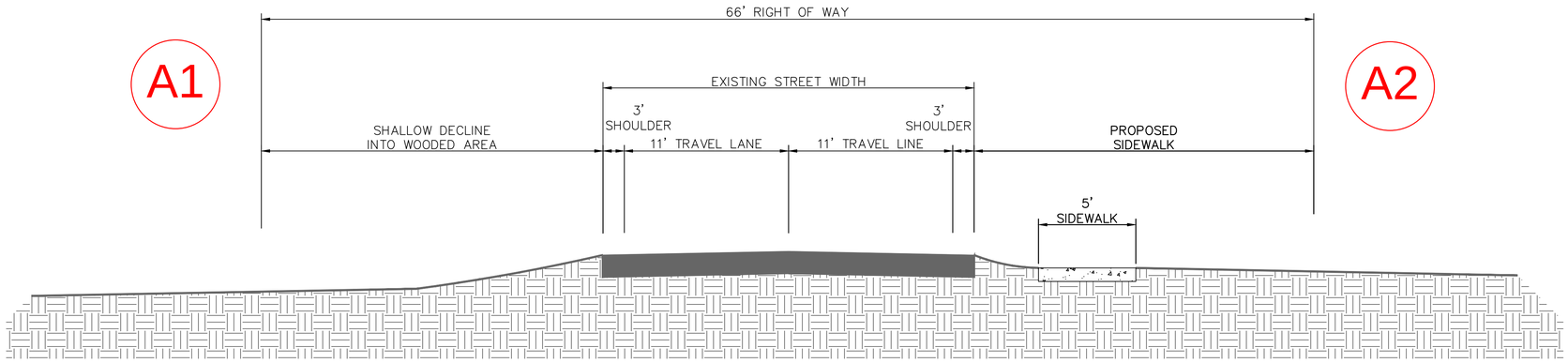
Legend

- Public Land
- Proposed Retaining Wall
- Northside
- Southside
- Preferred Alternative
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- 14 ft wide Proposed Boardwalk
- Proposed Curb

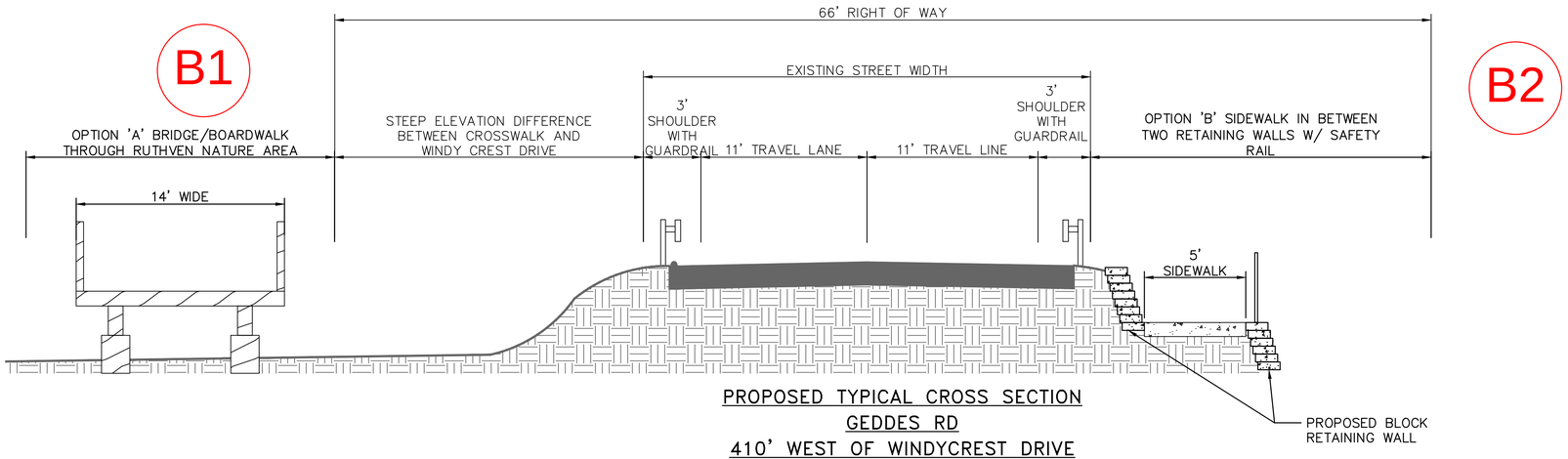
N

0 70 140 210 280 ft

1:720; 1 inch = 60 feet



PROPOSED TYPICAL CROSS SECTION
GEDDES RD
520' EAST OF HURON PARKWAY



PROPOSED TYPICAL CROSS SECTION
GEDDES RD
410' WEST OF WINDYCREST DRIVE

Know what's below. Call before you dig.

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734.794.6410
www.a2gov.org

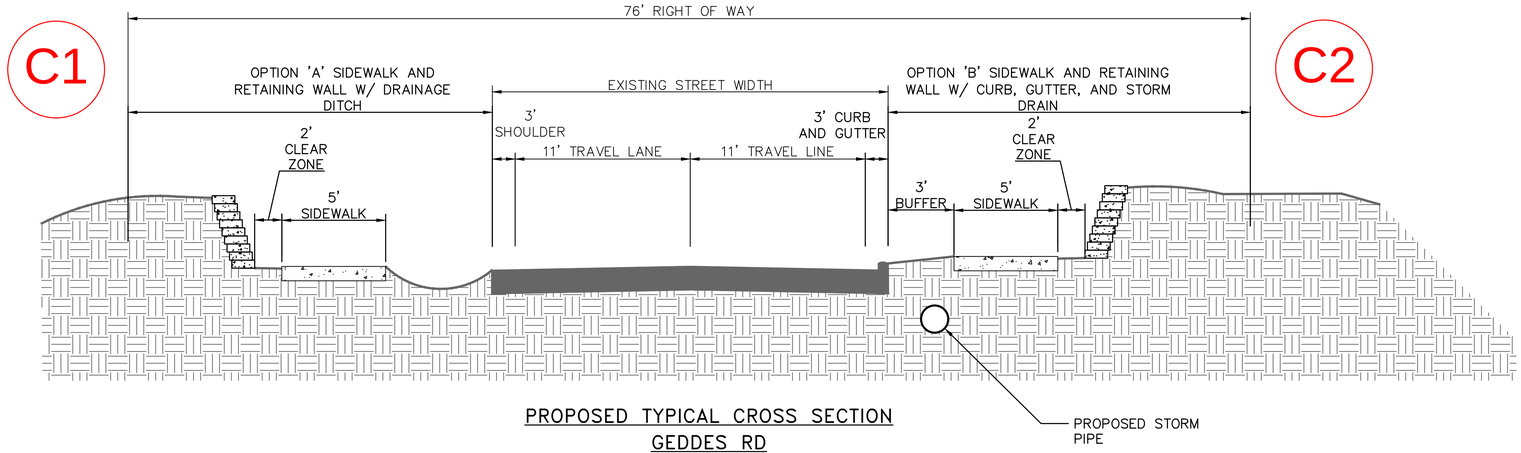
CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING

GEDDES ROAD
TYPICAL CROSS SECTIONS

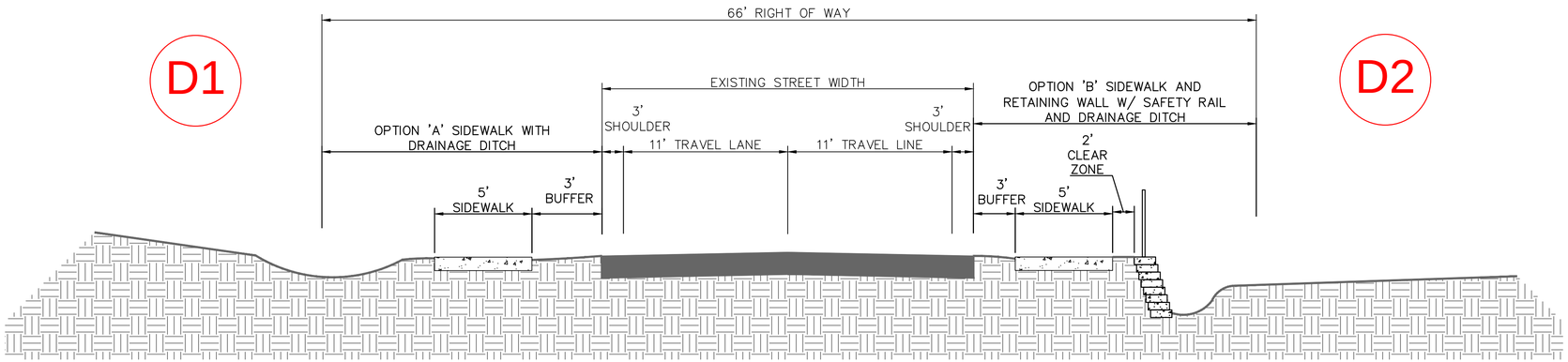
SCALE

DRAWING No.

SHEET No.
1 OF 2



PROPOSED TYPICAL CROSS SECTION
GEDDES RD
340' WEST OF HIGH ORCHARD DRIVE



PROPOSED TYPICAL CROSS SECTION
GEDDES RD
150' EAST OF WIND CRSET DRIVE

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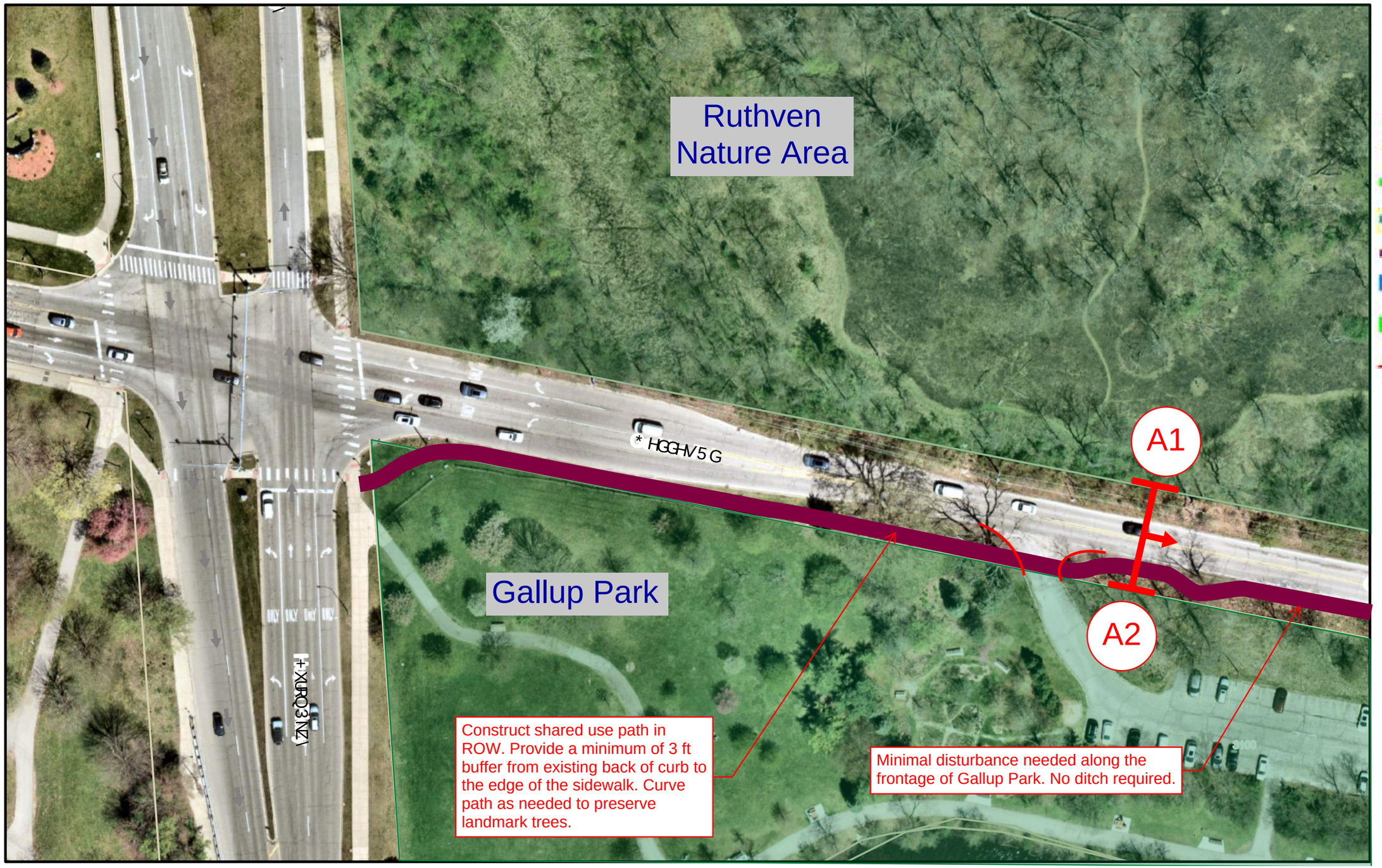
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TYPICAL CROSS SECTIONS

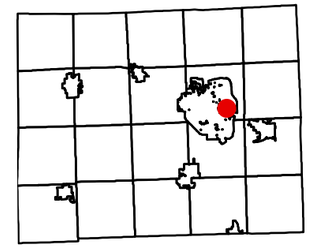
SCALE

DRAWING No.

SHEET No.
2 OF 2

Geddes Road 10 Ft Pathway Alternative





- Public Land
- Proposed Retaining Wall
- Northside
- Southside
- Preferred Alternative
- 14 ft wide Pedestrian Bridge
- 14 ft wide Proposed Boardwalk
- Proposed Curb

N

0 70 140 210 280 ft

1:720; 1 inch = 60 feet

Geddes Road 10 Ft Pathway Alternative

Ruthven Nature Area

Proposed Crosswalk with RRFB crossing. for Option 'A'.

Option A

Low Point

Construct boardwalk outside ROW to reduce costs and minimize environmental impacts.

End boardwalk after exiting floodplain/wetland.

B1

Option B

Gallup Park

Minimal disturbance needed along the frontage of Gallup Park. No ditch required.

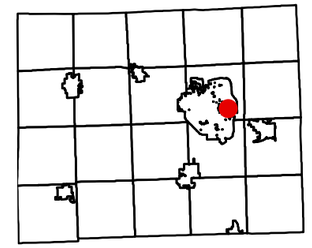
Provide retaining wall to minimize environmental impacts to the Huron River.

Pedestrian bridge

Construct retaining walls on both sides of the path to minimize environmental impacts to the Huron River.

B2

Pedestrian bridge



- Public Land
- Proposed Retaining Wall
- Northside
- Southside
- Preferred Alternative
- 14 ft wide Pedestrian Bridge
- 14 ft wide Proposed Boardwalk
- Proposed Curb

N

0 70 140 210 280 ft

1:720; 1 inch = 60 feet

Geddes Road 10 Ft Pathway Alternative

Provide retaining wall so path can change elevations between preserve and road. Existing DTE power poles may need to be relocated.

Provide retaining wall and curb and gutter to maintain road drainage. Storm pipe to be installed and drain west to outlet

Phase 1

Phase 2

Existing AAATA bus stop

Construct retaining wall and provide ditch between path and road.

Construct two retaining walls on both sides of the path to minimize environmental impacts to the Huron River.

Extend existing drainage culvert

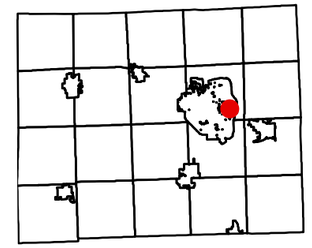
Minimal grading needed. Place ditch between path and road.

Gallup Park

N

0 70 140 210 280 ft

1:720; 1 inch = 60 feet



Public Land

Proposed Retaining Wall

Northside

Southside

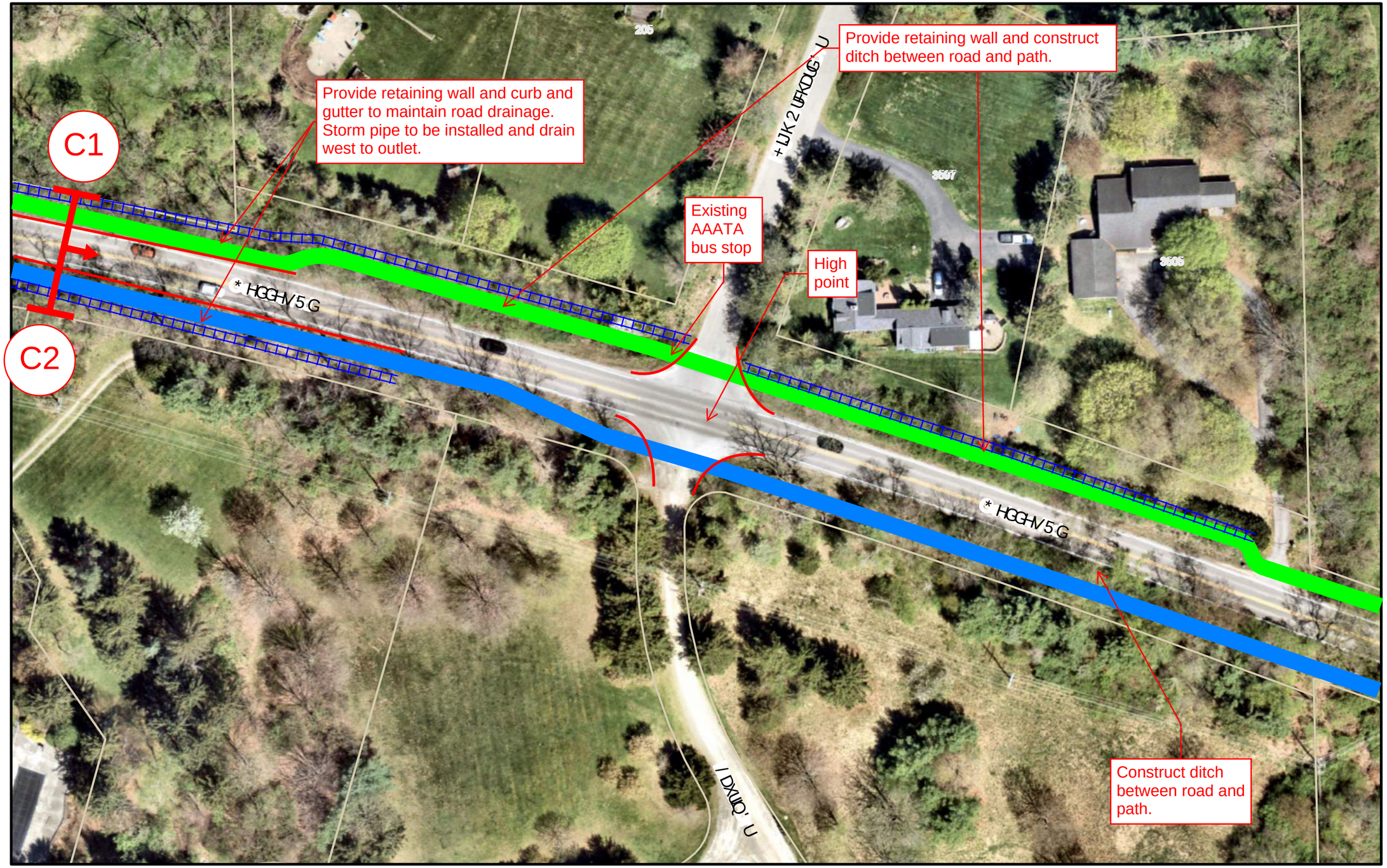
Preferred Alternative

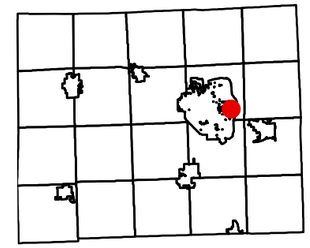
14 ft wide Pedestrian Bridge

14 ft wide Proposed Boardwalk

Proposed Curb

Geddes Road 10 Ft Pathway Alternative





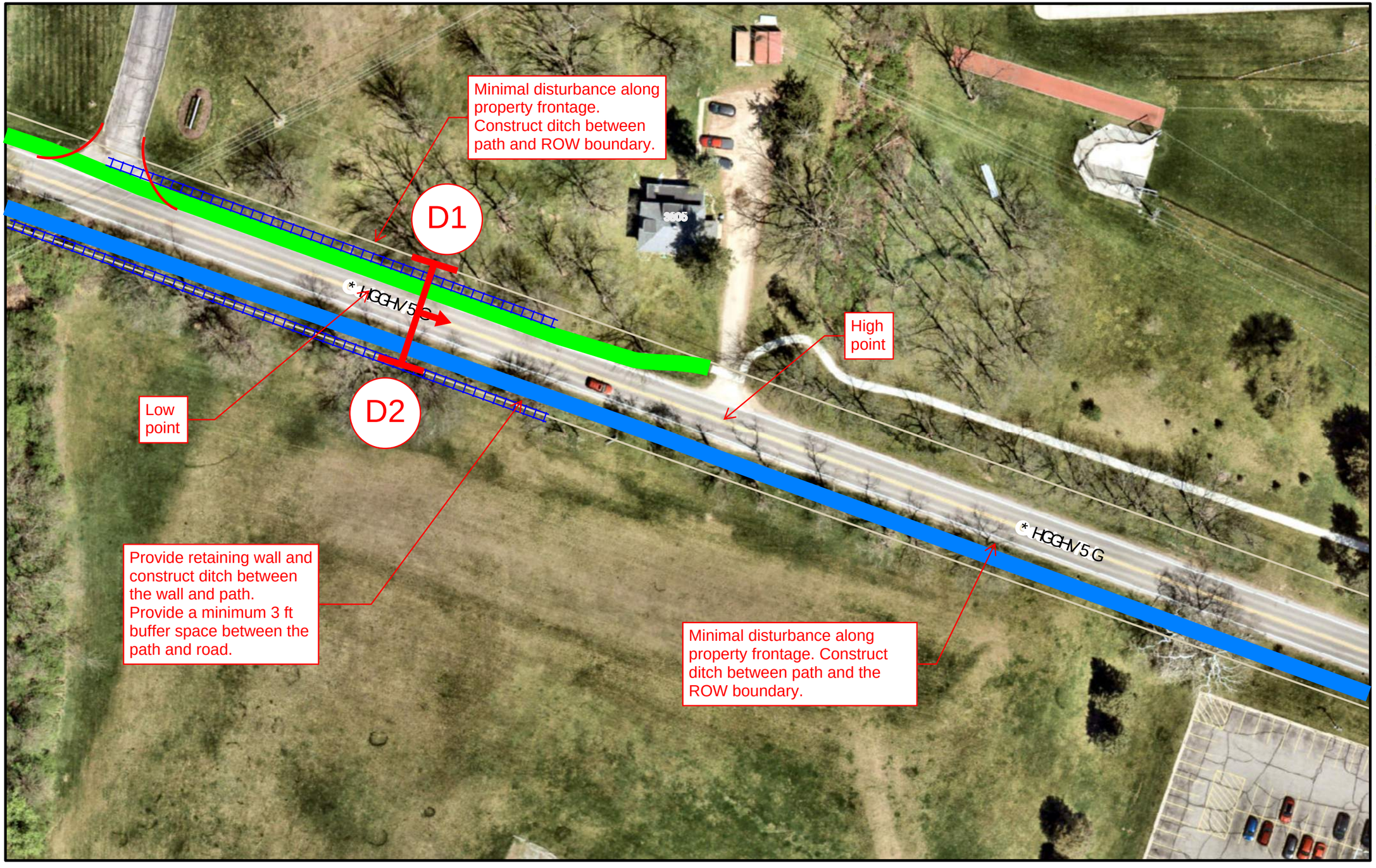
- Public Land
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- Southside
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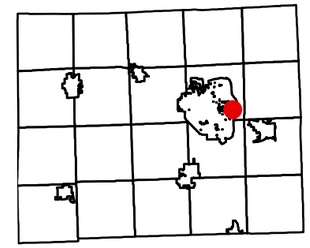
N

0 70 140 210 280 ft

1:720; 1 inch = 60 feet

Geddes Road 10 Ft Pathway Alternative





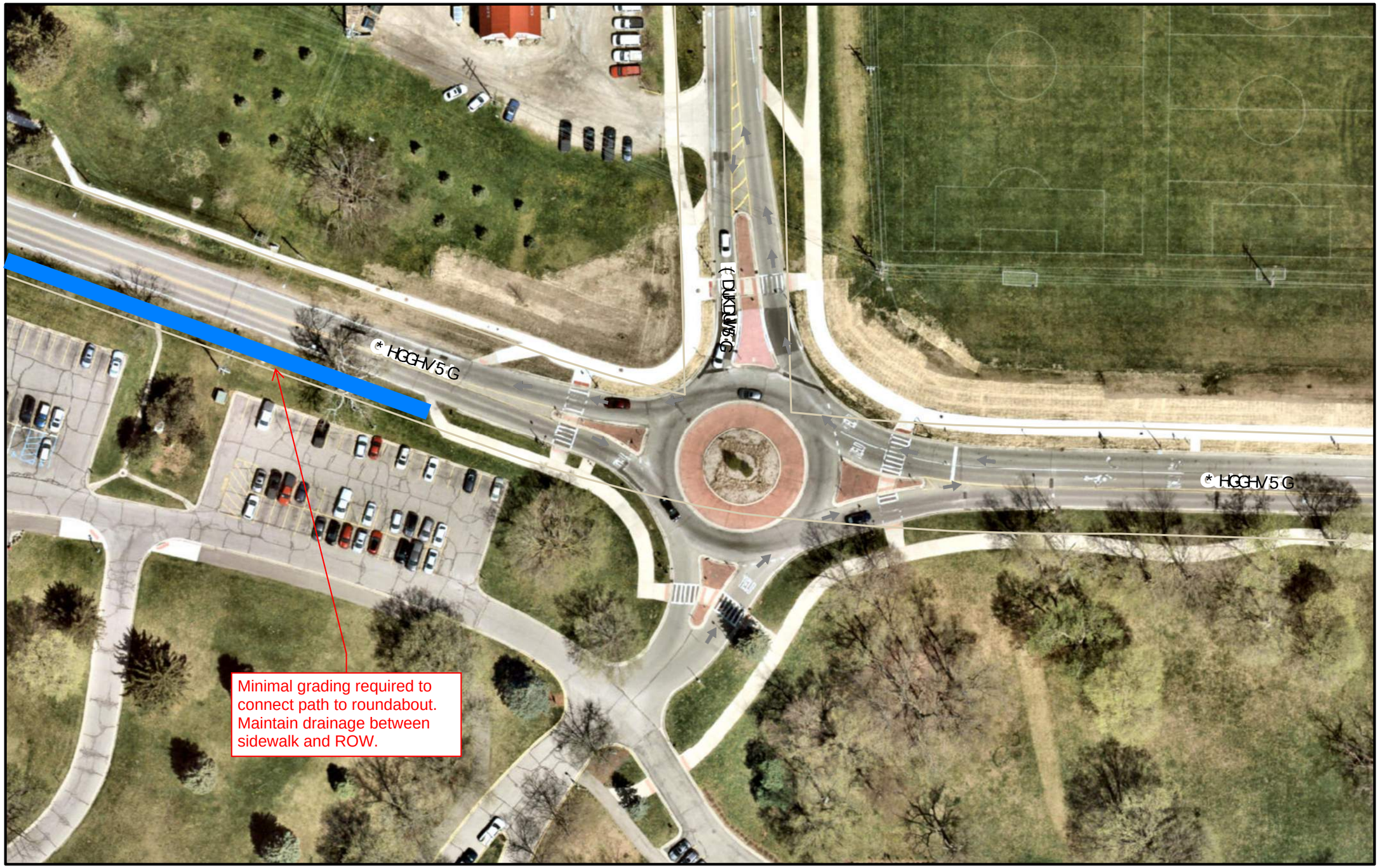
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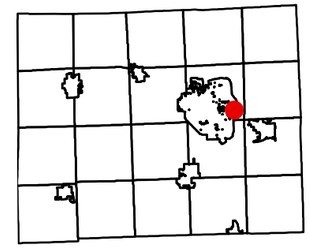
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Geddes Road 10 Ft Pathway Alternative



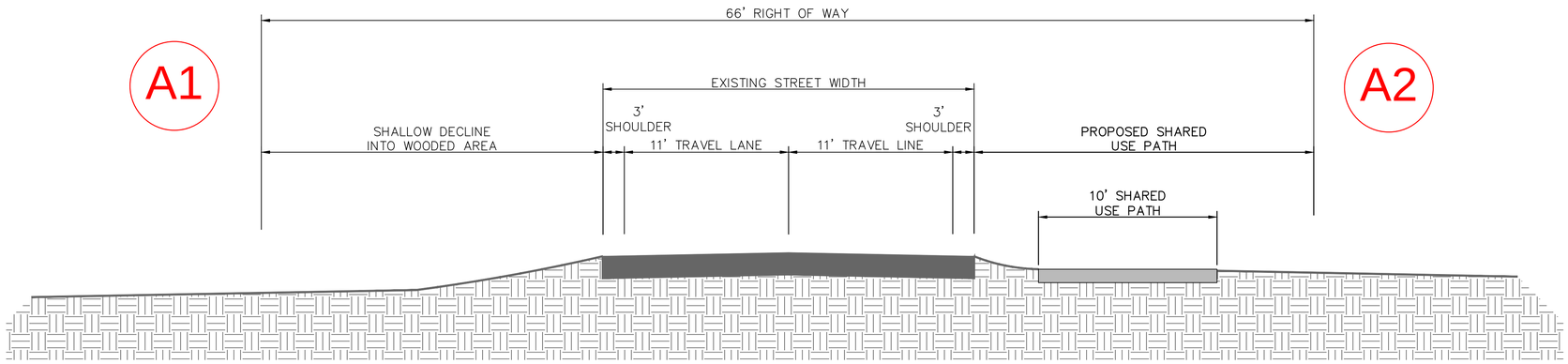


Public Land
Proposed Retaining Wall
Northside
Southside
Preferred Alternative
14 ft wide Pedestrian Bridge
14 ft wide Proposed Boardwalk
Proposed Curb

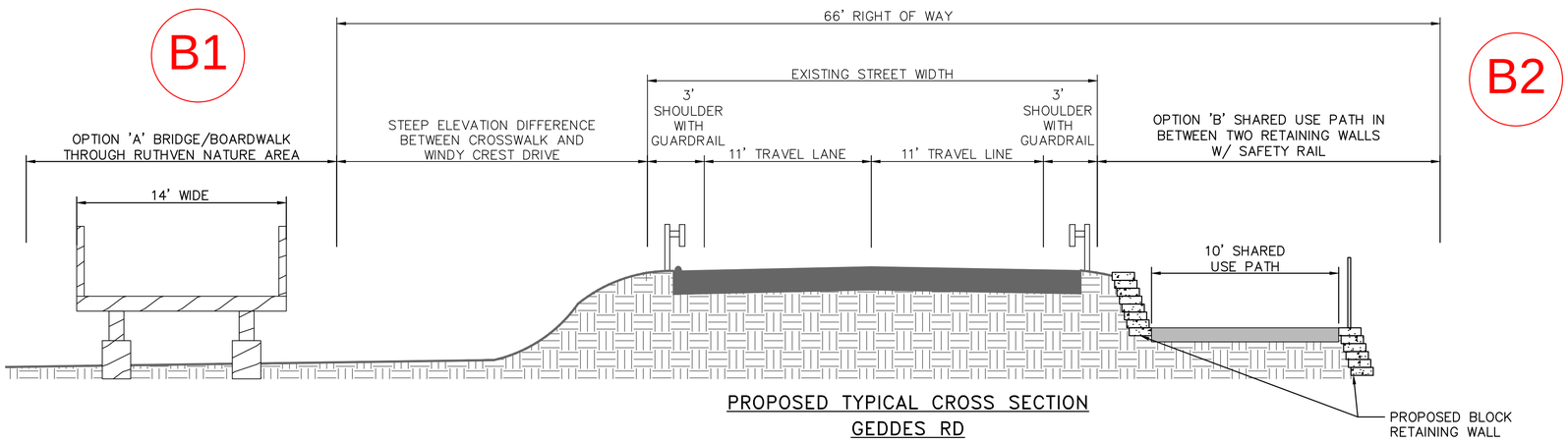
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1:720; 1 inch = 60 feet



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GEDDES RD
520' EAST OF HURON PARKWAY



PROPOSED TYPICAL CROSS SECTION
GEDDES RD
410' WEST OF WINDYCREST DRIVE

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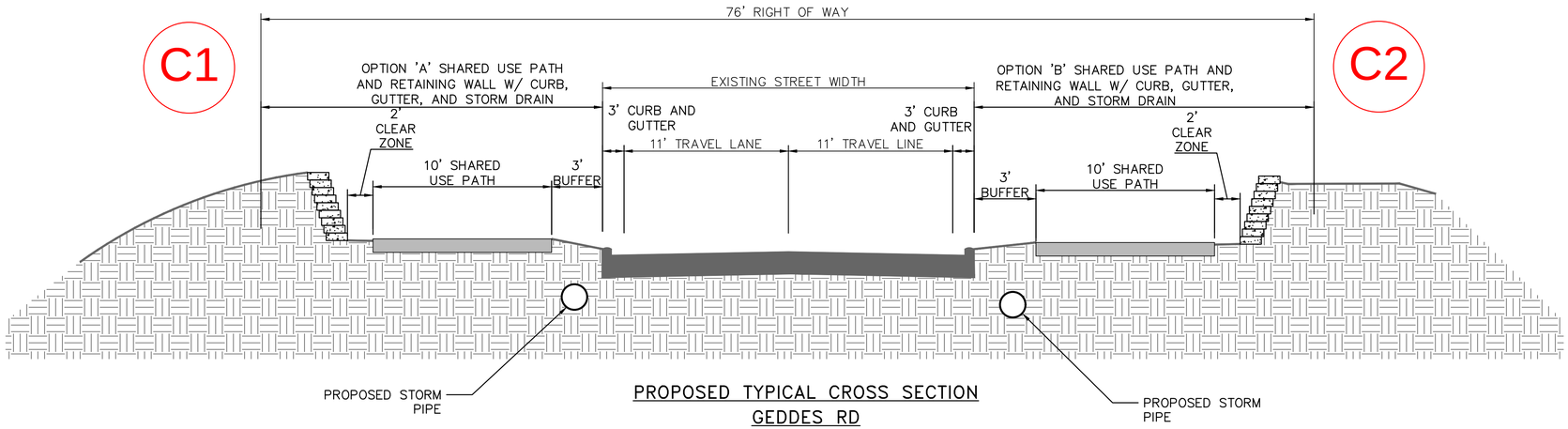
CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING

GEDDES ROAD
TYPICAL CROSS SECTIONS

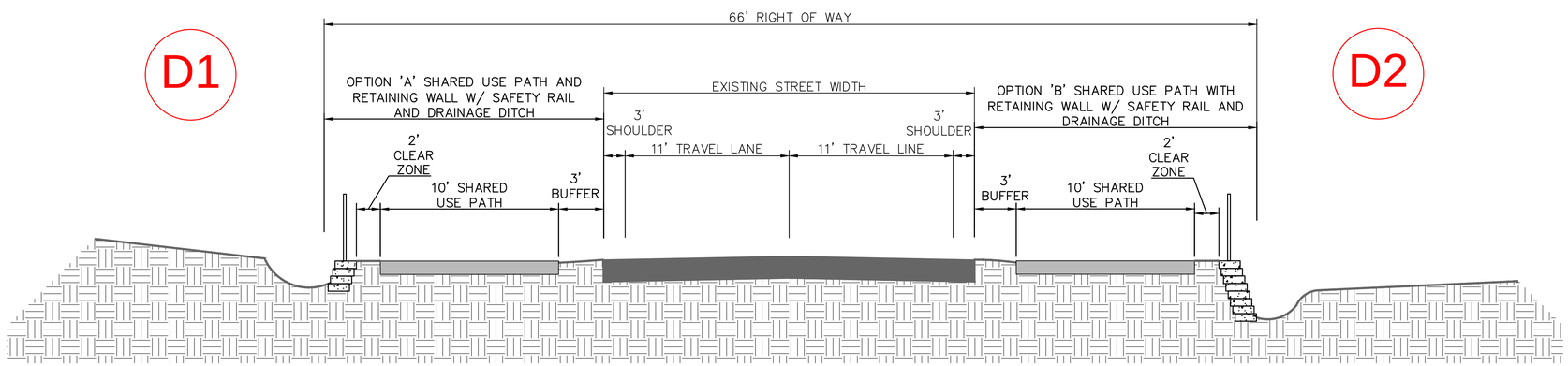
SCALE

DRAWING No.

SHEET No.
1 OF 2



PROPOSED TYPICAL CROSS SECTION
GEDDES RD
340' WEST OF HIGH ORCHARD DRIVE



PROPOSED TYPICAL CROSS SECTION
GEDDES RD
150' EAST OF WIND CRSET DRIVE

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CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING

GEDDES ROAD
TYPICAL CROSS SECTIONS

SCALE

DRAWING No.

SHEET No.
2 OF 2

APPENDIX C.
COST ESTIMATE

Geddes Road Sidewalk Estimate

Huron Parkway to Earhart Road

Pay Item Description	Unit	Estimated Quantity				Unit Price	Total Price - Traditional Sidewalk			
		Phase 1: Segments A&B; North	Phase 1: Segments A&B; South	Phase 2: Segment C; North	Phase 2: Segment C; South		Phase 1: Segments A&B; North	Phase 2: Segment C; North	Phase 1: Segments A&B; South	Phase 2: Segment C; South
General Conditions, Max $	LS		1	1	1	$ -	$ 100,000	$ 80,000	$ 100,000	$ 80,000
Project Supervision	LS	1	1	1	1	$ -	$ 100,000	$ 80,000	$ 100,000	$ 80,000
Project Clean-Up and Restoration	LS	1	1	1	1	$ -	$ 60,000	$ 40,000	$ 60,000	$ 40,000
Pavt, Cleaning	LS	1	1	1	1	$ -	$ 10,000	$ 8,000	$ 10,000	$ 8,000
Digital Audio Visual Coverage	LS	1	1	1	1	$ -	$ 40,000	$ 20,000	$ 40,000	$ 20,000
Erosion Control Items	LS	1	1	1	1	$ -	$ 30,000	$ 30,000	$ 30,000	$ 30,000
Minor Traffic Control, Max. $	LS	1	1	1	1	$ -	$ 20,000	$ 10,000	$ 20,000	$ 10,000
Traffic Regulator Control	LS	1	1	1	1	$ -	$ 60,000	$ 40,000	$ 60,000	$ 40,000
Signs and Pavement Markings	LS	1	1	1	1	$ -	$ 20,000	$ 10,000	$ 20,000	$ 10,000
Sign, Rem, Salv	LS	1	1	1	1	$ -	$ 1,000	$ 1,000	$ 1,000	$ 1,000
Tree Mitigation	LS	1	1	1	1	$ -	$ 90,000	$ 60,000	$ 90,000	$ 60,000
Environmental Permitting	LS	1	1	1	1	$ -	$ 30,000	$ 30,000	$ 30,000	$ 30,000
Tree Protection Fence	Ft	3100	3100	2100	2100	$ 6	$ 18,600	$ 12,600	$ 18,600	$ 12,600
Tree, Rem, 6 In. - 12 In.	Ea	40	40	30	30	$ 350	$ 14,000	$ 10,500	$ 14,000	$ 10,500
Tree, Rem, 13 In. - 19 In	Ea	25	25	15	15	$ 600	$ 15,000	$ 9,000	$ 15,000	$ 9,000
Tree, Rem, 20 In. - 29 In.	Ea	15	15	10	10	$ 1,000	$ 15,000	$ 10,000	$ 15,000	$ 10,000
Tree, Rem, 30 In. - 39 In.	Ea	5	5	3	3	$ 1,200	$ 6,000	$ 3,600	$ 6,000	$ 3,600
Tree, Rem, 40 In. and larger	Ea	5	5	2	2	$ 2,000	$ 10,000	$ 4,000	$ 10,000	$ 4,000
Stump, Rem	Ea	90	90	60	60	$ 350	$ 31,500	$ 21,000	$ 31,500	$ 21,000
Clearing	Sta	16	16	12	12	$ 600	$ 9,600	$ 7,200	$ 9,600	$ 7,200
HMA, Any Thickness, Rem	Syd	265	115	230	40	$ 22	$ 5,830	$ 5,060	$ 2,530	$ 880
Machine Grading 'Option A'	Sta	17	0	16	0	$ 7,000	$ 119,000	$ 112,000	$ -	$ -
Machine Grading 'Option B'	Sta	0	23	0	23	$ 12,000	$ -	$ -	$ 276,000	$ 276,000
Subgrade Undercutting, Type II	Cyd	270	270	70	70	$ 80	$ 21,600	$ 5,600	$ 21,600	$ 5,600
Exploritory Excavation, Type I	Ea	10	10	10	10	$ 2,500	$ 25,000	$ 25,000	$ 25,000	$ 25,000
12 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	316	0	0	487	$ 175	$ 55,248	$ -	$ -	$ 85,225
18 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	90	82	0	57	$ 250	$ 22,550	$ -	$ 20,500	$ 14,250
24 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	45	70	0	0	$ 300	$ 13,530	$ -	$ 21,000	$ -
12 In., CMP	Ft	280	120	240	40	$ 80	$ 22,400	$ 19,200	$ 9,600	$ 3,200
18 In., CMP	Ft	0	20	0	0	$ 150	$ -	$ -	$ 3,000	$ -
Culv, Rem	Ea	4	2	4	1	$ 300	$ 1,200	$ 1,200	$ 600	$ 300
Storm Manhole, 48 In. Dia. (0-8' deep)	Ea	1	1	0	1	$ 4,375	$ 4,375	$ -	$ 4,375	$ 4,375
Storm Single Inlet, 24 In. Dia., (0-8' deep)	Ea	1	0	0	1	$ 3,200	$ 3,200	$ -	$ -	$ 3,200
Storm Structure Cover	Ea	2	1	0	2	$ 350	$ 700	$ -	$ 350	$ 700
Subbase, CIP	Cyd	135	183	139	203	$ 130	$ 17,550	$ 18,070	$ 23,790	$ 26,390
Aggregate Base, 8 In., 21AA, CIP	Syd	265	115	230	40	$ 17	$ 4,505	$ 3,910	$ 1,955	$ 680
Aggregate Shoulder, Cl II, 23A	Ton	59	121	49	122	$ 80	$ 4,720	$ 3,920	$ 9,680	$ 9,760
HMA Approach	Ton	81	32	63	7	$ 250	$ 20,250	$ 15,750	$ 8,000	$ 1,750
Conc, Curb or Curb & Gutter, All Types	Ft	578	330	180	570	$ 42	$ 24,276	$ 7,560	$ 13,860	$ 23,940
Retaining Wall	Ft	428	1274	958	864	$ 900	$ 385,200	$ 862,200	$ 1,146,600	$ 777,600
Boardwalk	Ft	580	110	0	0	$ 2,750	$ 1,595,000	$ -	$ 302,500	$ -
Guardrail, Rem	Ft	0	699	0	0	$ 5	$ -	$ -	$ 3,495	$ -
Guardrail	Ft	0	699	0	0	$ 38	$ -	$ -	$ 26,562	$ -
Pathway Safety Rail	Ft	0	890	273	357	$ 120	$ -	$ 32,760	$ 106,800	$ 42,840
Conc, Sidewalk, 4 In	Sft	7485	10385	7850	11600	$ 10	$ 74,850	$ 78,500	$ 103,850	$ 116,000
Conc, Sidewalk, Ramp, 6 In	Sft	300	200	200	100	$ 12	$ 3,600	$ 2,400	$ 2,400	$ 1,200
Mailbox	Ea	1	4	3	0	$ 200	$ 200	$ 600	$ 800	$ -
RRFB Assembly	Ea	2	0	0	0	$ 12,000	$ 24,000	$ -	$ -	$ -
						Subtotal	$ 3,129,484	$ 1,680,630	$ 2,815,547	$ 1,905,790
						Contingency (15%)	$ 469,423	$ 252,095	$ 422,332	$ 285,869
						Subtotal with Contingency	$ 3,598,906	$ 1,932,725	$ 3,237,879	$ 2,191,659
						Preliminary Engineering (20%)	$ 719,781	$ 386,545	$ 647,576	$ 438,332
						Construction Engineering and Inspection (20%)	$ 719,781	$ 386,545	$ 647,576	$ 438,332
						Total by Phase	**$ 5,038,468**	**$ 2,705,814**	**$ 4,533,031**	**$ 3,068,322**

Total for North Side (Segments A, B & C)	**$ 7,744,283**
Total for South Side (Segments A, B & C)	**$ 7,601,353**

Geddes Road 10 ft Wide Shared Use Estimate

Huron Parkway to Earhart Road

Pay Item Description	Unit	Estimated Quantity				Unit Price	Total Price - Shared Use Pathway			
		Phase 1: Segments A&B; North	Phase 1: Segments A&B; South	Phase 2: Segment C; North	Phase 2: Segment C; South		Phase 1: Segments A&B; North	Phase 2: Segment C; North	Phase 1: Segments A&B; South	Phase 2: Segment C; South
General Conditions, Max $	LS	1	1	1	1	$ -	$ 100,000	$ 80,000	$ 100,000	$ 80,000
Project Supervision	LS	1	1	1	1	$ -	$ 100,000	$ 80,000	$ 100,000	$ 80,000
Project Clean-Up and Restoration	LS	1	1	1	1	$ -	$ 60,000	$ 40,000	$ 60,000	$ 40,000
Pavt, Cleaning	LS	1	1	1	1	$ -	$ 10,000	$ 8,000	$ 10,000	$ 8,000
Digital Audio Visual Coverage	LS	1	1	1	1	$ -	$ 40,000	$ 20,000	$ 40,000	$ 20,000
Erosion Control Items	LS	1	1	1	1	$ -	$ 30,000	$ 30,000	$ 30,000	$ 30,000
Minor Traffic Control, Max. $	LS	1	1	1	1	$ -	$ 20,000	$ 10,000	$ 20,000	$ 10,000
Traffic Regulator Control	LS	1	1	1	1	$ -	$ 60,000	$ 40,000	$ 60,000	$ 40,000
Signs and Pavement Markings	LS	1	1	1	1	$ -	$ 20,000	$ 10,000	$ 20,000	$ 10,000
Sign, Rem, Salv	LS	1	1	1	1	$ -	$ 1,000	$ 1,000	$ 1,000	$ 1,000
Tree Mitigation	LS	1	1	1	1	$ -	$ 160,000	$ 65,000	$ 160,000	$ 65,000
Environmental Permitting	LS	1	1	1	1	$ -	$ 30,000	$ 30,000	$ 30,000	$ 30,000
Tree Protection Fence	Ft	3800	3800	2600	2600	$ 6	$ 22,800	$ 15,600	$ 22,800	$ 15,600
Tree, Rem, 6 In. - 12 In.	Ea	55	55	30	30	$ 350	$ 19,250	$ 10,500	$ 19,250	$ 10,500
Tree, Rem, 13 In. - 19 In	Ea	40	40	20	20	$ 600	$ 24,000	$ 12,000	$ 24,000	$ 12,000
Tree, Rem, 20 In. - 29 In.	Ea	30	30	10	10	$ 1,000	$ 30,000	$ 10,000	$ 30,000	$ 10,000
Tree, Rem, 30 In. - 39 In.	Ea	20	20	3	3	$ 1,200	$ 24,000	$ 3,600	$ 24,000	$ 3,600
Tree, Rem, 40 In. and larger	Ea	15	15	2	2	$ 2,000	$ 30,000	$ 4,000	$ 30,000	$ 4,000
Stump, Rem	Ea	160	160	65	65	$ 350	$ 56,000	$ 22,750	$ 56,000	$ 22,750
Clearing	Sta	16	16	12	12	$ 800	$ 12,800	$ 9,600	$ 12,800	$ 9,600
HMA, Any Thickness, Rem	Syd	265	115	230	40	$ 22	$ 5,830	$ 5,060	$ 2,530	$ 880
Machine Grading 'Option A'	Sta	17	0	16	0	$ 10,000	$ 170,000	$ 160,000	$ -	$ -
Machine Grading 'Option B'	Sta	0	23	0	23	$ 15,000	$ -	$ -	$ 345,000	$ 345,000
Subgrade Undercutting, Type II	Cyd	270	270	70	70	$ 80	$ 21,600	$ 5,600	$ 21,600	$ 5,600
Exploritory Excavation, Type I	Ea	10	10	10	10	$ 2,500	$ 25,000	$ 25,000	$ 25,000	$ 25,000
12 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	171	0	483	487	$ 175	$ 29,925	$ 84,525	$ -	$ 85,225
18 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	187	82	0	57	$ 250	$ 46,750	$ -	$ 20,500	$ 14,250
24 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	93	70	0	0	$ 300	$ 27,900	$ -	$ 21,000	$ -
12 In., CMP	Ft	280	120	240	40	$ 80	$ 22,400	$ 19,200	$ 9,600	$ 3,200
18 In., CMP	Ft	0	20	0	0	$ 150	$ -	$ -	$ 3,000	$ -
Culv, Rem	Ea	4	2	4	1	$ 300	$ 1,200	$ 1,200	$ 600	$ 300
Storm Manhole, 48 In. Dia. (0-8' deep)	Ea	2	1	1	1	$ 4,375	$ 8,750	$ 4,375	$ 4,375	$ 4,375
Storm Single Inlet, 24 In. Dia., (0-8' deep)	Ea	0	0	1	1	$ 3,200	$ -	$ 3,200	$ -	$ 3,200
Storm Structure Cover	Ea	2	1	2	2	$ 350	$ 700	$ 700	$ 350	$ 700
Aggregate Base, 8 In., 21AA, CIP	Syd	265	115	230	40	$ 17	$ 4,505	$ 3,910	$ 1,955	$ 680
Aggregate Shoulder, Cl II, 23A	Ton	59	121	78	122	$ 80	$ 4,720	$ 6,240	$ 9,680	$ 9,760
HMA Approach	Ton	81	32	63	7	$ 250	$ 20,250	$ 15,750	$ 8,000	$ 1,750
Conc, Curb or Curb & Gutter, All Types	Ft	668	330	545	570	$ 42	$ 28,056	$ 22,890	$ 13,860	$ 23,940
Retaining Wall	Ft	428	1274	1231	864	$ 1,100	$ 470,800	$ 1,354,100	$ 1,401,400	$ 950,400
Boardwalk	Ft	580	110	0	0	$ 2,750	$ 1,595,000	$ -	$ 302,500	$ -
Guardrail, Rem	Ft	0	699	0	0	$ 5	$ -	$ -	$ 3,495	$ -
Guardrail	Ft	0	699	0	0	$ 38	$ -	$ -	$ 26,562	$ -
Pathway Safety Rail	Ft	0	890	273	357	$ 120	$ -	$ 32,760	$ 106,800	$ 42,840
Share Use Path, Aggregate	Ton	623	847	644	936	$ 50	$ 31,140	$ 32,200	$ 42,340	$ 46,800
Shared use Path, HMA	Ton	381	517	394	572	$ 200	$ 76,120	$ 78,711	$ 103,498	$ 114,400
Conc, Sidewalk, Ramp, 6 In	Sft	600	400	400	200	$ 12	$ 7,200	$ 4,800	$ 4,800	$ 2,400
Mailbox	Ea	1	4	3	0	$ 200	$ 200	$ 600	$ 800	$ -
RRFB Assembly	Ea	2	0	0	0	$ 12,000	$ 24,000	$ -	$ -	$ -
						Subtotal	$ 3,471,896	$ 2,362,871	$ 3,329,095	$ 2,182,750
						Contingency (15%)	$ 520,784	$ 354,431	$ 499,364	$ 327,413
						Subtotal with Contingency	$ 3,992,680	$ 2,717,302	$ 3,828,459	$ 2,510,163
						Preliminary Engineering (20%)	$ 798,536	$ 543,460	$ 765,692	$ 502,033
						Construction Engineering and Inspection (20%)	$ 798,536	$ 543,460	$ 765,692	$ 502,033
						Temporary Grading Permits and Permanent Easements	$ 80,000	$ 20,000	$ 80,000	$ 20,000
						Total	**$ 5,669,753**	**$ 3,804,222**	**$ 5,439,843**	**$ 3,514,228**

Total for North Side (Segments A, B & C)	**$ 9,473,975**
Total for South Side (Segments A, B & C)	**$ 8,954,070**

APPENDIX D.
SITE PHOTOGRAPHS



Geddes Road east of Huron Parkway (Gallup Park frontage) looking east along the south side of the road.



Geddes Road east of Huron Parkway (western Gallup Park entrance) looking east along the south side of the road.



Geddes Road east of Huron Parkway (eastern Gallup Park entrance) looking west along the south side of the road.



Geddes Road at Ruthven Nature Area looking west along the north side of the road.



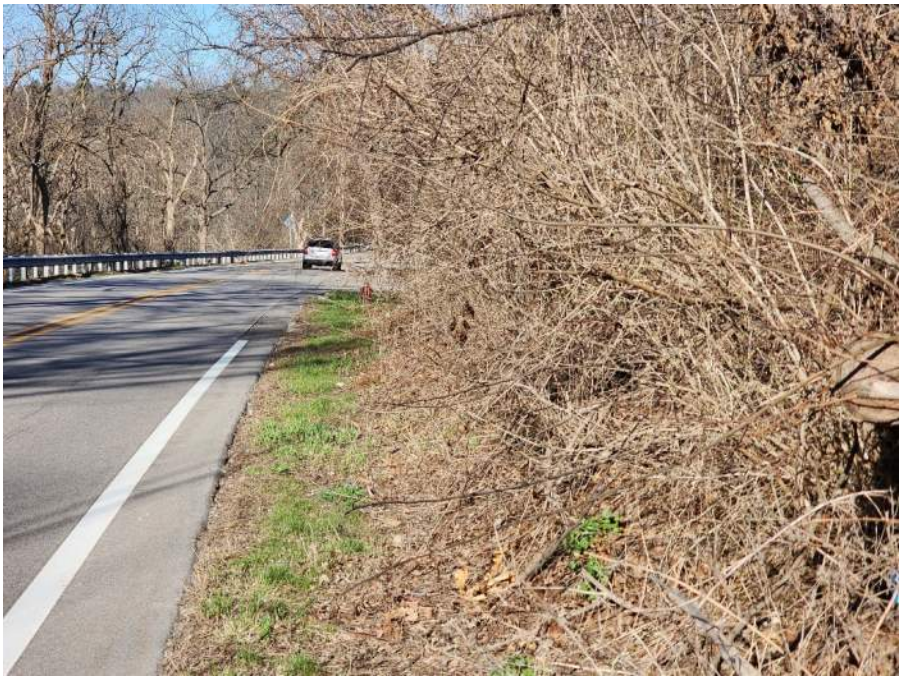
Geddes Road east of Gallup Park looking west along the south side of the road.



Geddes Road east of Gallup Park at tributary crossing. Image is looking east along the south side of the road.



Geddes Road west of Windycrest looking east on the south side of the road.



Geddes Road east of Windycrest looking west on the north side of the road.



Geddes Road west of Windycrest Drive looking west along the south side of the road.



Geddes Road east of Windycrest Drive looking east along the south side of the road.



Geddes Road just west of Sumac Lane looking east along the south side of the road.



Geddes Road at Sumac Lane looking east along the north side of the road.



Geddes Road at Sumac Lane looking west along the north side of the road.



Geddes Road west of High Orchard Drive looking east along the north side of the road.



Geddes Road west of High Orchard Drive looking west on the north side of the road.



Geddes Road just west of High Orchard Drive looking west on the south side of the road.



Geddes Road at Laurin Drive looking west along the south side of the road.



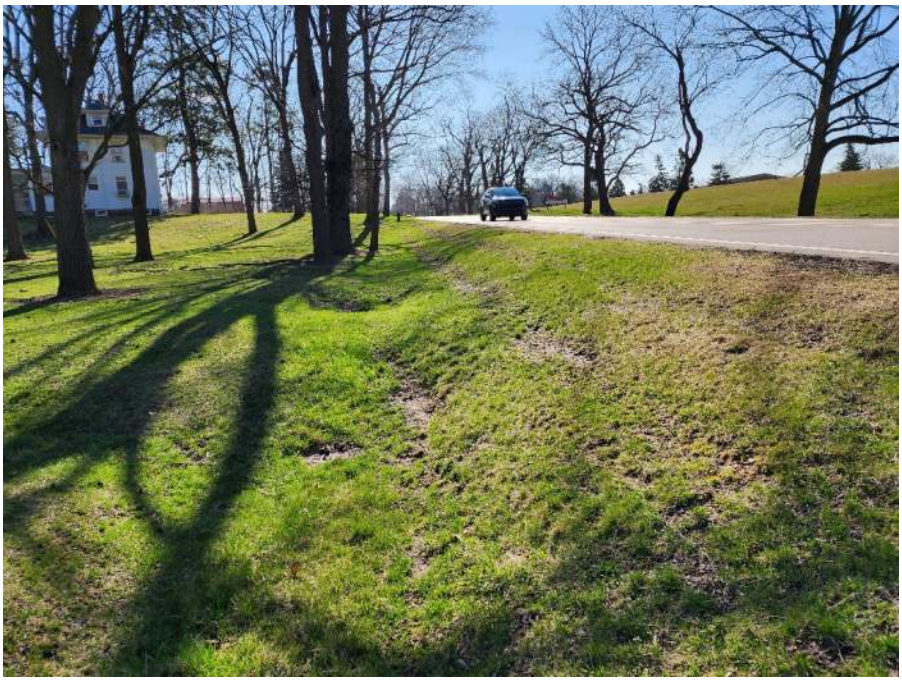
Geddes Road at High Orchard Drive looking east along the north side of the road.



605 Geddes Road looking west along the north side of the road.



Geddes Road east of the Luthern Ministry drive approach looking west along the north side of the road.

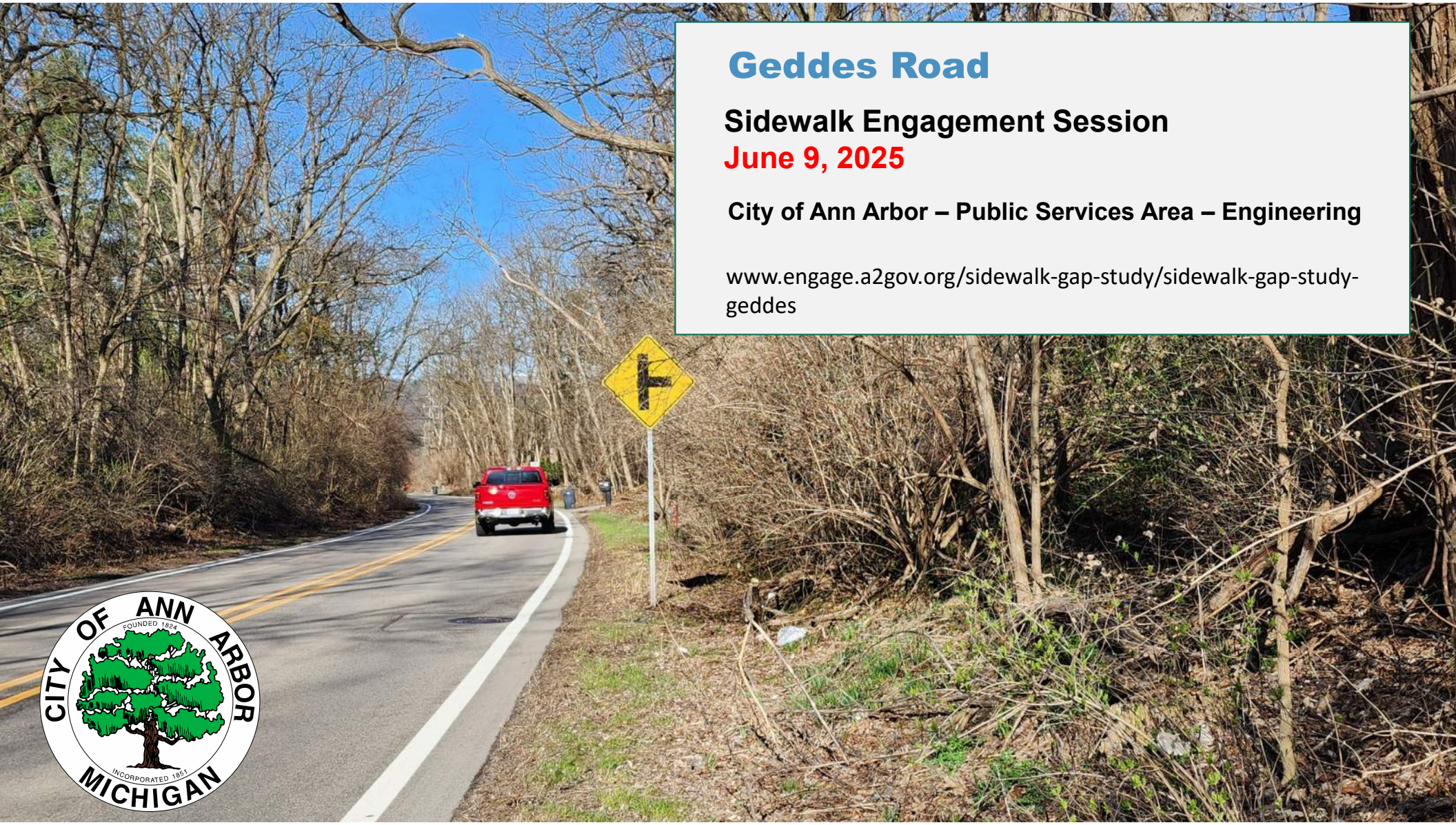


Geddes Road east of the Luthern Ministry drive approach looking east along the north side of the road.



Geddes Road east of the Luthern Ministry drive approach looking west along the south side of the road (former Concordia University property).

APPENDIX E.
PRESENTATIONS



Geddes Road

Sidewalk Engagement Session

June 9, 2025

City of Ann Arbor – Public Services Area – Engineering

www.engage.a2gov.org/sidewalk-gap-study/sidewalk-gap-study-geddes

Public Engagement

- **The project team will conduct public engagement through online and in-person means to:**
  - Learn stakeholder concerns and values
  - Discuss findings after engineering investigation

City of Ann Arbor - Project Staff

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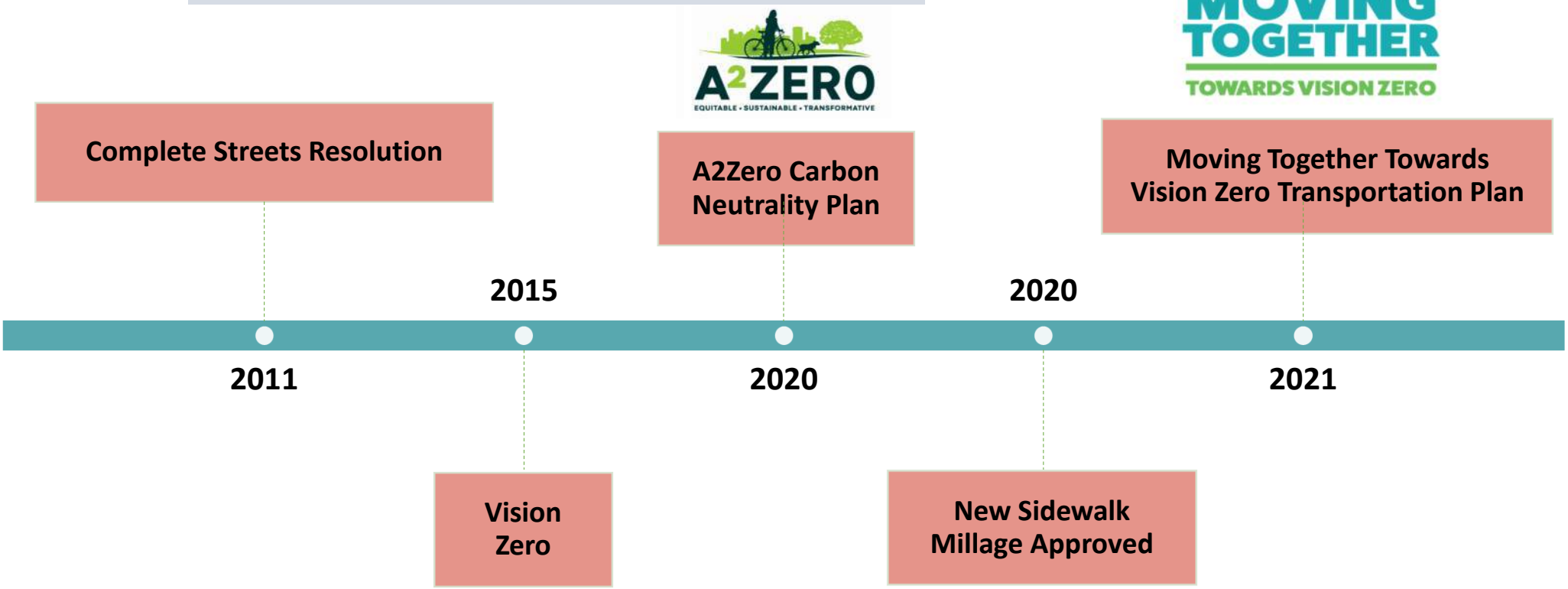


Purpose of Engagement

- ✓ Need for Non-motorized Accessibility
- ✓ Receive Feedback on Values and Concerns
- ✓ Develop a Realistic Cost Estimate

Project Purpose and Need

Transportation Policy Milestones:

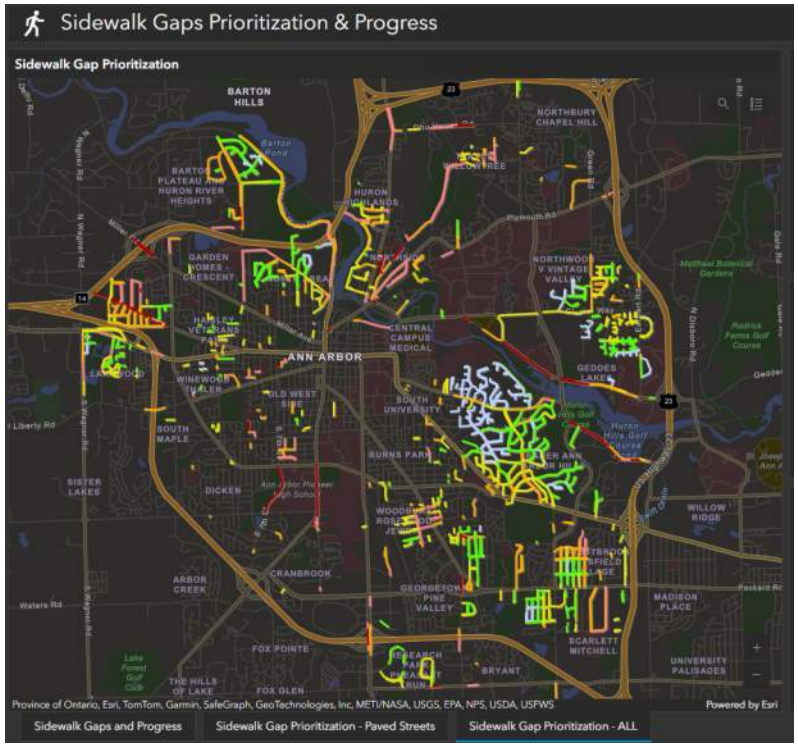


Ann Arbor's Mobility Goals & Values

- ✓Safety
- ✓Accessibility for All
- ✓Mobility

A2ZERO
EQUITABLE • SUSTAINABLE • TRANSFORMATIVE

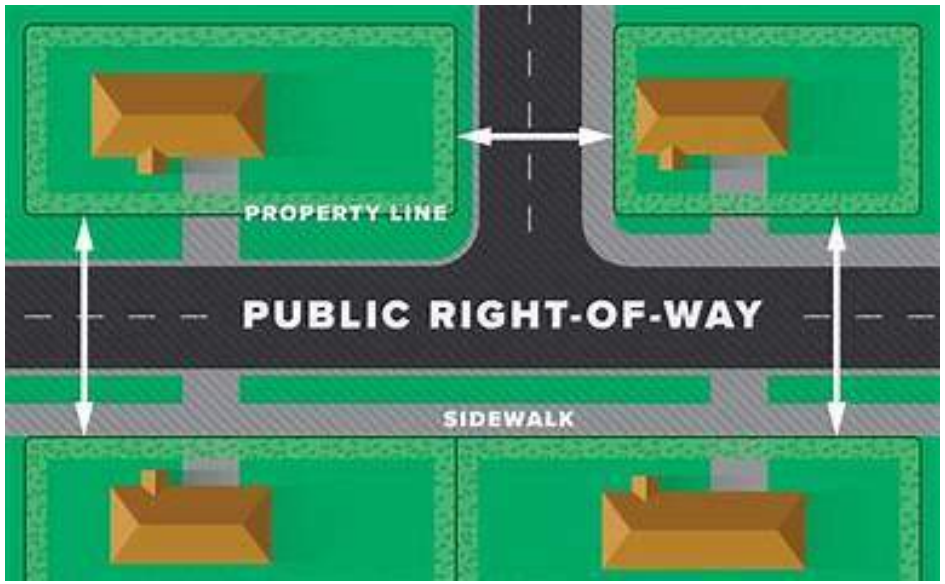
Sidewalk Gap Prioritization and Progress



- 442 miles of existing sidewalk
- 140 miles of “sidewalk gaps”
- 2022 Petition
- An online dashboard is available with information on sidewalk gaps:

  a2gov.org/newsidewalks

Existing Right-of-Way/Easements



What is a road **Right-of-Way (R.O.W.)**?

- Property owned by the city, includes the road and strip of property behind it.

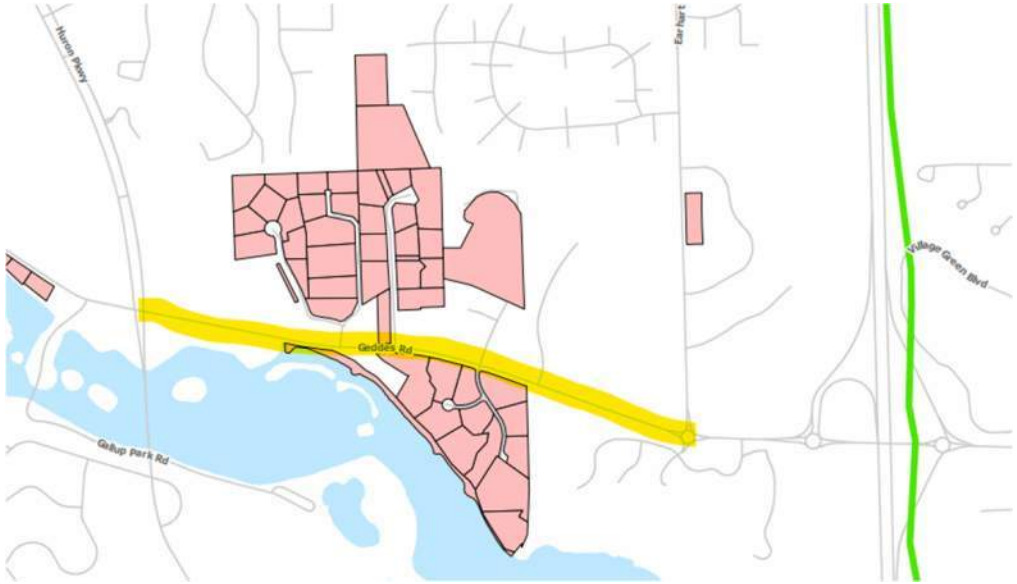
What is a **Temporary Grading Easement**?

- Portion of property the city and its contractor can enter during a specified time period in order to make changes to allow for a sidewalk to blend into the existing ground.

What is a **Permanent Easement**?

- An agreement between the city and property owner that grants the city legal rights to use a specified area of the land for sidewalks.

Township Islands



- The special assessment for sidewalks is issued when sidewalk is constructed adjacent to a non-taxable property.
- The assessment will not be collected until such a time when the property annexes to the City.

Project Challenges

Project Challenges

Environment

- Huron River
- Trees

Grade Changes (Topography)

Impacts to Property

Project Costs

Potential Design Options

Design Toolbox



Curb and Gutter



Shoulder with Ditch



Shared Use Path



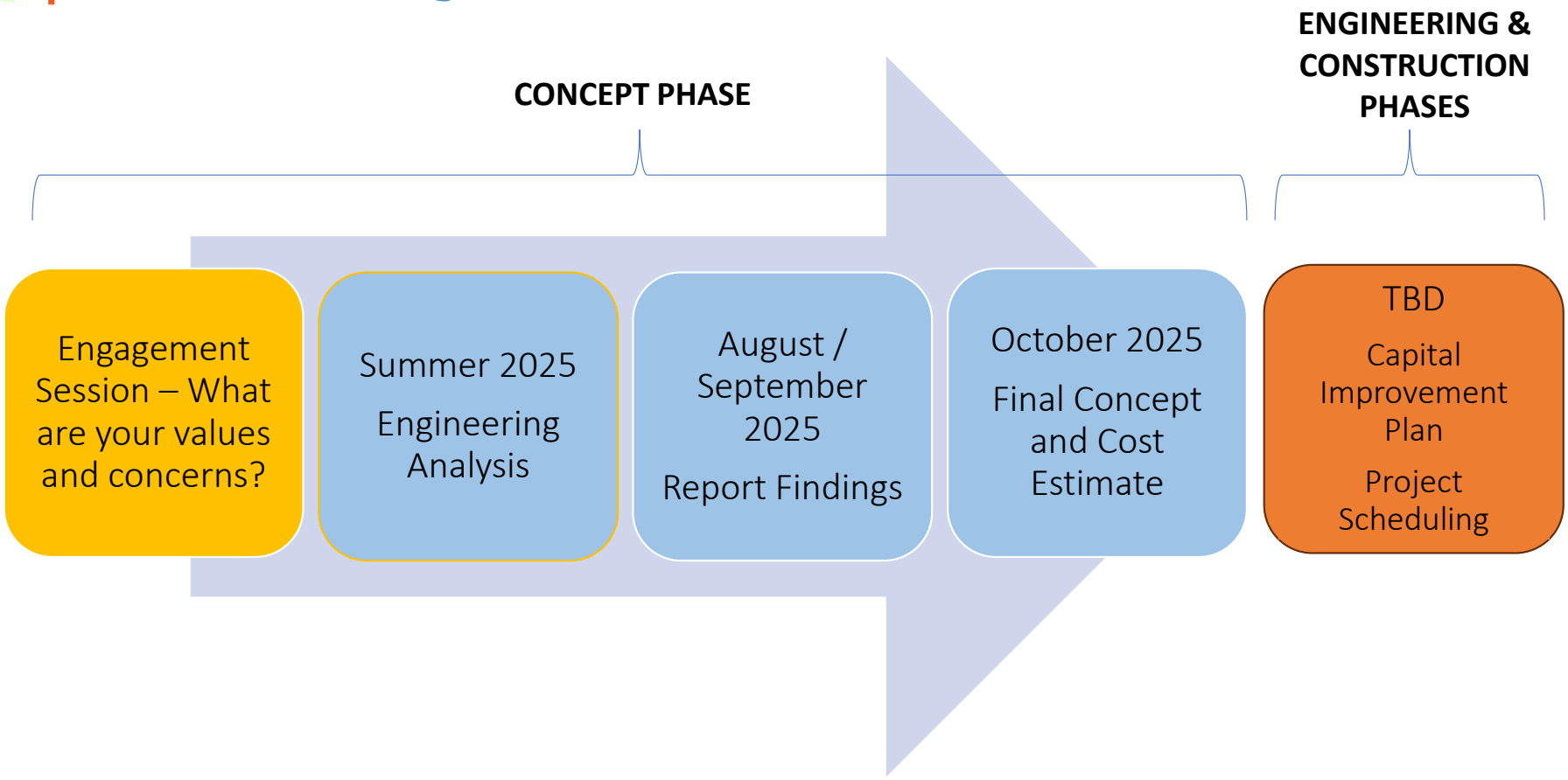
Retaining Wall



Pedestrian Bridge

Next Steps...

Project Timeline



Thank You!

City of Ann Arbor – Public Services Area – Engineering

www.engage.a2gov.org/sidewalk-gap-study



Geddes Road

Sidewalk Engagement Session

September 8, 2025

City of Ann Arbor – Public Services Area – Engineering

www.engage.a2gov.org/sidewalk-gap-study/sidewalk-gap-study-geddes

City of Ann Arbor - Project Staff

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Recap of Last Engagement Session



What was the purpose of the previous engagement session?

- ✓ Last session held on June 9, 2025
- ✓ Highlighted the need for non-motorized accessibility.
- ✓ Desired feedback on values and concerns.
- ✓ Develop a realistic cost estimate for planning purposes.

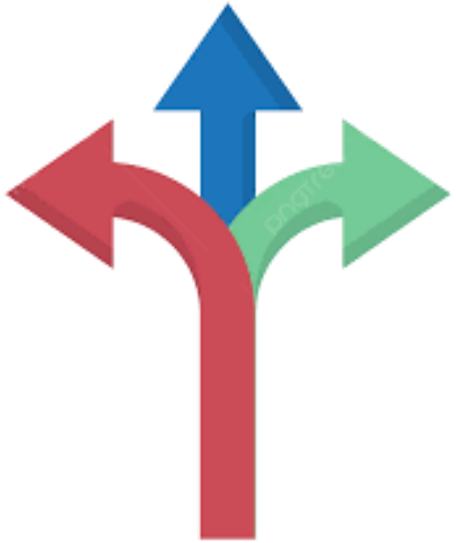
Feedback Received

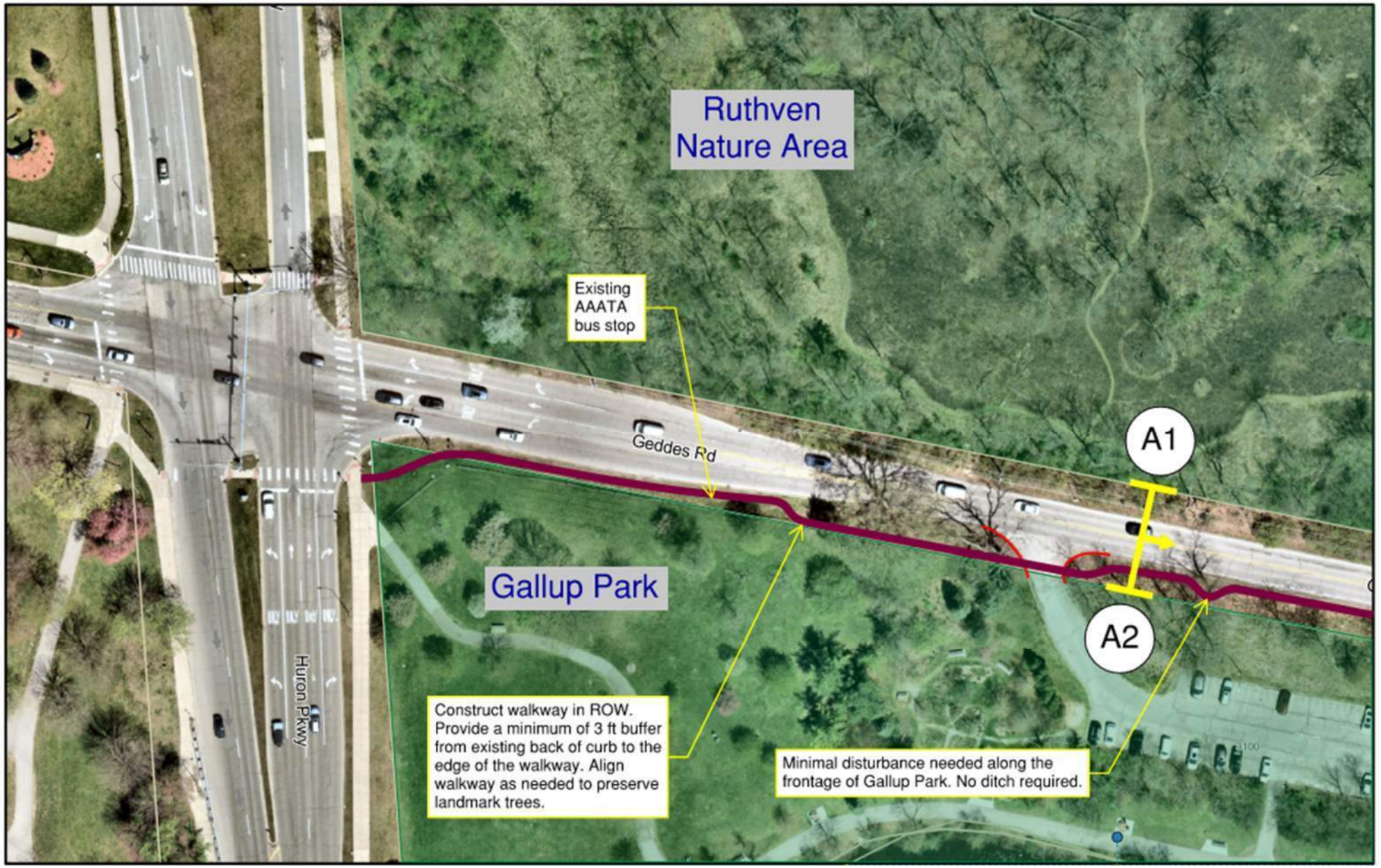


What You Told Us

What We Heard	What We Reviewed
Majority of attendees were in favor of a project. But the preference as to what side was split.	Both sides of the road were reviewed as Option ‘A’ & ‘B’.
Many voiced concerns of a walkway too close to the road.	Buffer space will be provided as part of a design.
Need for illumination at crosswalks.	Lighting will be provided for crosswalks.
Drainage concerns were expressed.	Preliminary drainage was reviewed.
Need for improved sight distance at intersections.	Sight distance will be improved at intersections where walkway crosses road approach.
Privacy / proximity of walkway to homes.	Located alignment as close to the road as possible without compromising safety.
Concerns for winter maintenance.	Responsibilities to be determined.

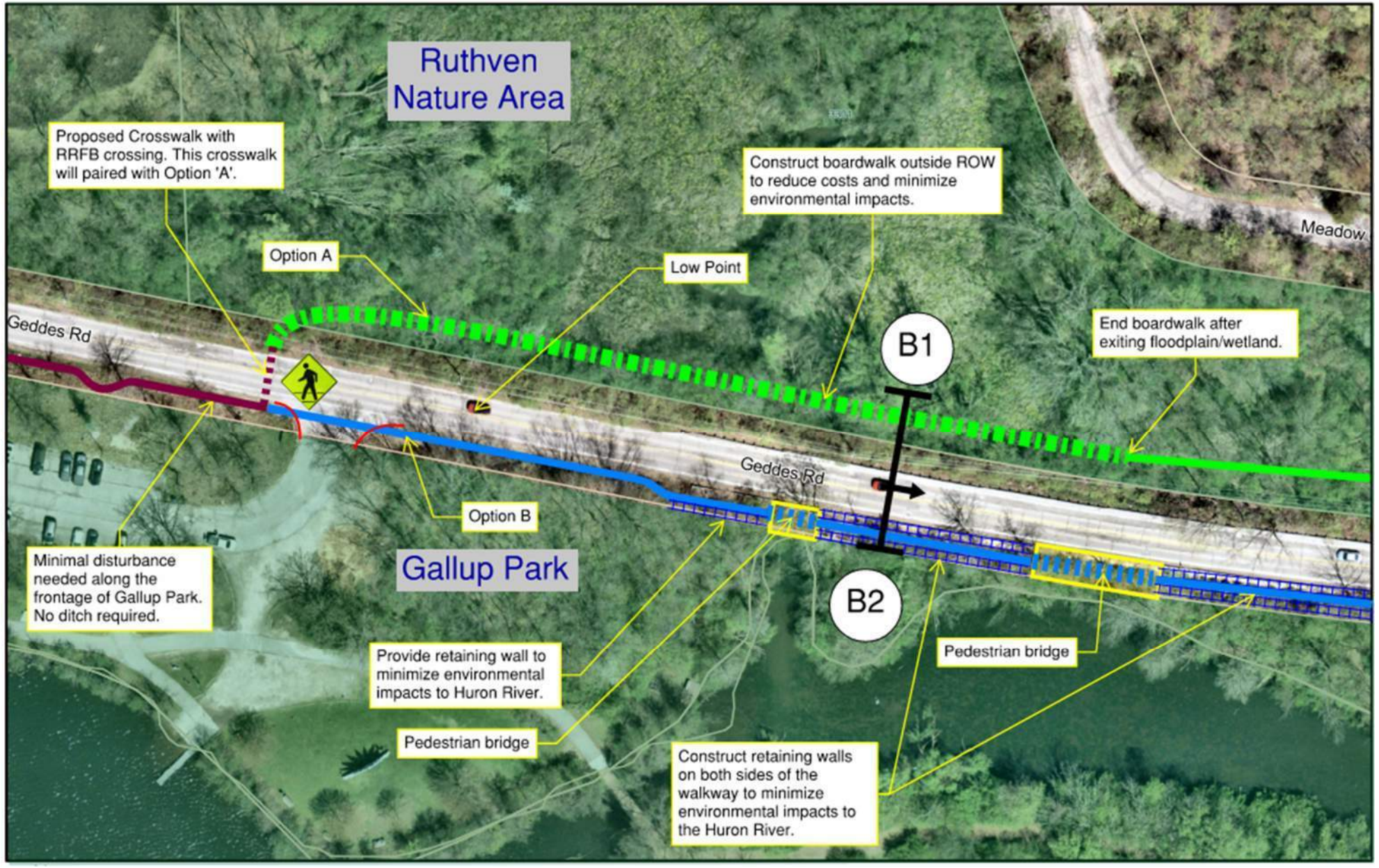
Design Alignment Alternatives





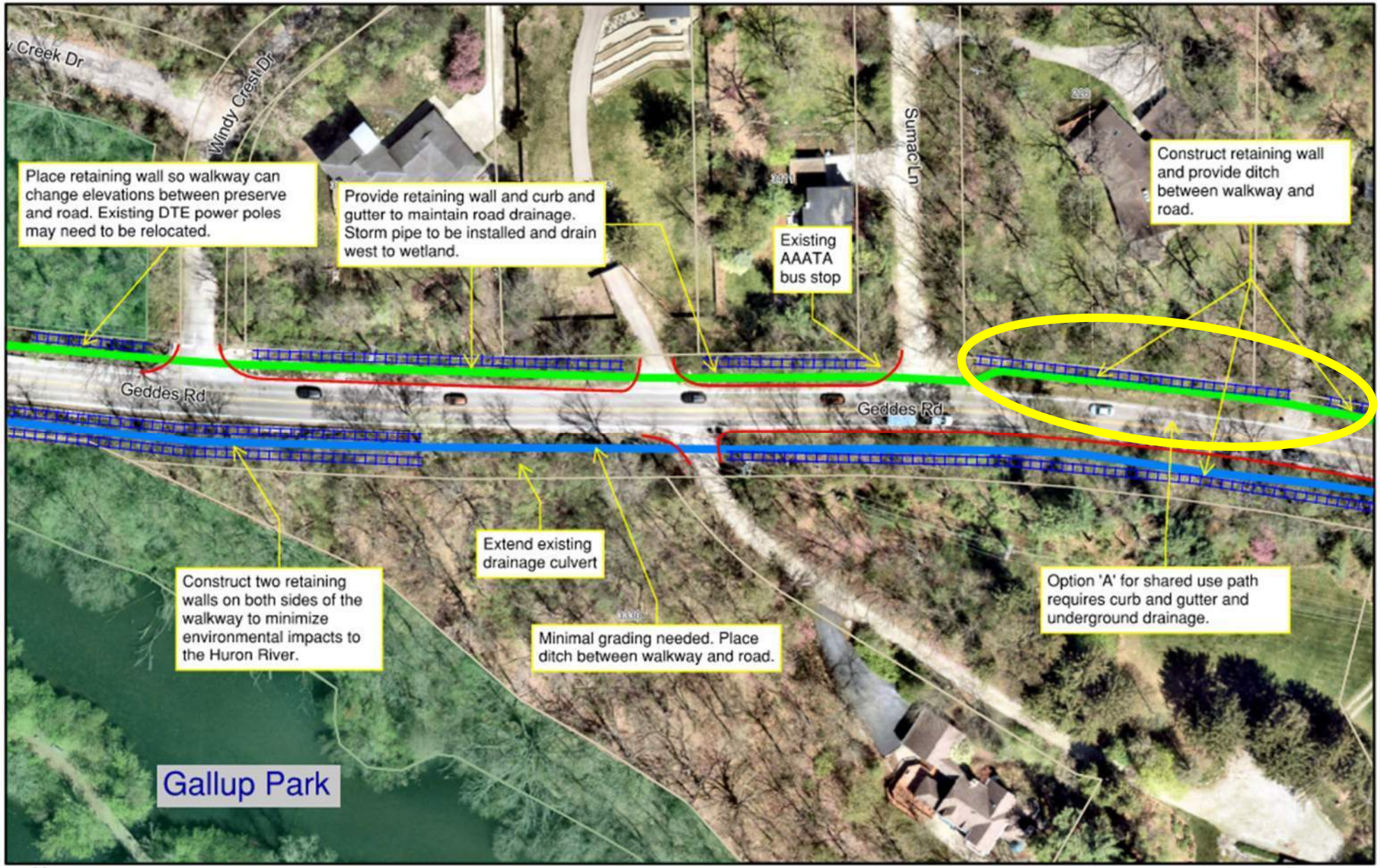
5 Foot & 10 Foot Wide Alternative Alignments

www.engage.a2gov.org/sidewalk-gap-study



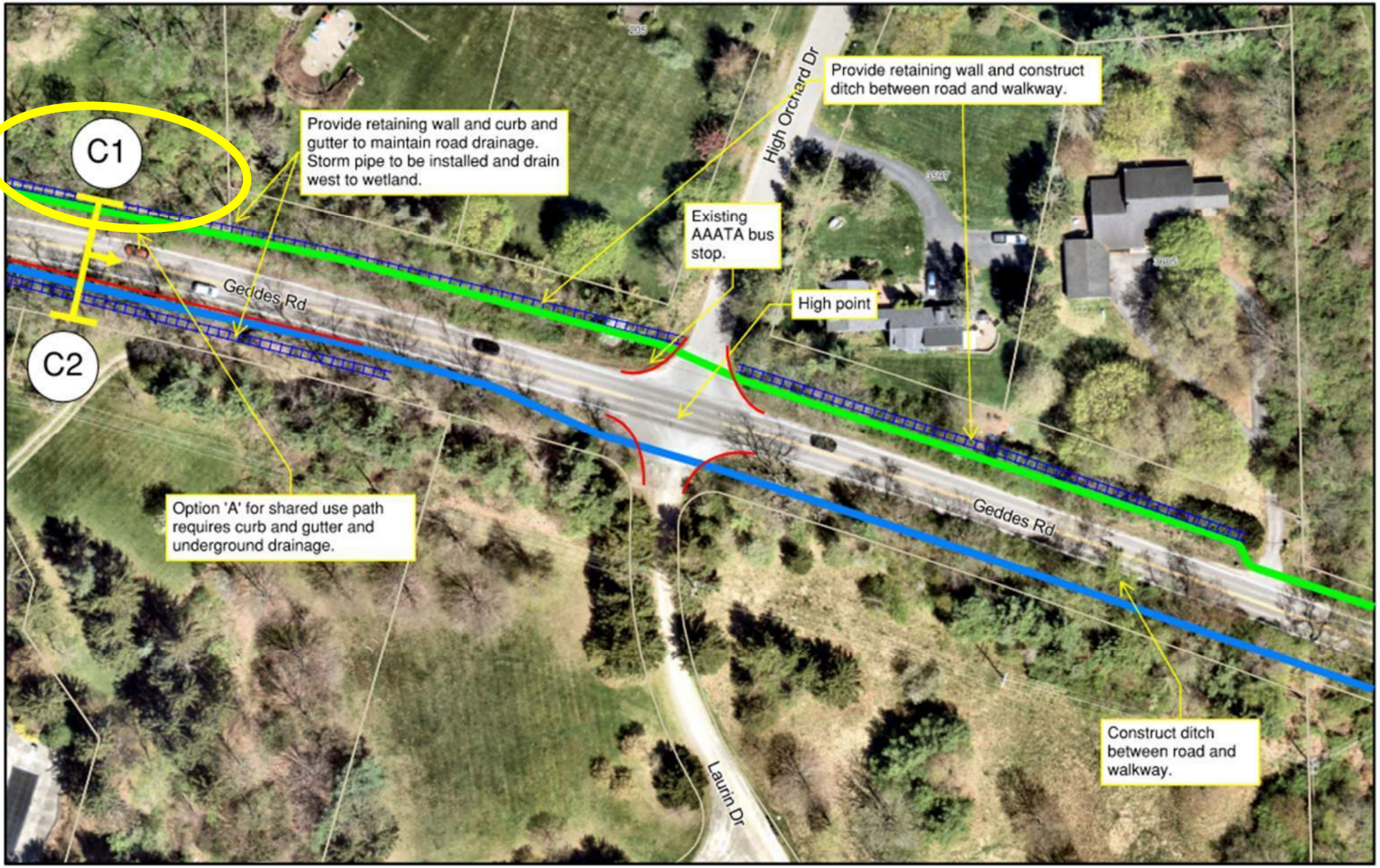
5 Foot & 10 Foot Wide Alternative Alignments

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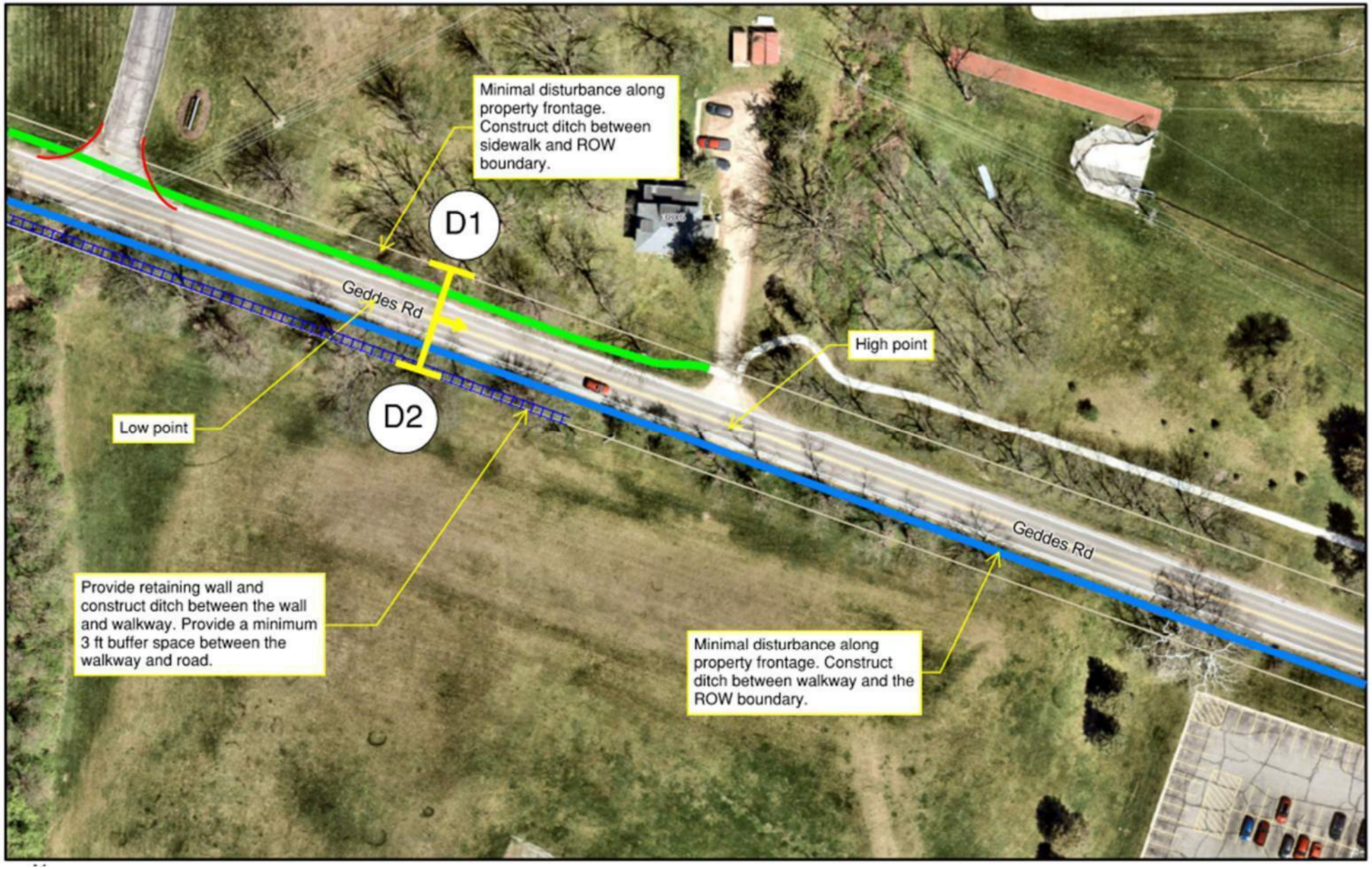
5 Foot & 10 Foot Wide Alternative Alignments

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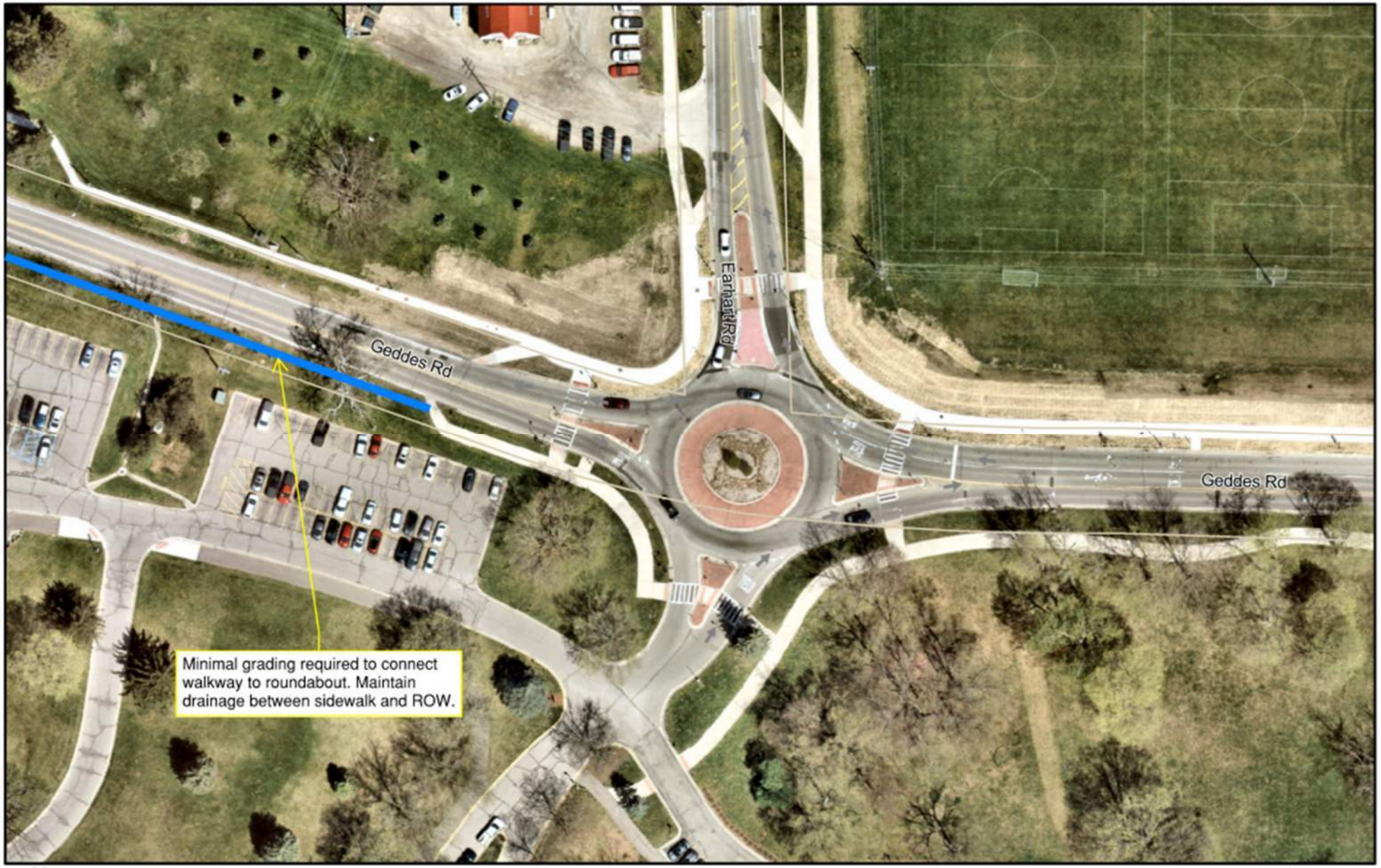
5 Foot & 10 Foot Wide Alternative Alignments

www.engage.a2gov.org/sidewalk-gap-study



5 Foot & 10 Foot Wide Alternative Alignments

www.engage.a2gov.org/sidewalk-gap-study



Legend

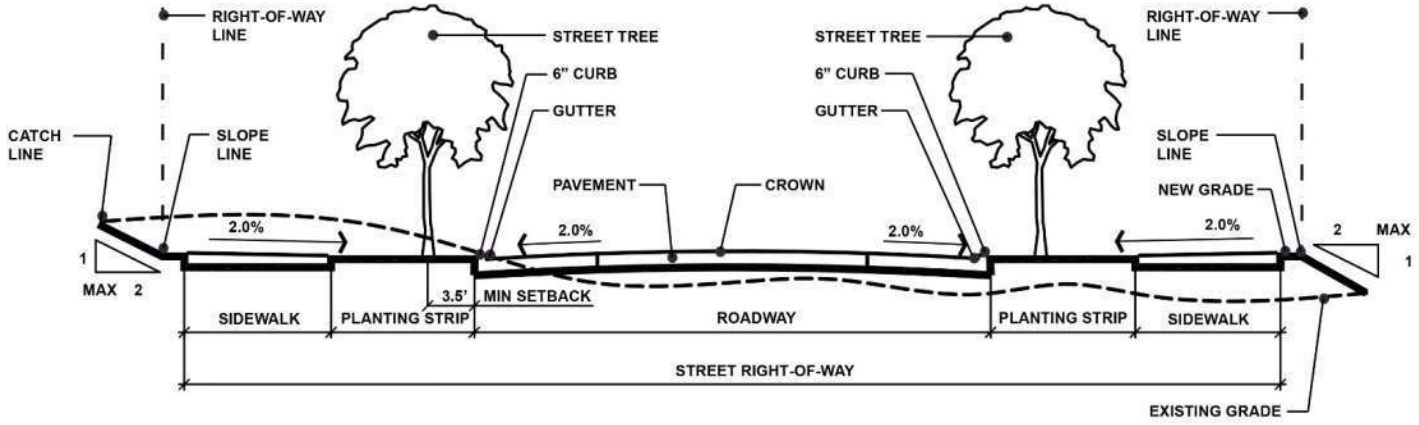
- Lot Lines
- Public Land
- Retaining Wall
- Option 'A' - Northside
- Option 'A' - Boardwalk
- Option 'B' - Southside
- Option 'B' Pedestrian Bridge
- Preferred Alternative
- Proposed Curb

5 Foot & 10 Foot Wide Alternative Alignments

www.engage.a2gov.org/sidewalk-gap-study

Cross Sectional Views

5 Ft Wide Sidewalk v.
10 Ft Wide Multiuse Pathway

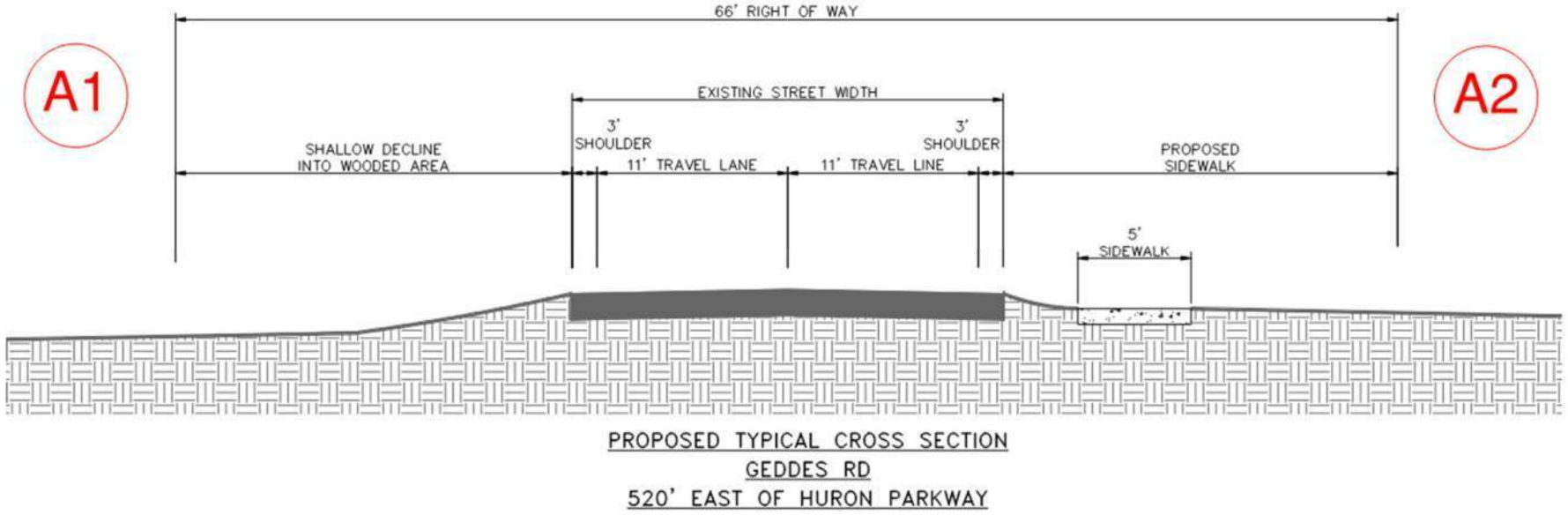


Aerial Location





Street View



PROPOSED TYPICAL CROSS SECTION
GEDDES RD
520' EAST OF HURON PARKWAY

5 Ft Wide Sidewalk Alternative

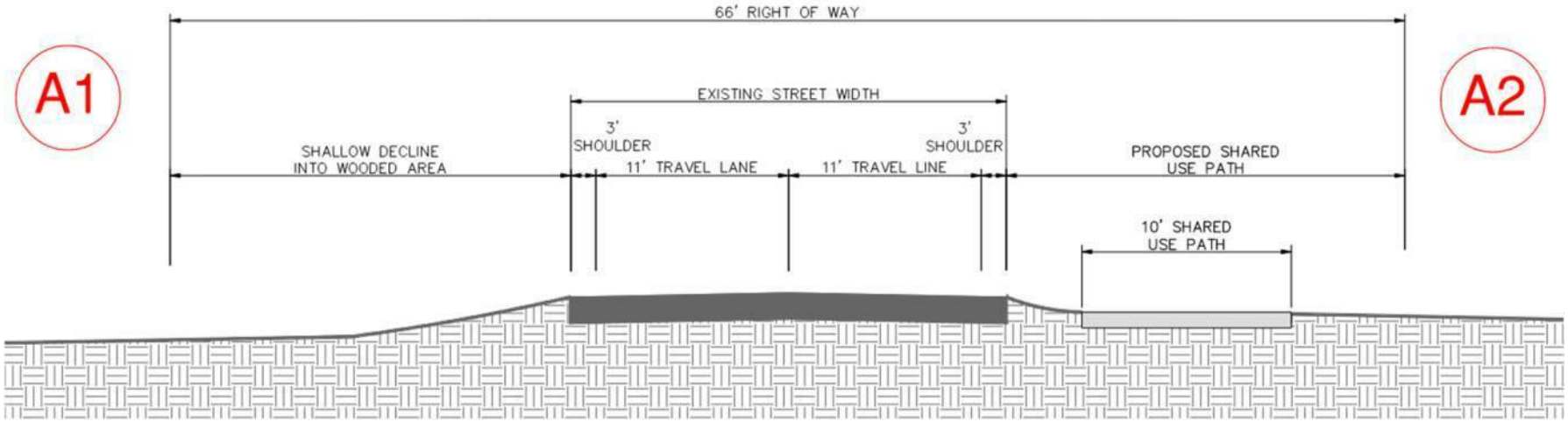
www.engage.a2gov.org/sidewalk-gap-study

Aerial Location





Street View



PROPOSED TYPICAL CROSS SECTION
GEDDES RD
520' EAST OF HURON PARKWAY

10 Ft Wide Shared Use Path Alternative

www.engage.a2gov.org/sidewalk-gap-study

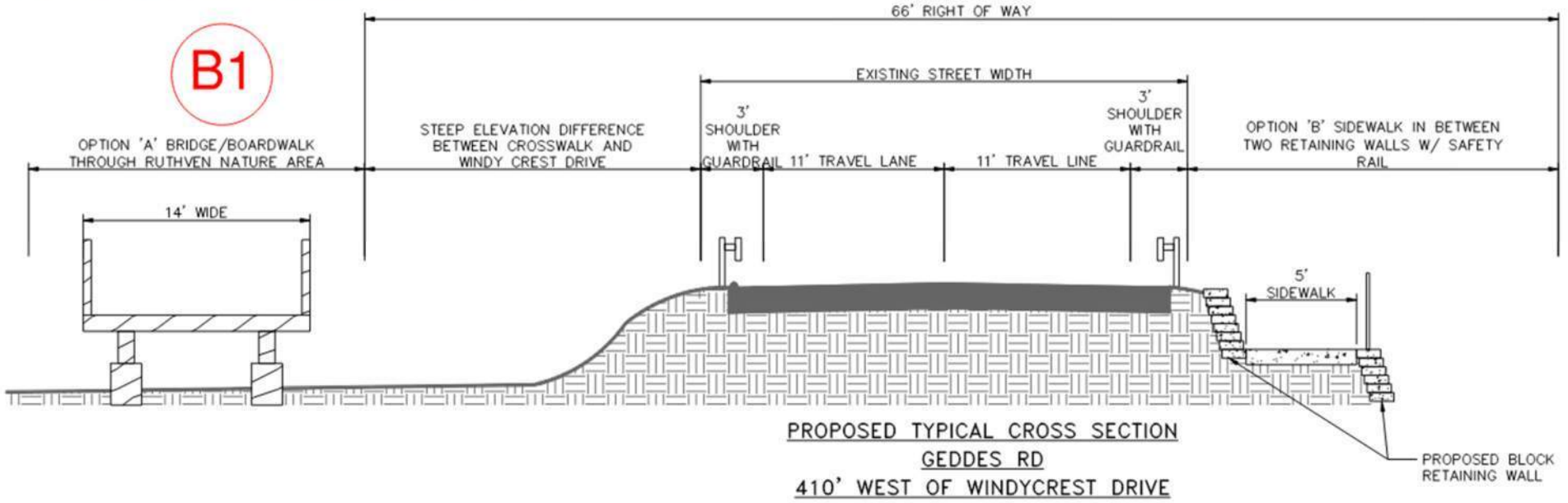
Aerial Location





Street View

B1



PROPOSED TYPICAL CROSS SECTION
GEDDES RD
410' WEST OF WINDYCREST DRIVE

B2

5 Ft Wide Sidewalk Alternative

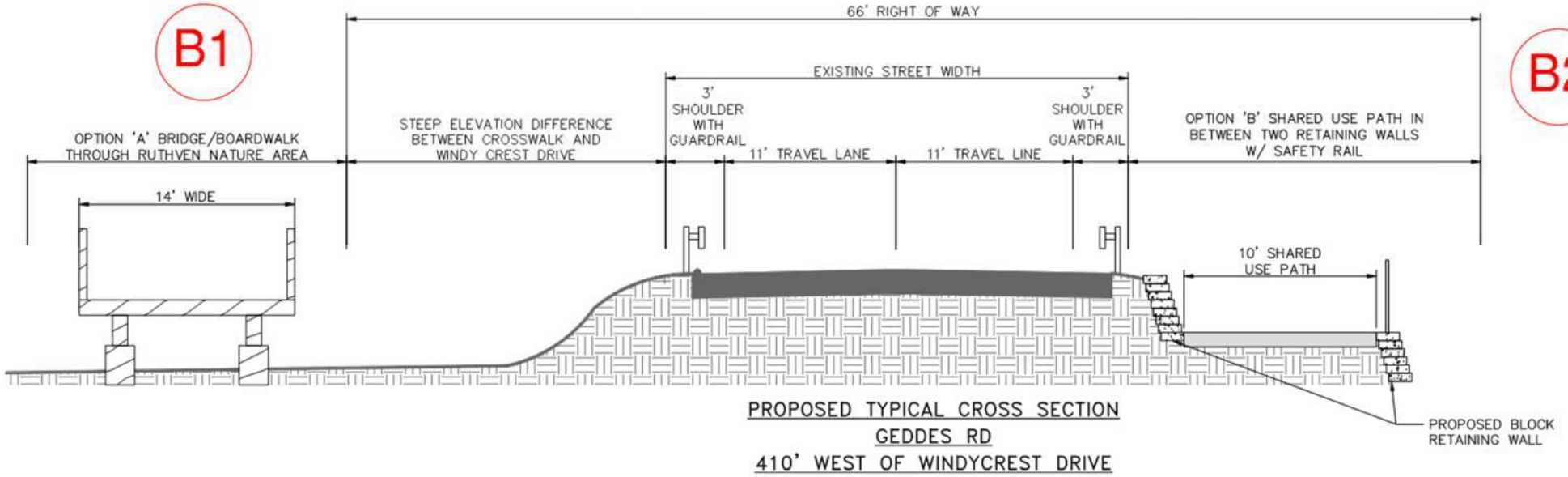
www.engage.a2gov.org/sidewalk-gap-study

Aerial Location





Street View

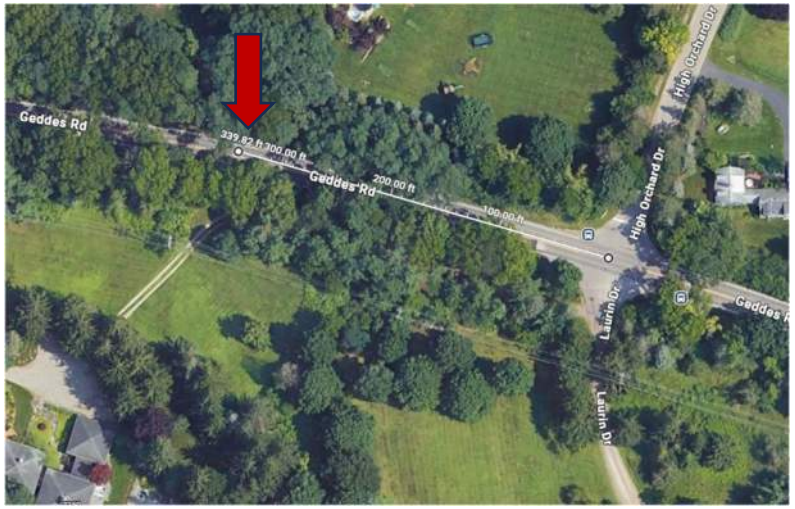


PROPOSED TYPICAL CROSS SECTION
GEDDES RD
410' WEST OF WINDYCREST DRIVE

10 Ft Wide Shared Use Path Alternative

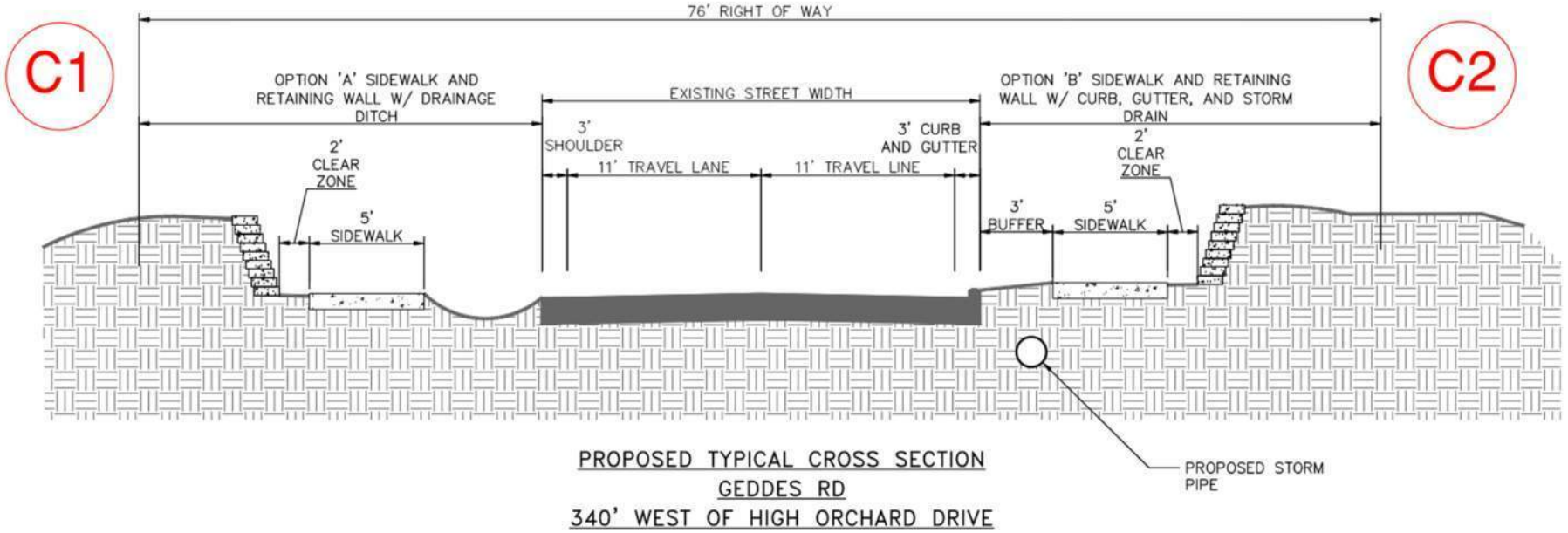
www.engage.a2gov.org/sidewalk-gap-study

Aerial Location





Street View

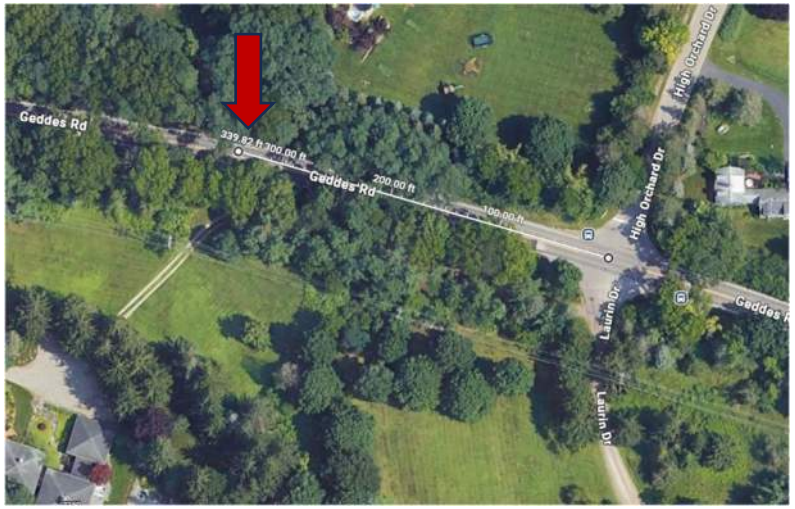


PROPOSED TYPICAL CROSS SECTION
GEDDES RD
340' WEST OF HIGH ORCHARD DRIVE

5 Ft Wide Sidewalk Alternative

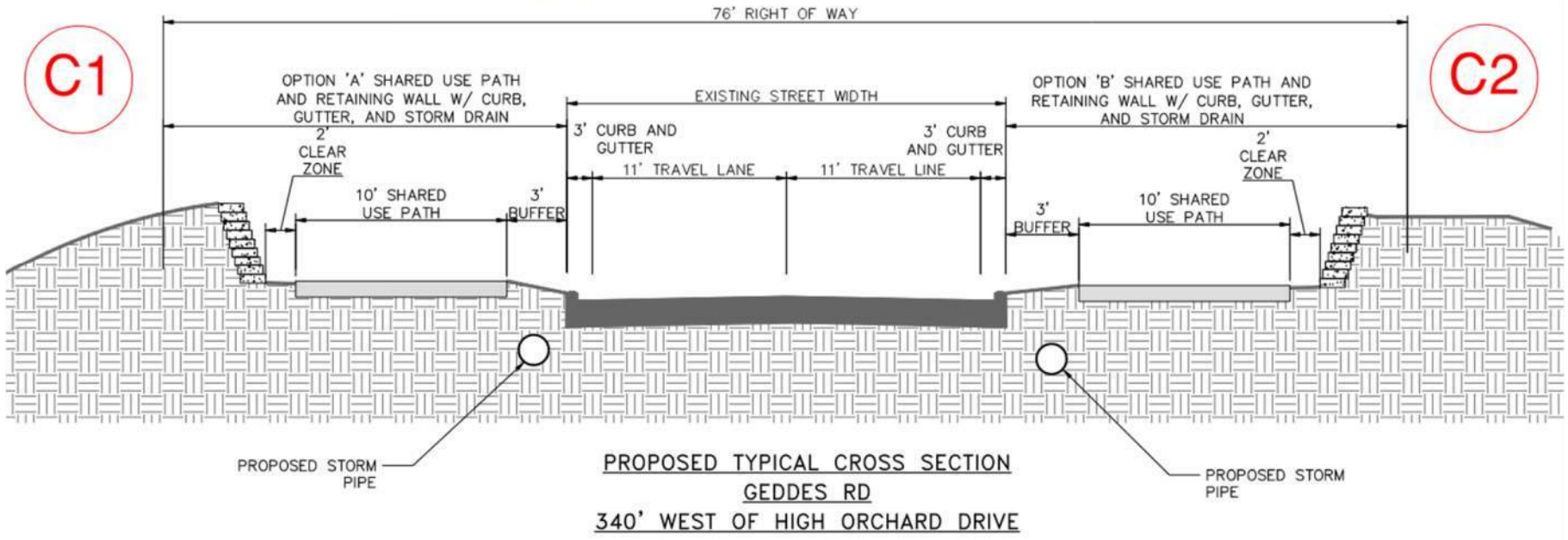
www.engage.a2gov.org/sidewalk-gap-study

Aerial Location





Street View



10 Ft Wide Shared Use Path Alternative

www.engage.a2gov.org/sidewalk-gap-study

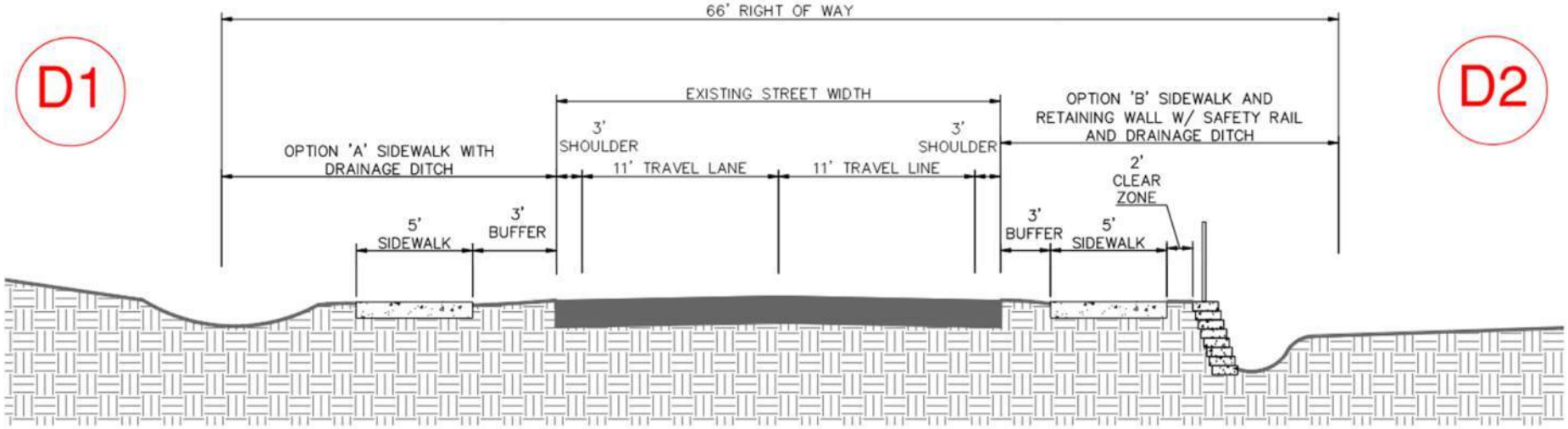
Aerial Location





Street View

D1



D2

PROPOSED TYPICAL CROSS SECTION
GEDDES RD
150' EAST OF WIND CRSET DRIVE

5 Ft Wide Sidewalk Alternative

www.engage.a2gov.org/sidewalk-gap-study

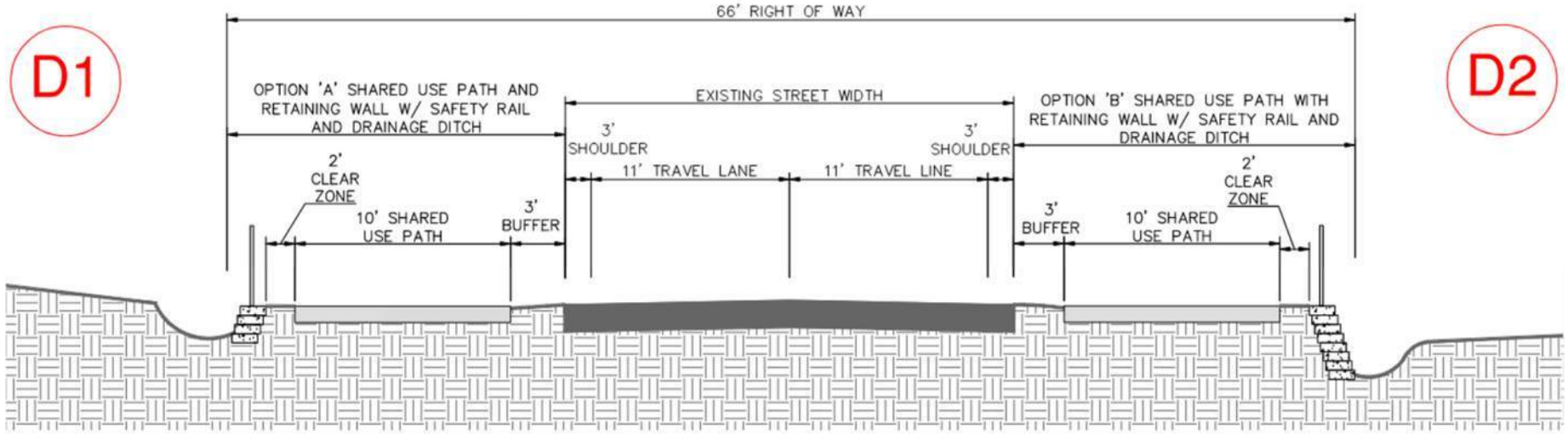
Aerial Location





Street View

D1



D2

PROPOSED TYPICAL CROSS SECTION
GEDDES RD
150' EAST OF WIND CRSET DRIVE

10 Ft Wide Shared Use Path Alternative

www.engage.a2gov.org/sidewalk-gap-study

Estimated Project Costs



5 Ft Wide Sidewalk

Option ‘A’ North Side + Preferred Alternative	Option ‘B’ South Side + Preferred Alternative
$7.0 Million	$6.9 Million

10 Ft Wide Shared Use Pathway

Option ‘A’ North Side + Preferred Alternative	Option ‘B’ South Side + Preferred Alternative
$8.6 Million	$8.2 Million

Advantages & Disadvantages



Category	5 Ft Wide Sidewalk	10 Ft Wide Shared Use Path
Fewer Impacts to Trees	✓	
Fewer Impacts to Huron River	✓	
Multiversity (Bikes & Pedestrians)		✓
Project Costs	✓	

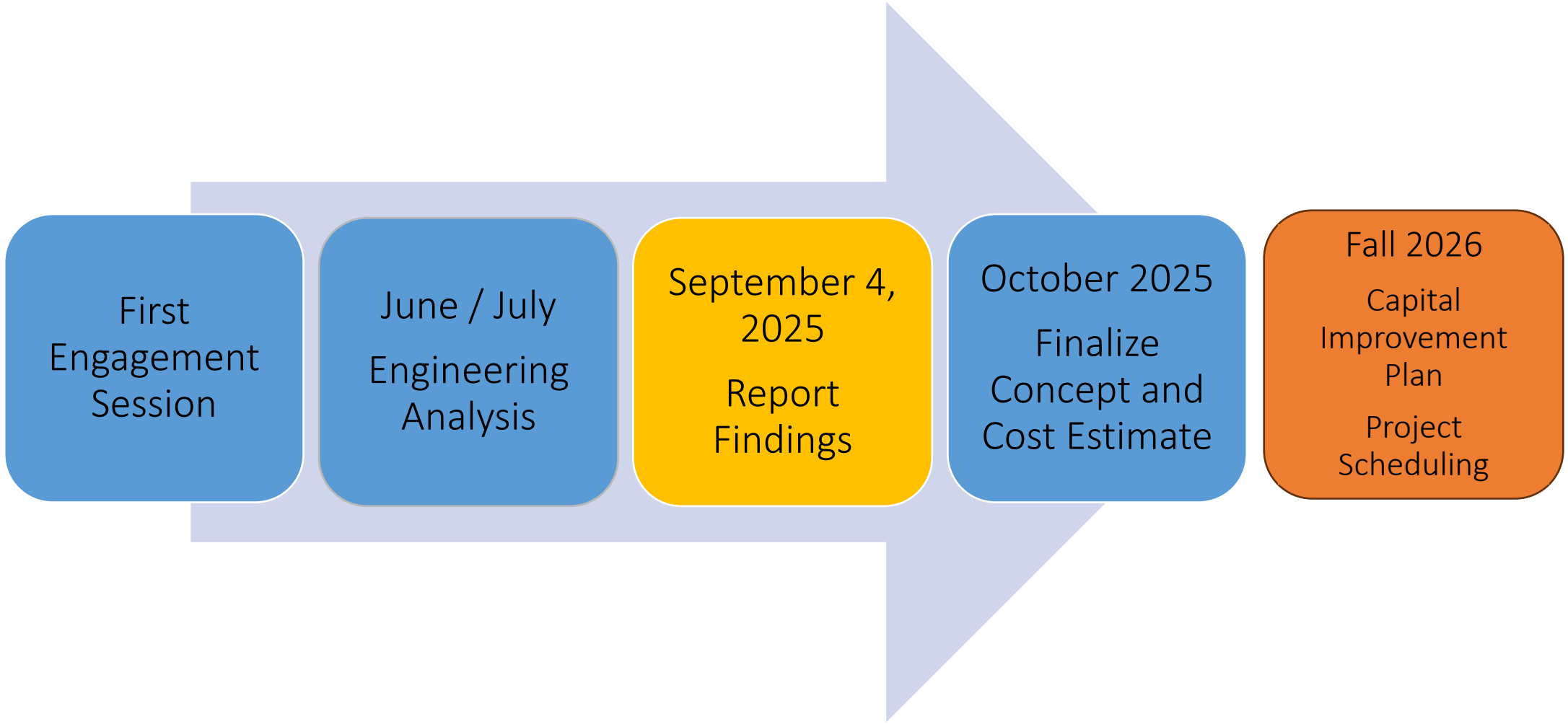
Estimated Tree Removal	5 Ft Wide Sidewalk	10 Ft Wide Shared Use Path
Option ‘A’	100	130
Option ‘B’	125	160
Preferred Alternative	0	0
Total (Both Sides)	225	290

Category	Option ‘A’ (North Side)	Option ‘B’ (South Side)
Funding	No Difference	No Difference
Tree Impacts	✓	
Cost	✓ (5 Ft Sidewalk)	✓ (Shared Use)
Safety		✓
Accessibility to Home	✓	

Next Steps...



Project Timeline



Thank You!

City of Ann Arbor – Public Services Area – Engineering

Geddes Road

Sidewalk Gap Study - Summary of Findings

July 17, 2026



Design Details Requiring City Approval

- **Prioritize south side over north side**
- **Confirm sidewalk width of 5 feet.**

Alignment Option	5 Ft Wide Sidewalk	10 Ft Shared Use Pathway
Segment ‘A’ (South Side) + Segments ‘B’ & ‘C’ (North Side)	$7.7 Million	$9.5 Million
Segment ‘A’ (South Side) + Segments ‘B’ & ‘C’ (South Side)	$7.6 Million	$8.6 Million



Project Costs

Category	5 Ft Wide Sidewalk	10 Ft Wide Shared Use Path
Fewer Impacts to Trees	✓	
Fewer Impacts to Huron River	✓	
Cyclists		✓
Pedestrians	✓	✓
Project Costs	✓	

Estimated Tree Removal	5 Ft Wide Sidewalk	10 Ft Wide Shared Use Path
Option ‘A’ (North Side)	100	130
Option ‘B’ (South Side)	125	160
Preferred Alternative	0	0



Advantages & Disadvantages

Summary of Findings

- A five-foot concrete sidewalk ranked strongest for safety, accessibility, affordability, and reduced environmental impact.
- Preferred Section A alternative: a south-side walkway from Geddes Road to the eastern Gallup Park driveway.
- North and south side sidewalk costs are essentially equal.
- Wade Trim concurs with the 2017 HRC recommendation for a south-side alignment; a 16-inch water main on the north side (Windy Crest Drive to Earhart Road) could create design and construction conflicts.

Design Details Requiring City Approval

- **Prioritize south side over north side**
- **Confirm sidewalk width of 5 feet.**