

City of Ann Arbor

HURON RIVER DRIVE SIDEWALK GAP PRELIMINARY ENGINEERING STUDY

HURON PARKWAY TO EAST HURON RIVER SERVICE DRIVE

FINAL REPORT

September 4, 2026



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EXECUTIVE SUMMARY

The City of Ann Arbor evaluated options for closing the non-motorized gap along Huron River Drive from Huron Parkway to East Huron River Service Drive. The study compared facility types and alignments, documented corridor constraints and public input, developed planning-level costs, and identified a recommended project that supports the City's Sidewalk Gap Program, Vision Zero, and Complete Streets objectives.

The study identified a 5-foot-wide sidewalk as the best balance of safety, accessibility, cost, constructability, and corridor impacts. City Engineering and Transportation staff selected the south side from Huron Parkway to Chalmers Drive for inclusion in the next Capital Improvement Program; the concept east of Chalmers Drive will not be included in the program or pursued by the City for construction.

Key Findings

- **Preferred facility:** A 5-foot-wide sidewalk is preferred over a 10-foot-wide shared-use path because its smaller footprint reduces cost, grading, drainage modifications, tree removals, easement needs, and impacts to adjacent properties and environmental resources.
- **Recommended western alignment:** City staff selected the south side from Huron Parkway to Chalmers Drive. Although the north side of Segment A would affect fewer residential properties and trees, it would require separate park-frontage funding, golf course coordination, protective netting, drainage modifications, and a midblock crossing near Blakeway Street.
- **Preferred eastern concept:** East of Chalmers Drive, the conceptual route remains on the south side across the Mallets Creek bridge and along the proposed Savanna at South Pond development, uses a boardwalk near the wetland, crosses where adequate sight distance is available, and continues on the north side through Segment C to East Huron River Service Drive.
- **Community priorities:** Public input broadly supported closing the sidewalk gap while emphasizing safe crossings, tree preservation, reliable drainage, pedestrian comfort, protection of private property and landscaping, maintenance, and cost control.

Recommended Route and Concept Design

The recommended route follows the south side from Huron Parkway to Chalmers Drive, including Segment A and the western portion of Segment B. It provides direct residential access, avoids golf course conflicts, supports sidewalk gap funding, and eliminates an additional roadway crossing. Final design should address drainage near Elmwood Drive, driveway transitions, trees, landscaping, utilities, and right-of-way or easement needs.

The conceptual eastern route would require retaining walls, enclosed drainage, curb and gutter, and elevated structures in selected locations to address steep grades, wetlands, flood-prone areas, limited right-of-way, and ADA requirements.

Cost and Construction Considerations

The recommended sidewalk from Huron Parkway to Chalmers Drive is estimated at approximately **\$4.1 million**, compared with approximately **\$5.6 million** for the north-side Segment A alternative.

For the full corridor, estimated sidewalk costs range from approximately **\$6.8 million to \$8.3 million**, depending on the Segment A alignment, compared with approximately **\$9.0 million to \$10.5 million** for a shared-use path. Estimates include construction, a 15 percent contingency, preliminary engineering, and construction engineering and inspection. They exclude potential water main improvements, stormwater infiltration features, street lighting, and other supplemental infrastructure.

Tree-removal estimates also favor the use of a sidewalk. For the selected south-side Segment A alignment and the western portion of Segment B, the sidewalk is estimated to remove approximately 25 trees, compared with 40 trees for a shared-use path. East of Chalmers Drive, the estimates are approximately 40 trees for a sidewalk and 60 trees for a shared-use path. These quantities and costs should be updated during final design after detailed topographic, tree, utility, drainage, and right-of-way investigations.

Public and Stakeholder Input

Many residents preferred the north side of Segment A to reduce residential and tree impacts. City staff preferred the south side because it supports sidewalk gap funding, avoids demands on limited Parks resources, and reduces golf course liability and protective-netting concerns.

Recommended Next Steps

Advance the recommended 5-foot-wide sidewalk on the south side of Huron River Drive from Huron Parkway to Chalmers Drive through the Capital Improvement Program. Use the approximately **\$4.1 million** planning-level estimate as the initial funding basis and pursue eligible grants and partner funding as the project scope is refined.

Appendix A. Technical Report

1.1 Purpose

1.2 Project Location

Figure 1.1: Study Limits of Huron River Drive (source: Google Earth)



City of Ann Arbor

1.4 Stakeholders

The study included two primary stakeholder groups:

- Residents, property owners, and other corridor users
- City Parks and Recreation staff responsible for Huron Hills Golf Course and South Pond Nature Area

1.5 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

The Huron River Drive study area extends through a corridor of single-family neighborhoods, Huron Hills Golf Course, South Pond Nature Area, and other public open spaces. Huron River Drive has two approximately 11-foot-wide travel lanes, narrow paved and turf shoulders, and a posted speed limit of 35 mph. Five-foot-wide bike lanes are present on both sides from approximately 250 feet east of Huron Parkway to Blakeway Street, but no designated bicycle or pedestrian facilities continue east to the service drive.

Key corridor constraints include mature roadside trees, steep slopes and guardrail near Chalmers Drive, regulated wetlands and flood-prone areas near South Pond Nature Area, and the Mallets Creek bridge east of Chalmers Drive, which has six- to eight-foot-wide shoulders. Huron Hills Golf Course occupies the north side of the corridor east of Huron Parkway, while the 16-acre South Pond Nature Area and Natural Area Preservation office are located on the north side near U.S. 23.

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 overarching goal is to provide a safe, accessible walkway while addressing narrow shoulders, a 35-mph speed limit, commuter traffic, and the lack of continuous pedestrian facilities. Final design must meet ADA slope and cross-slope requirements and appropriately address buffers, crossings, curb ramps, sight distance, and separation from vehicles.

Early in the study, the corridor was divided into two project phases, with Chalmers Drive serving as the boundary. Phase 1 extends from Huron Parkway to Chalmers Drive, and Phase 2 extends from Chalmers Drive to East Huron River Service Drive. Establishing this boundary was important because the western portion has fewer environmental and structural constraints and could be evaluated as a more readily implementable project, while the eastern portion includes wetlands, flood-prone areas, elevated boardwalk or bridge structures, and a midblock crossing that would require additional design, permitting, coordination, and funding. The phased framework allowed the City to compare costs, impacts, and implementation considerations separately while still evaluating a continuous corridor connection.

2.3 Walkway Width and Accessibility

Closing the sidewalk gap would improve safety and accessibility by providing a dedicated space for pedestrians outside the roadway. ADA-compliant curb ramps and clearly marked crossings would 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.

Federal accessibility criteria generally limit walkway cross slopes to 2 percent and running slopes to 5 percent; ramp running slopes may be as steep as 8.3 percent. Existing grades may require raised curbs, retaining walls, or other structural treatments.

2.4 Road Characteristics

Huron River Drive is a two-lane roadway that connects Ann Arbor with Washtenaw Community College, Trinity Health Ann Arbor Hospital, and the City of Ypsilanti. Each east-west travel lane is approximately 11 feet wide. Five-foot-wide bicycle lanes extend from Huron Parkway to Blakeway Street, while the roadway east of Blakeway Street has narrow paved and turf shoulders. The posted speed limit is 35 mph, with peak traffic generally occurring from 7 to 9 a.m. and 3 to 6 p.m. Passenger vehicles account for most corridor traffic, and the roadway also provides access to adjacent residential properties and neighborhoods.

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 for the corridor. 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

Several City-owned and franchise utilities are located within the study corridor and may affect walkway design and construction. City-owned infrastructure includes a 36-inch storm sewer near the western end of Huron Hills Golf Course, a 36-inch sanitary sewer located primarily along the south side of Huron River Drive throughout the project limits, and a 42-inch sanitary sewer on the north side east of Chalmers Drive. Franchise utilities—including telecommunications, cable, and overhead electric facilities—are also present and may conflict with the proposed walkway. Utility locations and potential conflicts should be confirmed during final engineering.

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 Huron River Drive.

2.8 County Drains, Protected Wetlands, and Floodplains

Two regulated county drains cross the study corridor: Benz Creek, approximately 830 feet east of Huron Parkway, and Mallets Creek, immediately east of Chalmers Drive. Coordination with the Washtenaw County Water Resources Commission will be required if the walkway affects either drain. Their locations are shown in Figure 2.1.

Phase 2 includes an approximately 8.18-acre freshwater emergent wetland mapped by the National Wetlands Inventory. The mapped wetland boundary is shown in Figure 2.2 and may affect alignment, permitting, grading, and boardwalk requirements. The wetland limits and regulatory status should be confirmed with the Michigan Department of Environment, Great Lakes, and Energy (EGLE) during final engineering.

FEMA mapping also identifies flood-prone areas in Phase 2 near Chalmers Drive and west of Thornoaks Drive. These conditions, shown in Figure 2.3, may influence walkway elevation, drainage, structural treatments, and construction cost. Wetland and floodplain limits should be confirmed during final engineering.

Figure 2.1: County Drain Locations (Benz Creek and Mallets Creek)

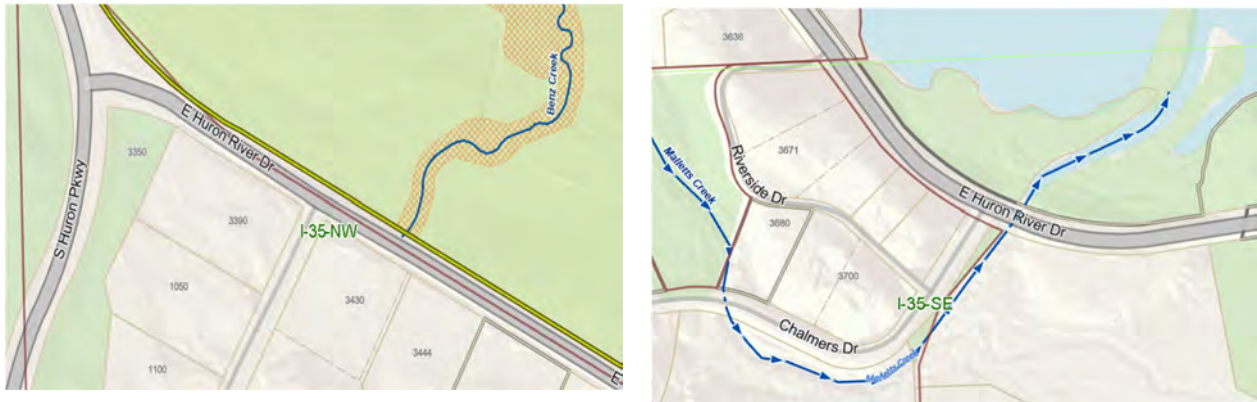


Figure 2.2: National Wetlands Inventory Mapping of the Study Corridor

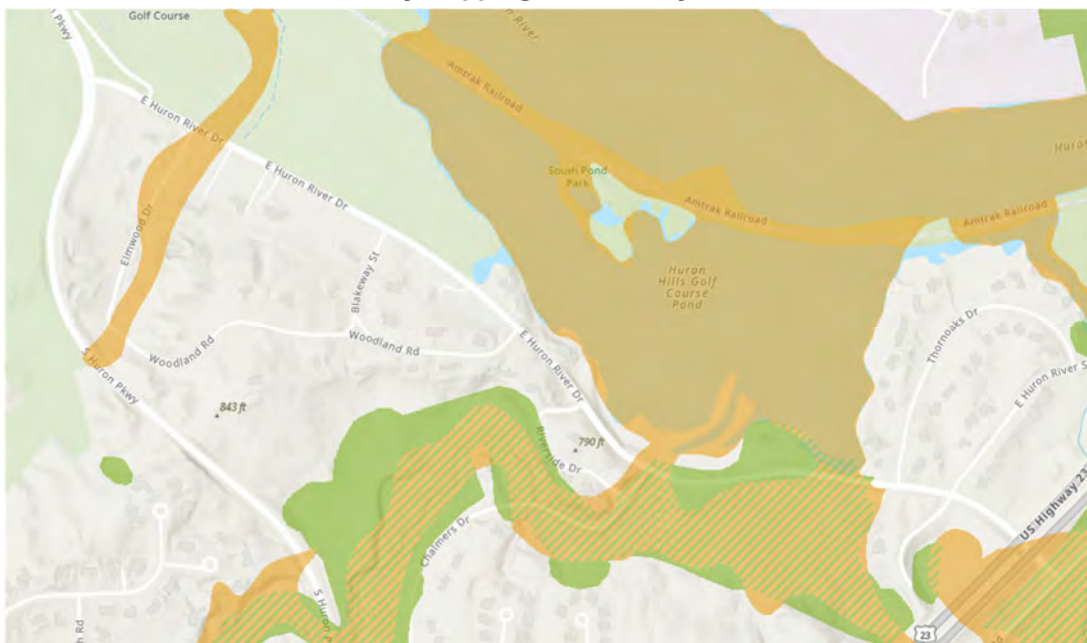
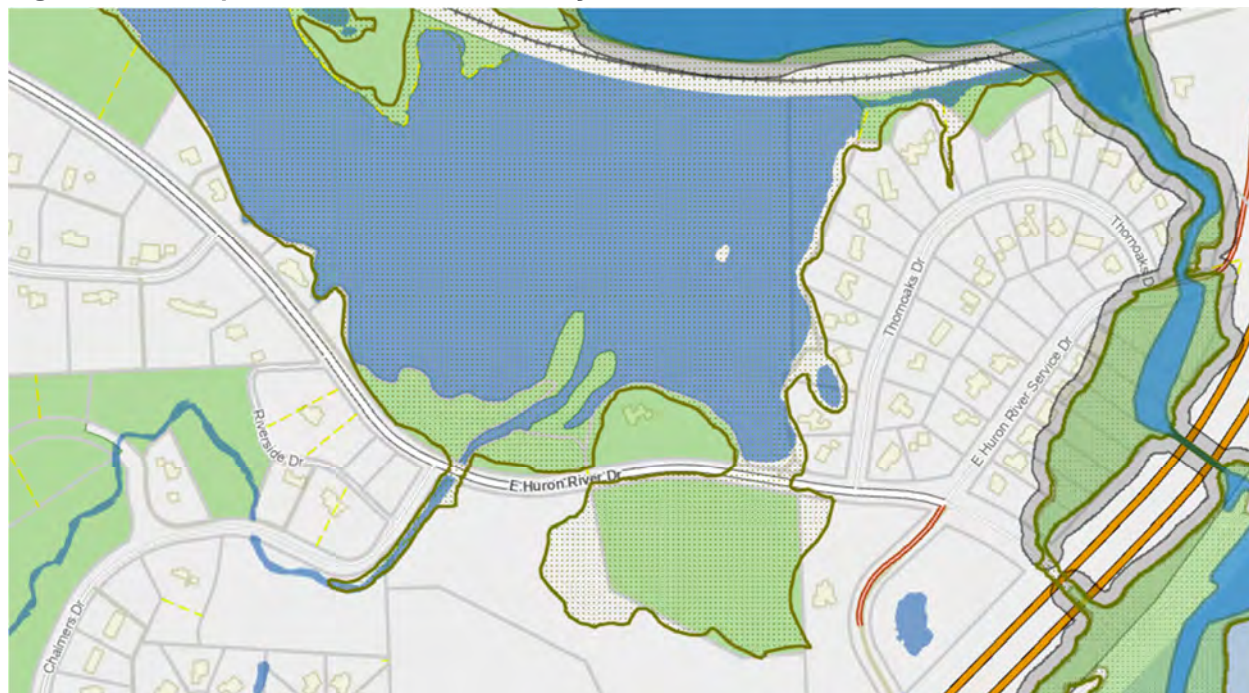


Figure 2.3: Floodplain Information Provided by FEMA



2.9 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 2.4 for locations of township parcels.

Figure 2.4: Parcels Not on City Tax Roll



3.0 DESIGN ALTERNATIVES, TREE IMPACTS, AND ESTIMATED COSTS

3.1 Walkway Segments

For preliminary design and cost evaluation, the study corridor was divided into three segments based on changes in adjacent land use, topography, environmental constraints, and feasible walkway alignment. Each segment was evaluated for a 5-foot-wide sidewalk and a 10-foot-wide shared-use path.

The corridor was also organized into two study phases to support funding, cost, and implementation evaluations. **Phase 1** extends approximately 3,500 feet from Huron Parkway to Chalmers Drive. It includes Segment A, where both sides of Huron River Drive were evaluated, and the western portion of Segment B, where the preferred alignment is on the south side. If the north-side alignment were selected for Segment A, a midblock crossing near Blakeway Street would transition the walkway to the south side.

Phase 2 extends approximately 1,600 feet from Chalmers Drive to East Huron River Service Drive. The conceptual alignment follows the south side through the eastern portion of Segment B to the South Pond Nature Area, crosses Huron River Drive where adequate sight distance is available, and continues east on the north side through Segment C.

Segment A extends approximately 1,700 feet from Huron Parkway to Blakeway Street. Both north- and south-side alignments were evaluated to compare cost, constructability, tree impacts, drainage needs, effects on adjacent property, and pedestrian access.

Segment B extends approximately 2,500 feet from Blakeway Street to the proposed midblock crossing about 700 feet east of Chalmers Drive. The segment spans both project phases, with the portion west of Chalmers Drive in Phase 1 and the portion east of Chalmers Drive in Phase 2. The south side of Huron River Drive was identified as the preferred alignment because it is more cost-effective and avoids the steep slopes, residential constraints, and greater environmental impacts associated with the north side.

Segment C extends approximately 900 feet from the proposed midblock crossing about 700 feet east of Chalmers Drive to East Huron River Service Drive. The north side of Huron River Drive was identified as the preferred alignment because it provides better neighborhood access and reduces wetland, boardwalk, and construction impacts compared with continuing on the south side.

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

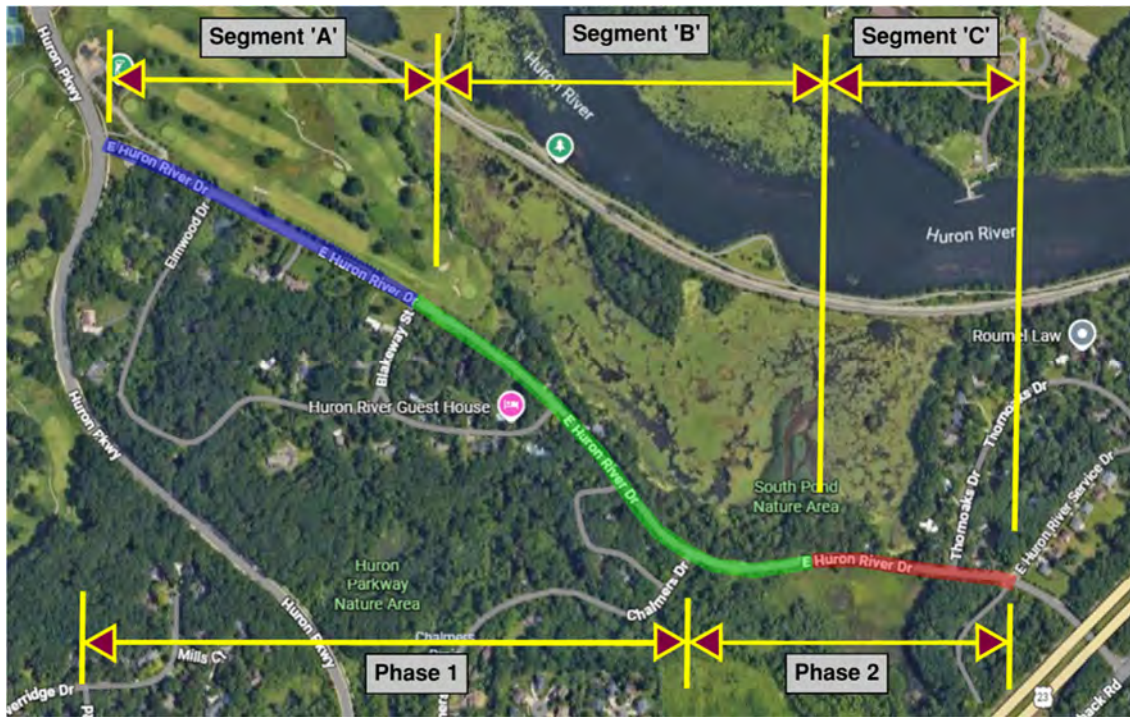


Table 3.1: Walkway Lengths by Segment

Segment	Limits	Approximate Length
Segment A	Huron Parkway to Blakeway Street	1,700 feet
Segment B	Blakeway Street to the proposed crossing about 700 feet east of Chalmers Drive	2,500 feet
Segment C	Proposed crossing about 700 feet east of Chalmers Drive to East Huron River Service Drive	900 feet

Table 3.2: Walkway Lengths by Project Phase

Segment	Limits	Approx. Length
Phase 1	Huron Parkway to Chalmers Drive	3,500 feet
Phase 2	Chalmers Drive to East Huron River Service Drive	1,600 feet

3.2 Design Details by Segment

3.2.1 Segment 'A'

The Segment 'A' evaluation compared a 5-foot-wide sidewalk and a 10-foot-wide shared-use path on both the north and south sides of Huron River Drive. Figure 3.2 shows a plan view of the segment, and Figure 3.3 presents typical cross sections approximately 440 feet east of Elmwood Drive. In Figure 3.3, A1 represents the north-side alternative and A2 represents the south-side alternative.

Figure 3.2: Segment A Plan View

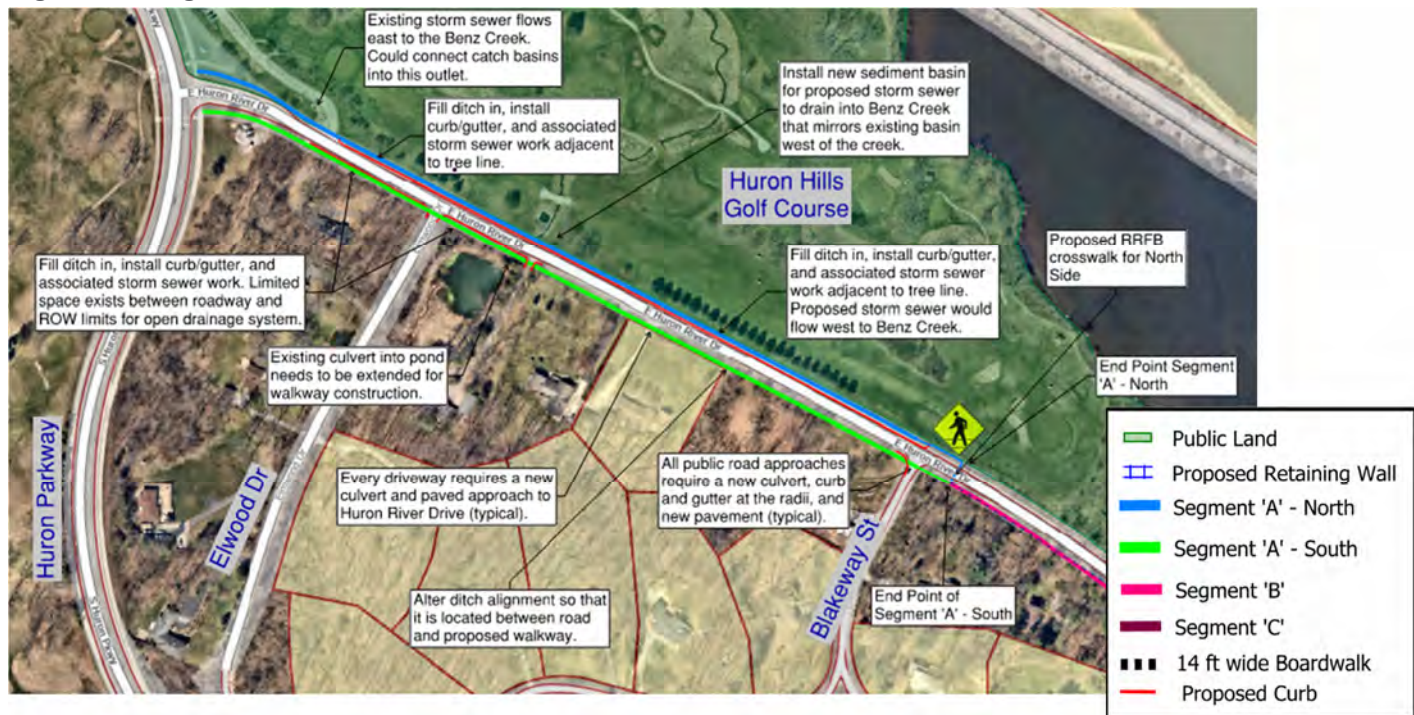
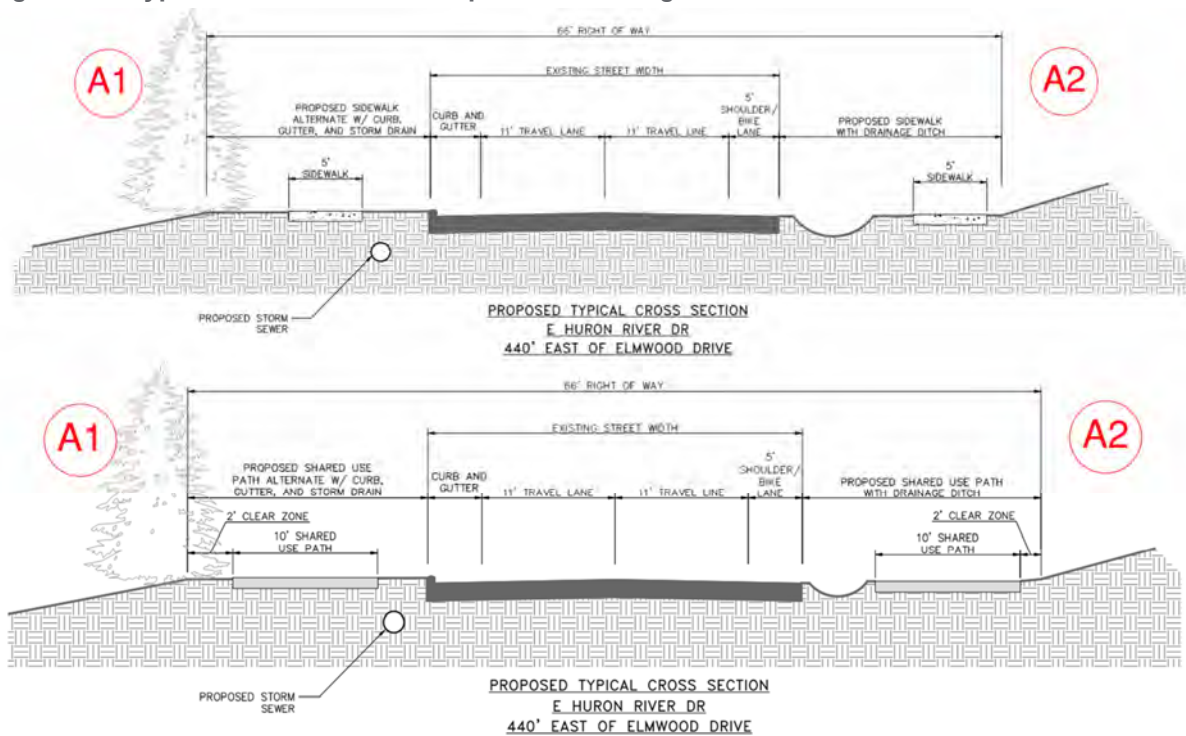


Figure 3.3: Typical Cross Section Comparisons for Segment 'A'



North Side

The north-side alternative for Segment 'A' would extend along the Huron Hills Golf Course frontage, a City-owned public facility, from Huron Parkway to Blakeway Street. Existing conditions include a broad roadside ditch, large spruce trees between the ditch and the golf course, and a 36-inch storm sewer that conveys runoff east from Huron Parkway to Benz Creek. Although this alignment would avoid the residential frontages on the south side and is estimated to require fewer tree removals, it would require coordination with Parks and Recreation and a funding source other than sidewalk gap millage for improvements along the public park frontage.

Grades along the golf course frontage are generally level to slightly below the roadway, so a retaining wall is not anticipated for either the 5-foot-wide sidewalk or the 10-foot-wide shared-use path. However, the available space is insufficient to accommodate the walkway, preserve the existing spruce trees, and maintain the open roadside ditch in all locations. Portions of the ditch would therefore need to be filled and replaced with curb and gutter and underground storm sewer discharging to Benz Creek. Because the walkway would be adjacent to active golf course areas, protective barrier netting would also be needed. At Blakeway Street, a standards-compliant midblock crossing would be required to transition the walkway to the preferred south-side alignment toward Chalmers Drive. These added drainage, golf-course protection, crossing, funding, and coordination requirements contributed to City staff's selection of the south-side alternative for Segment 'A'.

South Side

The south-side alternative for Segment 'A' would extend along six privately owned residential parcels from Huron Parkway to Blakeway Street and is the alignment selected by City staff for the recommended Phase 1 project. The western portion includes an existing roadside ditch, dense trees and shrubs near the right-of-way, and a pond at the southeast corner of Elmwood Drive that receives roadway runoff before discharging to Benz Creek. Reported standing water near 3430 Huron River Drive indicates that final design should closely evaluate existing drainage and maintain adequate property drainage. Farther east, the frontage generally includes an open roadside ditch with fewer trees and limited private landscaping. Although this alignment is expected to affect more trees and residential frontage than the north-side alternative, it supports sidewalk gap funding, avoids reliance on limited Parks resources, eliminates the need for golf-course protective netting and a midblock crossing near Blakeway Street, and provides more direct access to adjacent residences.

Topography along the south side is generally flat, so a retaining wall is not anticipated for either the 5-foot-wide concrete sidewalk or the 10-foot-wide shared-use path. At 3390 and 3430 Huron River Drive, limited space would require the existing ditch to be filled and replaced with curb and gutter and underground storm sewer discharging to Benz Creek. Along the remaining frontage, open-channel drainage could generally be maintained by locating the ditch between the roadway and the walkway. City staff selected a 5-foot-wide sidewalk on this alignment because its smaller footprint and lower estimated cost would reduce grading, drainage, tree, and residential property impacts.

compared with a shared-use path. Final design should confirm stormwater conveyance, driveway transitions, tree removals, right-of-way or easement needs, and protection of private landscaping.

3.2.2 Segment 'B'

Segment 'B' extends approximately 2,500 feet from Blakeway Street to the proposed midblock crossing about 700 feet east of Chalmers Drive. Chalmers Drive serves as the boundary between Phase 1 and Phase 2. The study evaluated a 5-foot-wide sidewalk and a 10-foot-wide shared-use path on both sides of Huron River Drive. Based on topography, environmental conditions, utility conflicts, adjacent property impacts, and cost, the preferred alignment follows the south side throughout Segment 'B'.

West of Chalmers Drive, the north side includes steep slopes that descend approximately 10 to 25 feet toward the Huron River. Three single-family homes east of Huron Hills Golf Course are within about 50 feet of the roadway, leaving limited space for either walkway type. Driveway parking is constrained at 3595 and 3625 Huron River Drive, and use of the right-of-way could further reduce available parking. A north-side alignment would also require substantial retaining walls east of these properties to stabilize the roadway slope, increasing cost and constructability challenges and creating greater potential impacts near the Huron River.

The south side west of Chalmers Drive includes six single-family residential parcels but provides a more practical alignment with fewer environmental and utility conflicts. From Blakeway Street to the driveway at 3612 E. Huron River Drive, adjacent grades are generally two to three feet below the roadway. The walkway could be constructed on fill between the roadway and the existing drainage ditch, with sufficient space for either facility type without a retaining wall.

East of 3612 E. Huron River Drive, the south-side alignment crosses alternating cut and fill conditions. It would follow a cut slope for approximately 200 feet, where adjacent grades are two to five feet above the roadway; transition to a fill slope approaching Riverside Drive, where grades are five to ten feet below the roadway; and return to a cut slope between Riverside Drive and Chalmers Drive, where grades are five to ten feet above the roadway. Limited space in these areas would require curb and gutter with enclosed storm sewer in place of open-channel drainage. Retaining walls approximately three to eight feet high are anticipated to reduce tree removals and avoid or minimize permanent easements and temporary grading permits.

Figure 3.4: Segment 'B' – Western (top) and Eastern (bottom) Halves Plan View

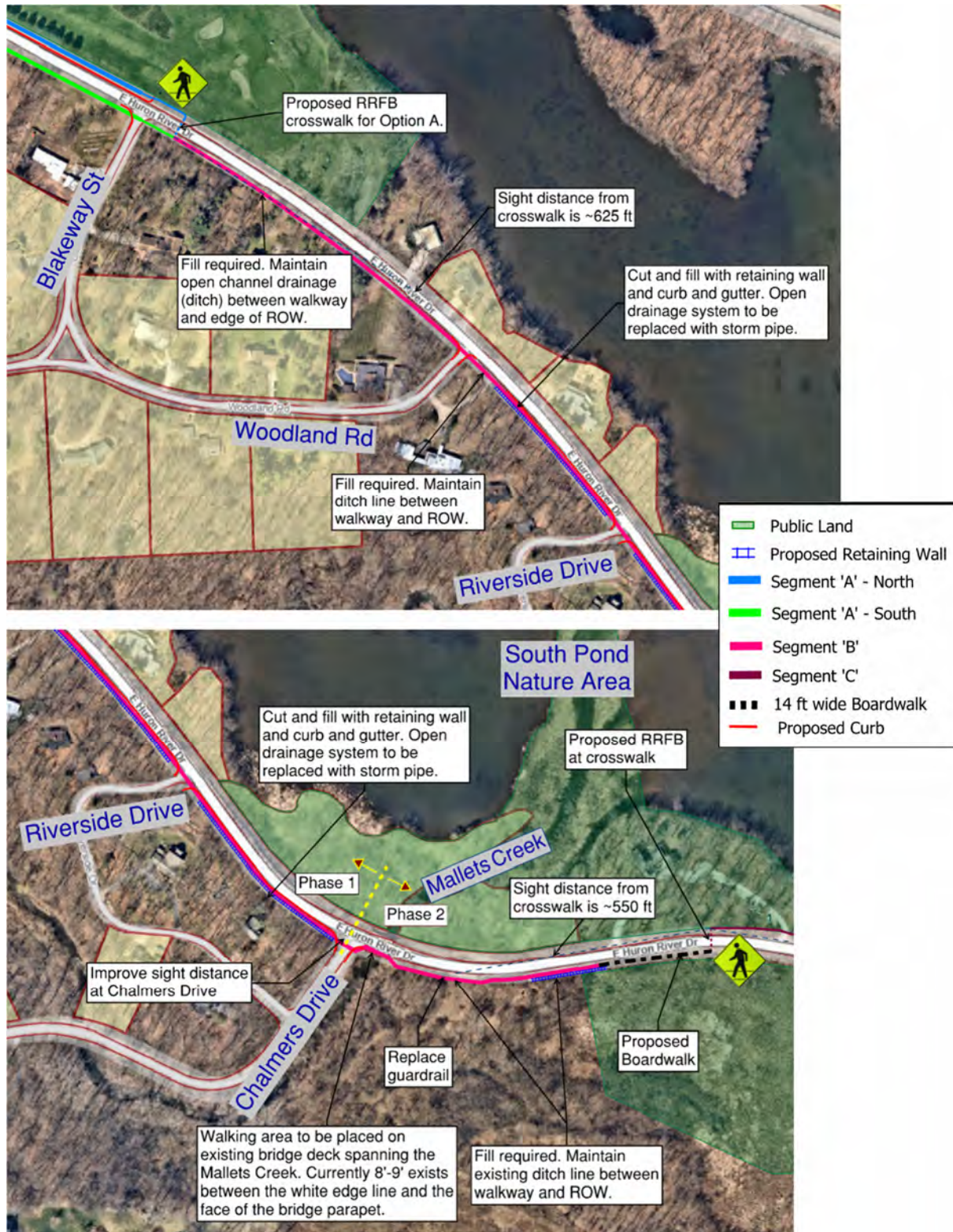


Figure 3.5: Typical Cross-Section Comparison for Segment 'B'

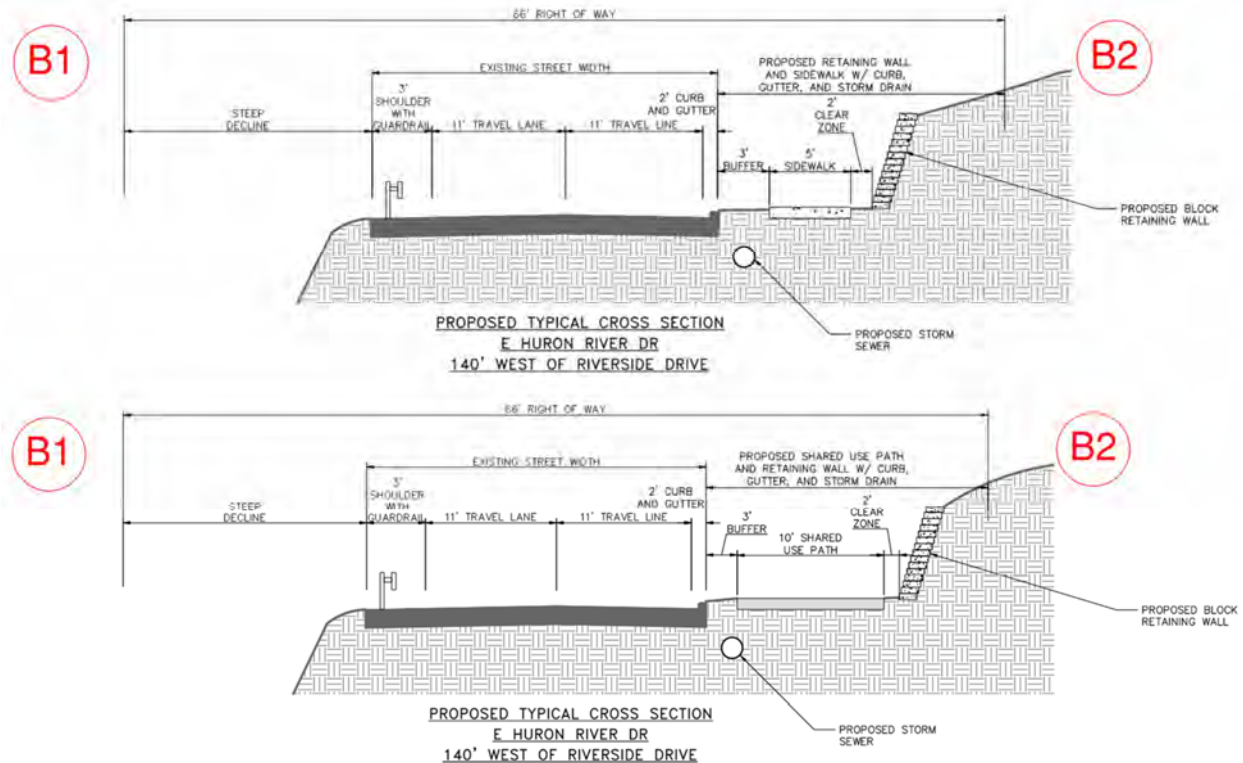


Figure 3.5 compares typical cross sections for a 5-foot-wide sidewalk and a 10-foot-wide shared-use path approximately 140 feet west of Riverside Drive. B1 represents the north side of Huron River Drive toward the Huron River, and B2 represents the south side.

East of Chalmers Drive, the preferred alignment remains on the south side across the Mallets Creek bridge and continues along the frontage of the proposed Savanna at South Pond development toward the South Pond Nature Area. The bridge provides sufficient shoulder width to separate walkway users from motorized traffic. Remaining on the south side reduces environmental impacts and cost compared with an immediate transition to the north side. The proposed 73-unit Savanna at South Pond development does not include a roadway connection to Huron River Drive in its conceptual plans; however, the development review process may provide an opportunity for the City to coordinate walkway construction or related frontage improvements.

Figure 3.6: Savanna at South Pond Concept Plan



A transition to the north side near the western wetland boundary was considered because it would improve access to the Thornoaks neighborhood and reduce the length of costly boardwalk construction. However, roadway curvature limits sight distance at that location. Adequate sight distance for a midblock crossing is not available until approximately 700 feet east of Chalmers Drive, near the midpoint between the two driveways serving the Natural Area Preservation office. The preferred alignment therefore continues on the south side for approximately 300 feet into the wetland before crossing Huron River Drive.

From Chalmers Drive to approximately 500 feet west of the proposed crossing, adjacent grades are generally two to five feet below the roadway. The walkway could be constructed on fill between the roadway and the existing drainage ditch without a retaining wall. Farther east, a 14-foot-wide elevated boardwalk is proposed to address topographic changes, flood-prone conditions, and wetland impacts. Its final elevation would be established during detailed design based on existing conditions, required clearances, and ADA-compliant grades approaching the midblock crossing.

3.2.3 Segment 'C'

Segment 'C' extends approximately 900 feet from the proposed midblock crossing about 700 feet east of Chalmers Drive to East Huron River Service Drive. The preferred alignment crosses from the south side of Huron River Drive at a location with adequate sight distance and continues east on the north side. This alignment improves access to the Thornoaks neighborhood and reduces the length of boardwalk construction and wetland disturbance compared with continuing on the south side.

At the western end of Segment 'C,' the north-side frontage along South Pond Nature Area is generally about four feet below the roadway. A retaining wall averaging approximately three feet high is anticipated to support the walkway while avoiding or minimizing permanent easements and temporary grading permits. The existing drainage ditch would be maintained between the retaining wall and the right-of-way line.

From approximately 300 feet east of the proposed midblock crossing to about 180 feet west of Thornoaks Drive, a 14-foot-wide elevated boardwalk or bridge is proposed to address flood-prone conditions, changing topography, and a steep drop of approximately 10 to 15 feet. Its final elevation and transitions would be established during detailed design to meet ADA running-slope requirements and connect to the at-grade walkway near Thornoaks Drive. Although this structure would be costly to construct and maintain, it would reduce environmental impacts and overall boardwalk length compared with extending a boardwalk along the wetland on the south side.

Along the frontage of 4011 Thornoaks Drive, adjacent grades are generally two to three feet below the roadway. The walkway could be constructed on a slight fill slope while maintaining the roadside ditch between the walkway and Huron River Drive. A retaining wall is not anticipated at this property.

Two single-family residential parcels are located between Thornoaks Drive and East Huron River Service Drive. The frontage is relatively flat, and a retaining wall is not anticipated for either the 5-foot-wide sidewalk or the 10-foot-wide shared-use path. However, limited space within the public right-of-way would require the existing roadside ditch to be filled and replaced with curb and gutter and underground storm sewer. This treatment would contain drainage within the constrained corridor, reduce the need for temporary grading easements, and help protect private landscaping.

Figure 3.7: Segment 'C' Plan View

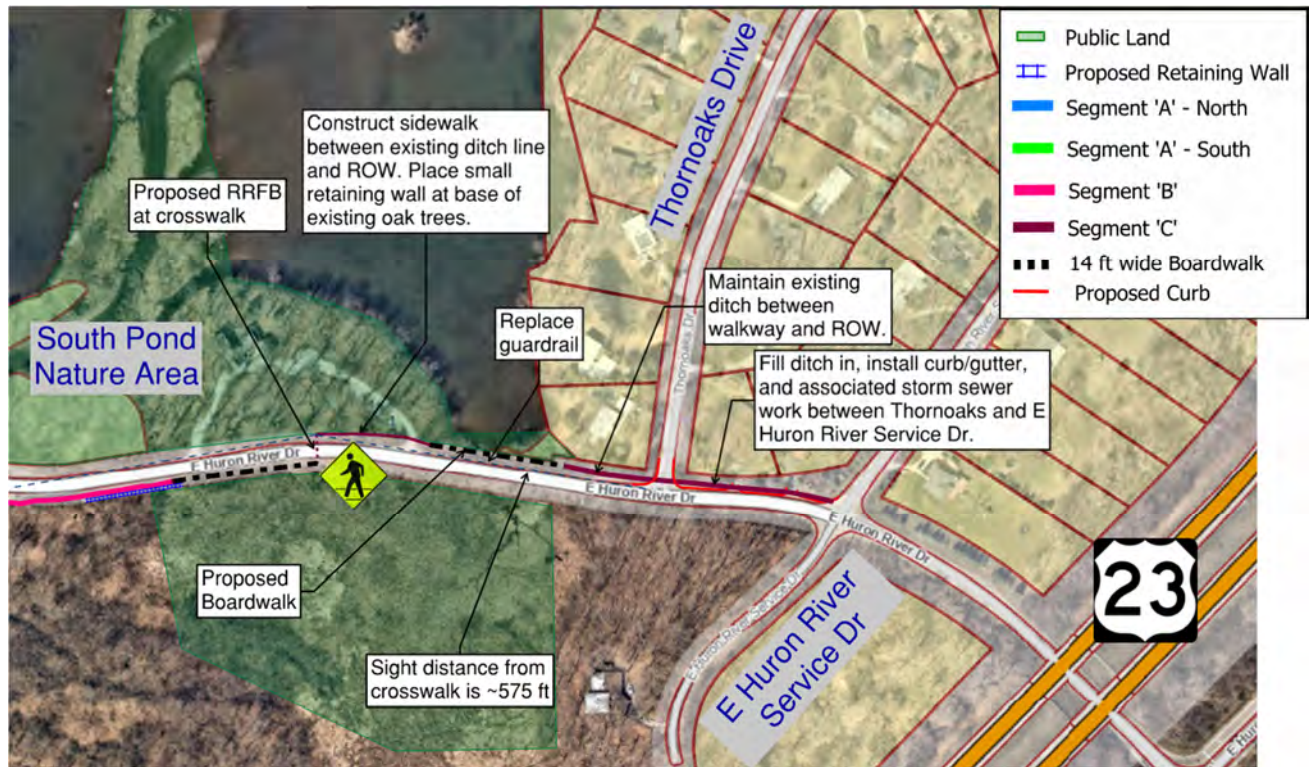


Figure 3.8: Typical Cross Section of Segment 'C'

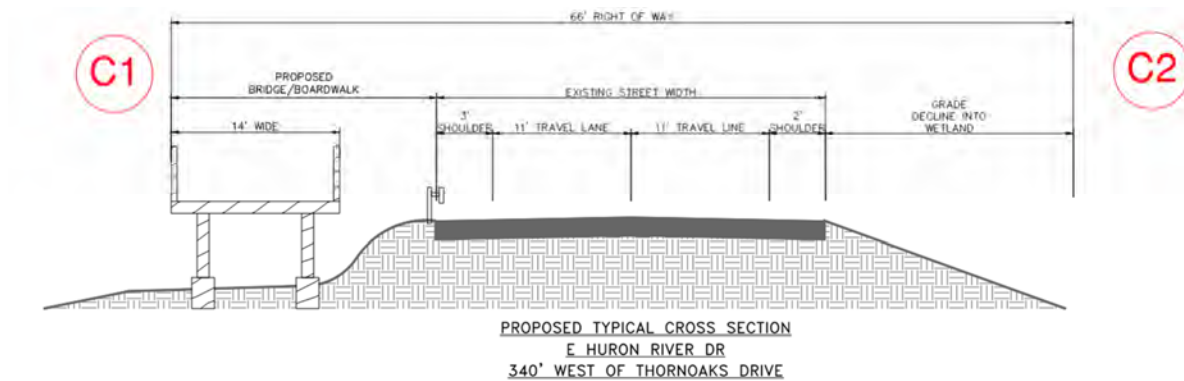


Figure 3.8 presents typical cross sections for Segment 'C' approximately 340 feet west of Thornoaks Drive. C1 represents the preferred north-side alignment, and C2 represents the south-side alternative.

3.3 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. As summarized in Table 3.3, Phase 1 with Segment A on the north side is estimated to require removal of approximately 10 trees for either the 5-foot-wide sidewalk or the 10-foot-wide shared-use path. Phase 1 with Segment A on the south side is estimated to require removal of approximately 25 trees for the sidewalk and 40 trees for the shared-use path.

Phase 2 is estimated to require removal of approximately 40 trees for the sidewalk and 60 trees for the shared-use path. These planning-level estimates include trees of various diameters and should be updated during final design after completion of topographic and tree surveys and refinement of grading limits.

Table 3.3: Estimated Tree Removals by Design Alternative

Location	Traditional 5-Foot-Wide Sidewalk	10-Foot-Wide Shared-Use Path
Phase 1 Segment 'A' North Side + Segment B (Blakeway Street to Chalmers Drive)	10 trees (various diameters)	10 trees (various diameters)
Phase 1 Segment 'A' South Side + Segment 'B' (Blakeway Street to Chalmers Drive)	25 trees (various diameters)	40 trees (various diameters)
Phase 2 Segment B (Chalmers Drive to the proposed crossing about 700 feet east) + Segment 'C' Segment B (Chalmers Drive to 500 feet east of Chalmers Drive) + Segment 'C'.	40 trees (various diameters)	60 trees (various diameters)

3.4 Project Costs

Tables 3.4 and 3.5 summarize planning-level costs for the 5-foot-wide sidewalk and 10-foot-wide shared-use path alternatives by phase.

For the 5-foot-wide sidewalk, Table 3.4 estimates Phase 1 at approximately \$5.58 million with Segment A on the north side and \$4.10 million with Segment A on the south side. Phase 2 is estimated at approximately \$2.72 million. The resulting full-corridor totals are approximately \$8.3 million for the north-side Segment A alignment and \$6.8 million for the south-side Segment A alignment.

For the 10-foot-wide shared-use path, Table 3.5 estimates Phase 1 at approximately \$6.31 million with Segment A on the north side and \$4.83 million with Segment A on the south side. Phase 2 is estimated at approximately \$4.15 million. The resulting full-corridor totals are approximately \$10.5 million for the north-side Segment A alignment and \$9.0 million for the south-side Segment A alignment.

The estimates include construction, a 15 percent contingency, preliminary engineering, and construction engineering and inspection. Table 3.5 also includes allowances for temporary grading permits and permanent easements for the shared-use path alternatives. The estimates exclude potential water main improvements, stormwater infiltration features, street lighting, and other supplemental infrastructure. Costs should be refined during final engineering as survey, utility, drainage, right-of-way, easement, permitting, and constructability assumptions are confirmed.

Table 3.4: 5-Foot-Wide Sidewalk Costs by Construction Phase

	Phase 1 Segment 'A' (north side) + Segment 'B' (Blakeway Street to Chalmers Drive)	Phase 1 Segment 'A' (south side) + Segment 'B' (Blakeway Street to Chalmers Drive)	Phase 2 Segment 'B' (Chalmers Drive to the proposed crossing about 700 feet east) + Segment 'C'
Construction Cost	\$3,468,035	\$2,545,025	\$1,686,825
Contingency (15%)	\$520,205	\$381,754	\$253,024
Subtotal with Contingency	\$3,988,240	\$2,926,779	\$1,939,849
Preliminary Engineering (20%)	\$797,648	\$585,356	\$387,970
Construction Engineering and Inspection (20%)	\$797,648	\$585,356	\$387,970
Total Cost	\$5,583,536	\$4,097,490	\$2,715,788

Table 3.5: 10-Foot-Wide Shared-Use Path Costs by Construction Phase

	Phase 1 Segment 'A' (north side) + Segment 'B' (Blakeway Street to Chalmers Drive)	Phase 1 Segment 'A' (south side) + Segment 'B' (Blakeway Street to Chalmers Drive)	Phase 2 Segment 'B' (Chalmers Drive to the proposed crossing about 700 feet east) + Segment 'C'
Construction Cost	\$3,871,377	\$2,951,967	\$2,575,192
Contingency (15%)	\$580,707	\$442,795	\$386,279
Subtotal with Contingency	\$4,452,084	\$3,394,762	\$2,961,470
Preliminary Engineering (20%)	\$890,417	\$678,952	\$592,294
Construction Engineering and Inspection (20%)	\$890,417	\$678,952	\$592,294
Temporary Grading Permits and Permanent Easements	\$80,000	\$80,000	\$20,000
Total Cost	\$6,312,917	\$4,832,667	\$4,146,059

4.0 PUBLIC ENGAGEMENT

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 public engagement sessions at the Traverwood Branch Library on June 3 and September 4, 2025. The first introduced the Sidewalk Gap Program, potential walkway treatments, and corridor constraints. The second summarized earlier feedback and presented preliminary design concepts, tradeoffs, and cost estimates. Breakout discussions at both sessions identified community priorities and concerns.

Key feedback included the following:

- **Safety and connectivity:** Participants generally supported safer pedestrian access, improved school-route connections, and stronger links to nearby destinations, including Trinity Health Ann Arbor Hospital, Washtenaw Community College, Huron High School, Gallup Park, the Thornoaks neighborhood, planned AAATA stops, and areas east of U.S. 23.
- **Roadway conditions and pedestrian comfort:** Participants cited vehicle speeds, limited sight distance, poor pavement, limited nighttime visibility, gravel washout, vehicles encroaching into the bike lane near the golf course, and unsafe conditions for walking or biking along the shoulder and roadside ditches.
- **Drainage, flooding, and maintenance:** Residents raised concerns about recurring flooding, erosion, high groundwater, sediment-clogged culverts, wetland flooding near the east end of the corridor, winter sidewalk maintenance, and ongoing ditch and culvert upkeep.
- **Facility type:** Participants noted that the existing bike lanes are narrow but regularly used and expressed interest in facilities that better accommodate pedestrians and bicyclists.
- **Alignment:** Many participants preferred the north side of Segment 'A' along the Huron Hills Golf Course frontage to reduce impacts to residential properties, while others were concerned about placing pedestrians near golf course activity.
- **Property, environmental, and assessment concerns:** Participants emphasized tree preservation, privacy, proximity to homes, impacts to landscaping and memorial features, litter, driveway conflicts, golf-ball protection under the north-side Segment A alternative, and potential special assessments under City ordinance.
- **Suggested refinements and coordination:** Participants suggested speed-feedback signs, safer midblock crossings, lower corridor speeds, and coordination with MDOT, the Washtenaw County Road Commission, and the proposed Savanna at South Pond development regarding connections near U.S. 23 and Hogback Road.

Overall, participants supported closing the sidewalk gap and generally viewed the 5-foot-wide sidewalk as more feasible than a shared-use path given the corridor's cost, grading, utility, and environmental constraints. Their input informed the evaluation of facility type, alignment, impacts, and implementation priorities.

4.3 City Parks and Recreation Feedback

Wade Trim and City Engineering met with Parks and Recreation staff to discuss potential walkway impacts along City-owned park frontages, including Huron Hills Golf Course and South Pond Nature Area. Staff preferred the south-side alignment west of Blakeway Street because it could use sidewalk gap funding, reduce reliance on limited Parks resources, and avoid potential liability associated with pedestrians near golf course activity. Parks staff did not express a preference for the alignment within Segment C.

Because sidewalk gap millage funds may not be available along park frontage, park-specific improvements would require separate funding and coordination with Parks and Recreation. With limited Parks funding and other priorities already identified, those improvements are not included in the recommended base project.

4.4 City Staff Review Meeting

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

- 1) **Proceed with Phase 1 only.**
 - The group agreed that the recommended project should extend from Huron Parkway to Chalmers Drive and be included in the next Capital Improvement Program. The concept east of Chalmers Drive will not be included in the Capital Improvement Program or pursued by the City for construction.
- 2) **Construct Segment A on the south side of Huron River Drive.**
 - After reviewing the benefits and tradeoffs, the group selected the south side of Huron River Drive for the Segment A walkway.
- 3) **Construct a 5-foot-wide sidewalk.**
 - The group supported constructing a 5-foot-wide sidewalk rather than a 10-foot-wide shared-use path.

5.0 CONCLUSION AND RECOMMENDATIONS

5.1 Study Outcome Summary

The study compared facility types and alignments based on safety, accessibility, constructability, drainage, utilities, trees, property and environmental impacts, public input, and cost.

The 5-foot-wide sidewalk offers the best overall balance. Compared with a shared-use path, its smaller footprint lowers cost and reduces grading, drainage, tree, easement, property, and environmental impacts.

For Segment A, the north-side alternative would reduce residential and tree impacts but require separate park-frontage funding, golf course coordination, protective netting, drainage modifications, and a midblock crossing. The selected south-side alternative supports sidewalk gap funding, avoids golf course conflicts, and provides direct residential access.

The planning-level cost for a sidewalk from Huron Parkway to Chalmers Drive is approximately **\$4.1 million** using the south-side Segment A alignment, compared with approximately **\$5.6 million** using the north-side alignment. The selected sidewalk concept is also estimated to remove fewer trees than a shared-use path.

After considering public priorities and Parks and Recreation feedback, City Engineering and Transportation staff selected a 5-foot-wide sidewalk on the south side from Huron Parkway to Chalmers Drive for the next Capital Improvement Program. The concept east of Chalmers Drive will not be included in the program or pursued by the City for construction.

5.2 Recommended Next Steps

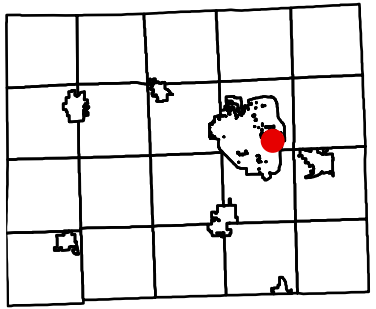
As the project advances to final design, the City should:

- **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 from Huron Parkway to Chalmers Drive.
- **Coordinate early:** Work with City Engineering, utility providers, adjacent property owners, and permitting agencies to confirm design assumptions, access needs, approvals, and implementation responsibilities.

Include the recommended sidewalk in the Capital Improvement Plan, refine the approximately \$4.1 million planning-level estimate, and pursue available grants and partner funding as final engineering confirms scope, permits, right-of-way needs, and constructability.

APPENDIX B. PLAN LAYOUTS

E Huron River Drive



Legend

- Lot Lines
- Existing Storm Sewer
- Public Land
- Proposed Retaining Wall
- Proposed 5 ft wide Sidewalk (Option 'A')
- Proposed 5 ft wide Sidewalk (Option 'B')
- Preferred Alternative: 5 ft wide sidewalk east of Golf Course
- Preferred Alternative: 14 ft wide Boardwalk
- Proposed Curb

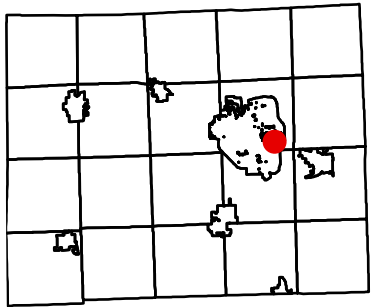


0 70 140 210 280 ft

1:720; 1 inch = 60 feet

Sidewalk

E Huron River Drive



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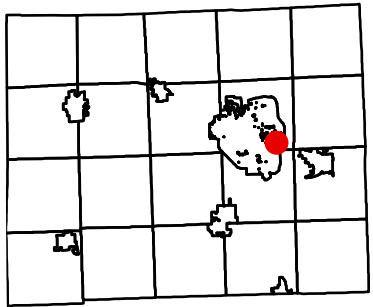


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Sidewalk

E Huron River Drive



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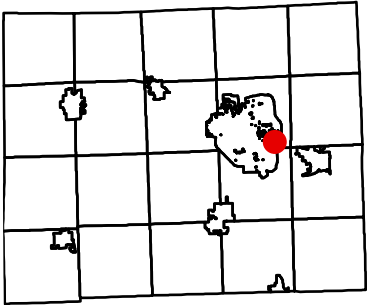


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1:720; 1 inch = 60 feet

Sidewalk

E Huron River Drive



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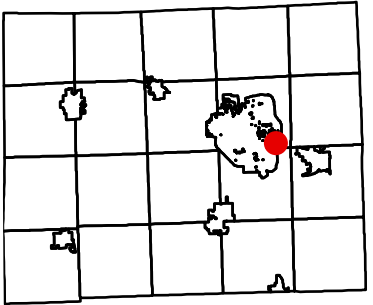


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Sidewalk

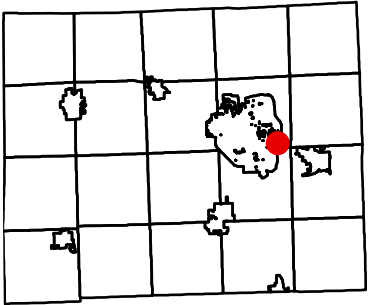
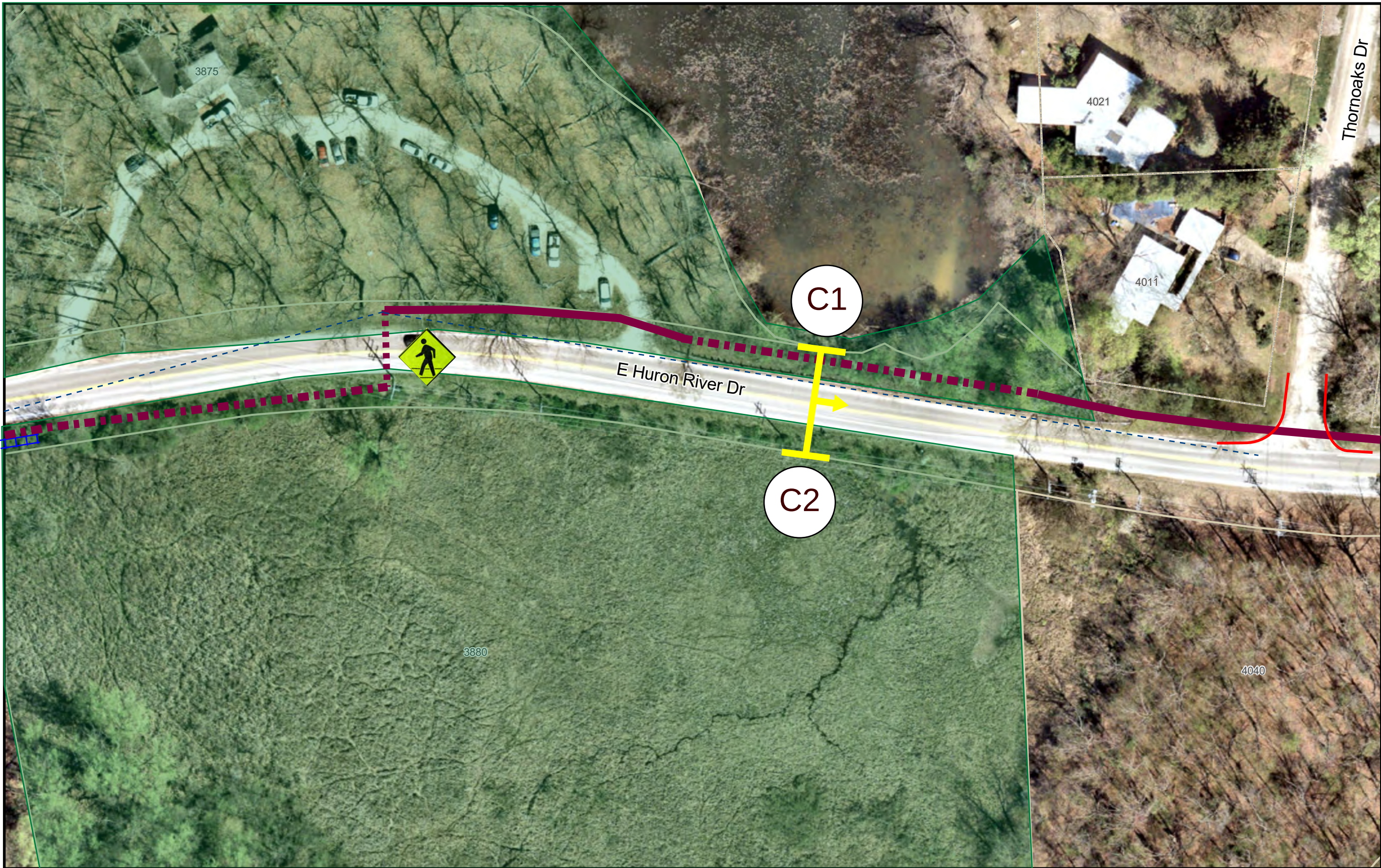
E Huron River Drive



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E Huron River Drive



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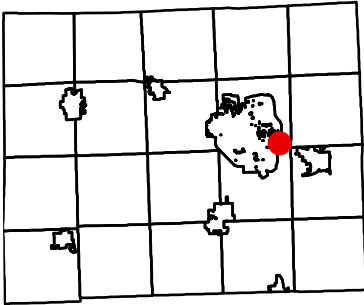


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1:720; 1 inch = 60 feet

Sidewalk

E Huron River Drive



Legend

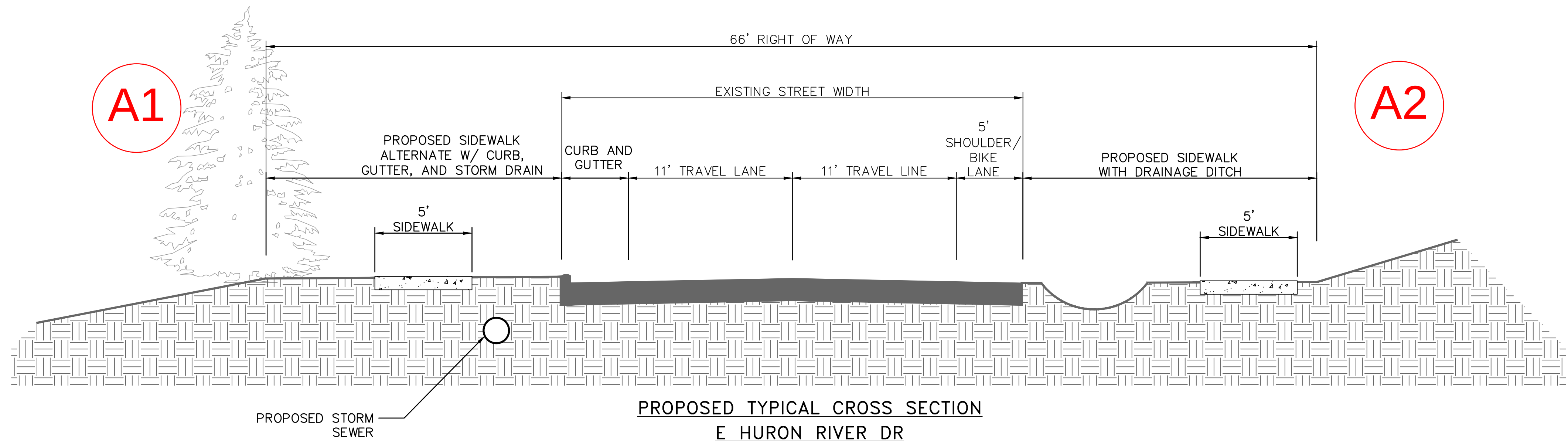
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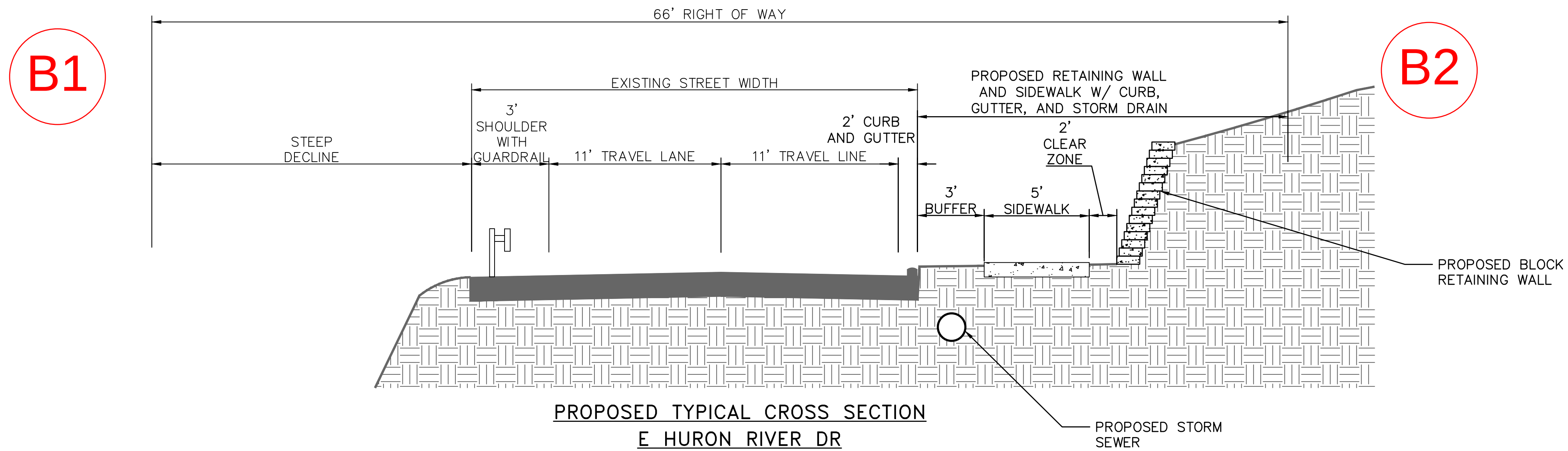
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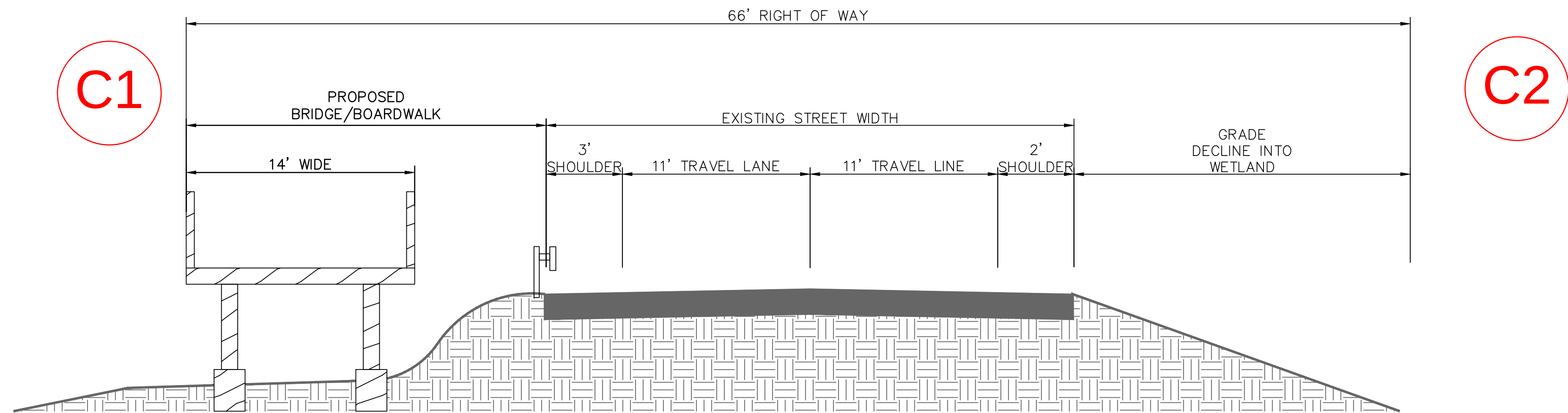
Sidewalk



**PROPOSED TYPICAL CROSS SECTION
E HURON RIVER DR
440' EAST OF ELMWOOD DRIVE**



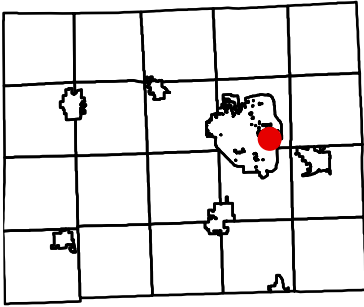
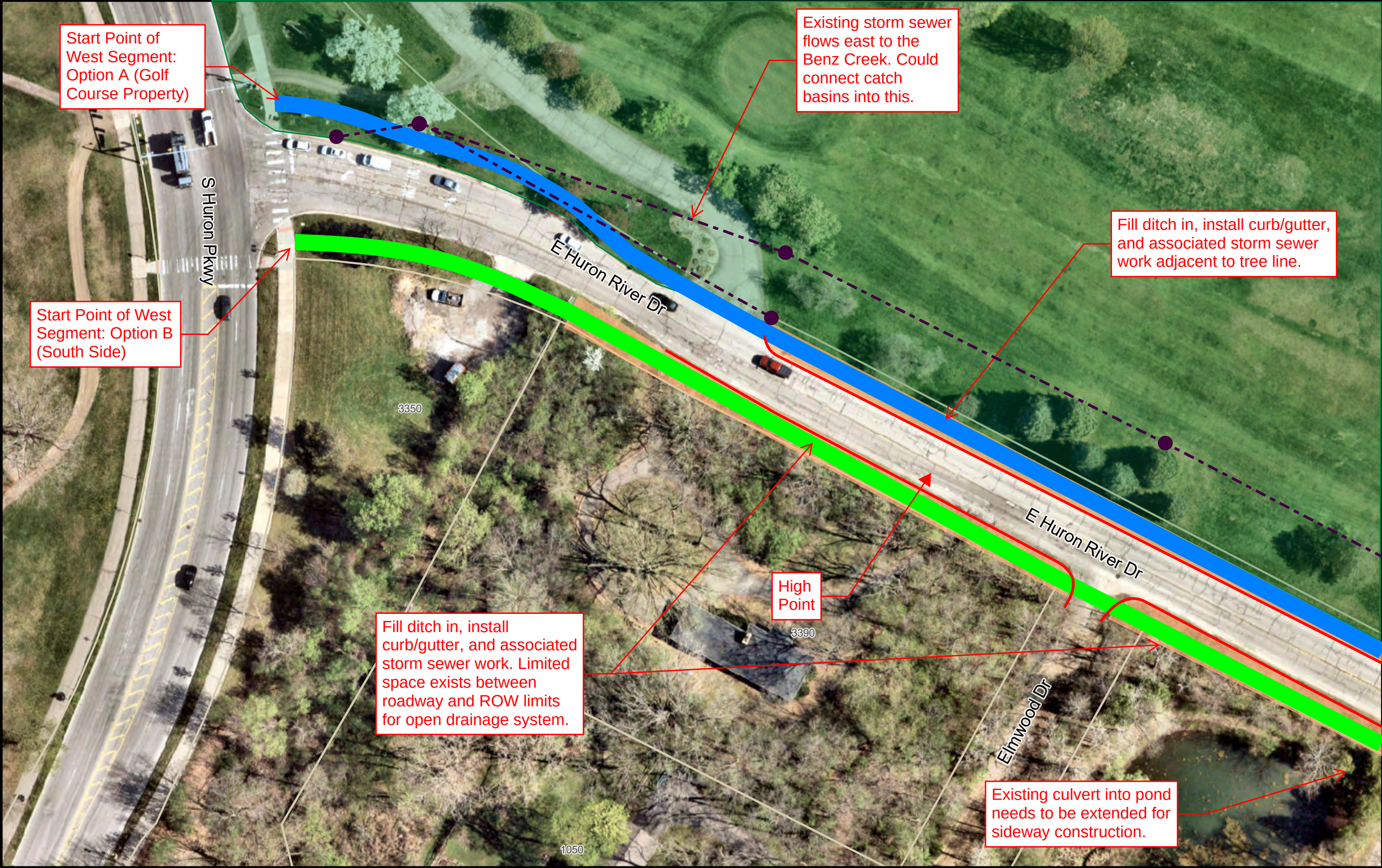
**PROPOSED TYPICAL CROSS SECTION
E HURON RIVER DR
140' WEST OF RIVERSIDE DRIVE**



**PROPOSED TYPICAL CROSS SECTION
E HURON RIVER DR
340' WEST OF THORNOAKS DRIVE**

Sidewalk

E Huron River Drive

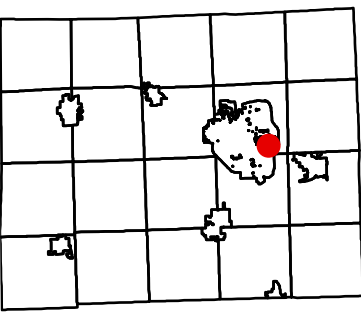
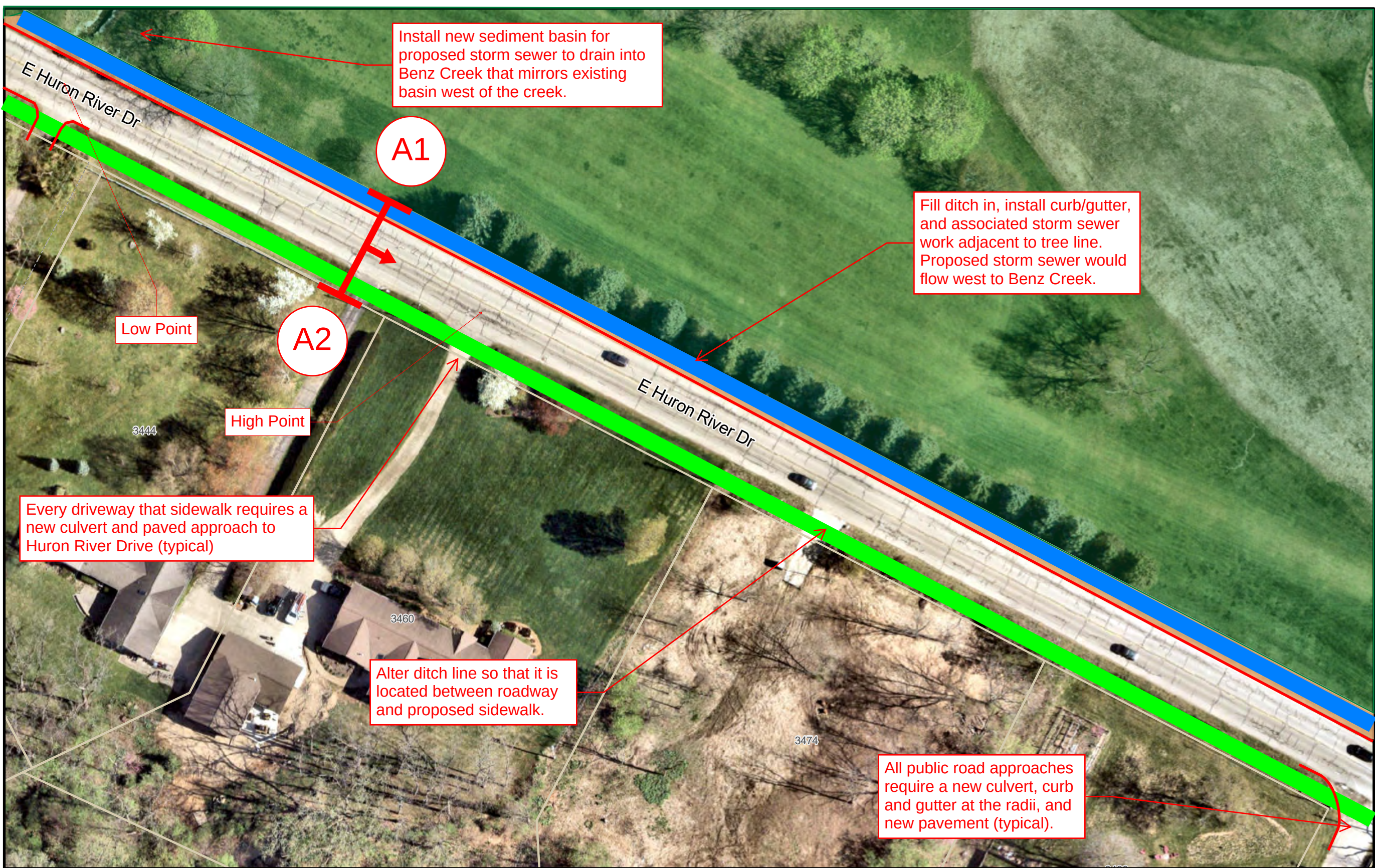


- Legend**
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 - ROW lots
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Shared Use Pathway

E Huron River Drive

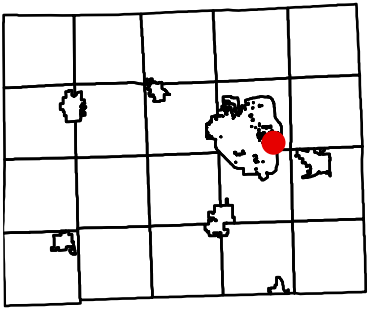


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E Huron River Drive



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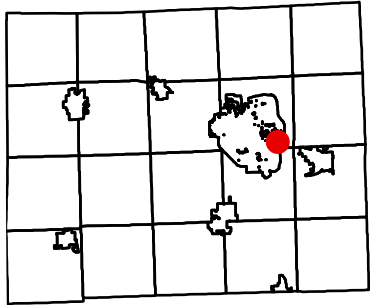
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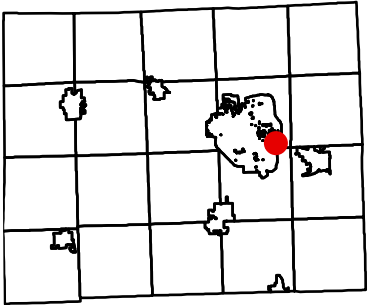
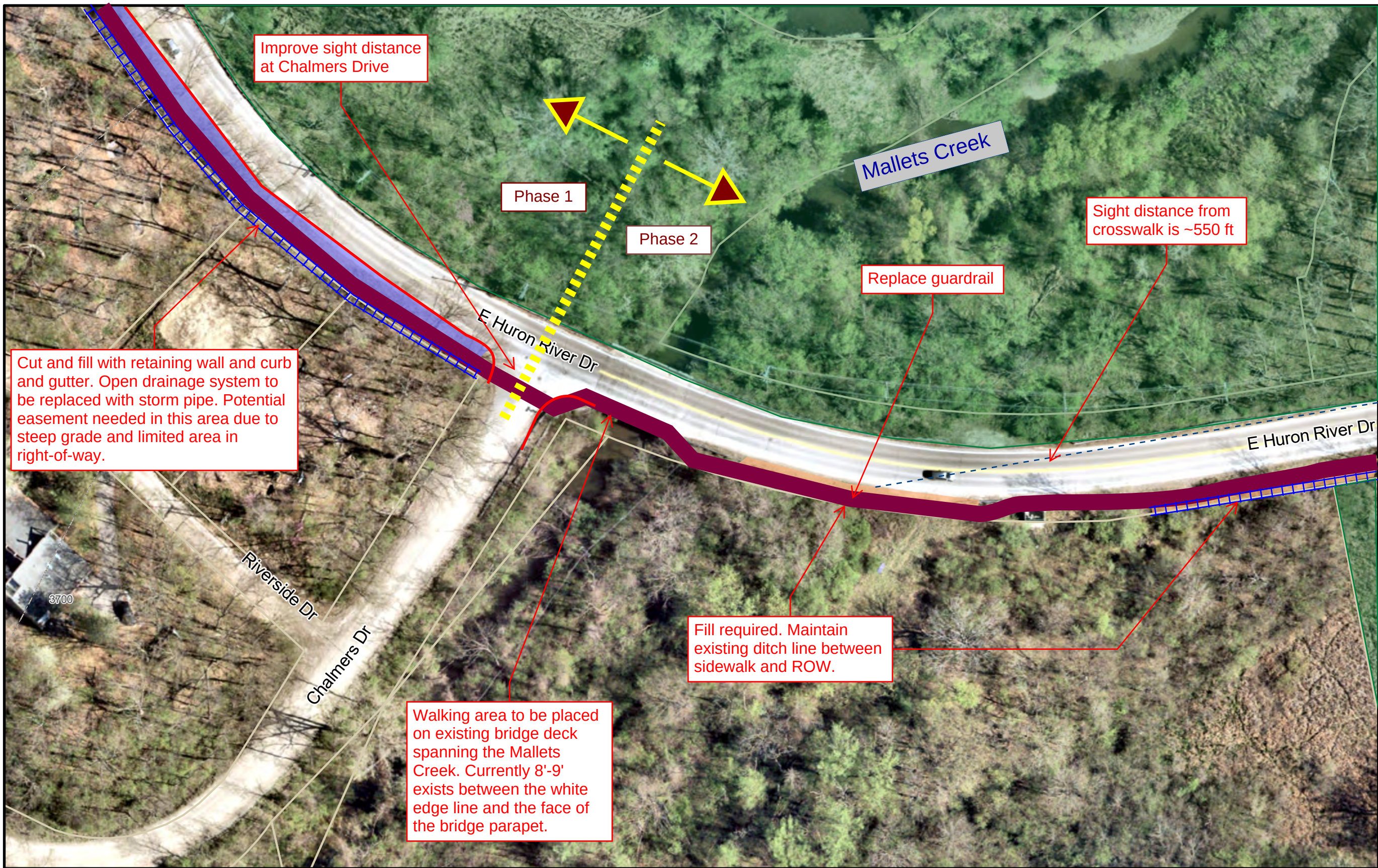
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Shared Use Pathway

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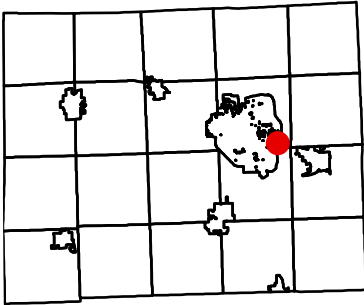
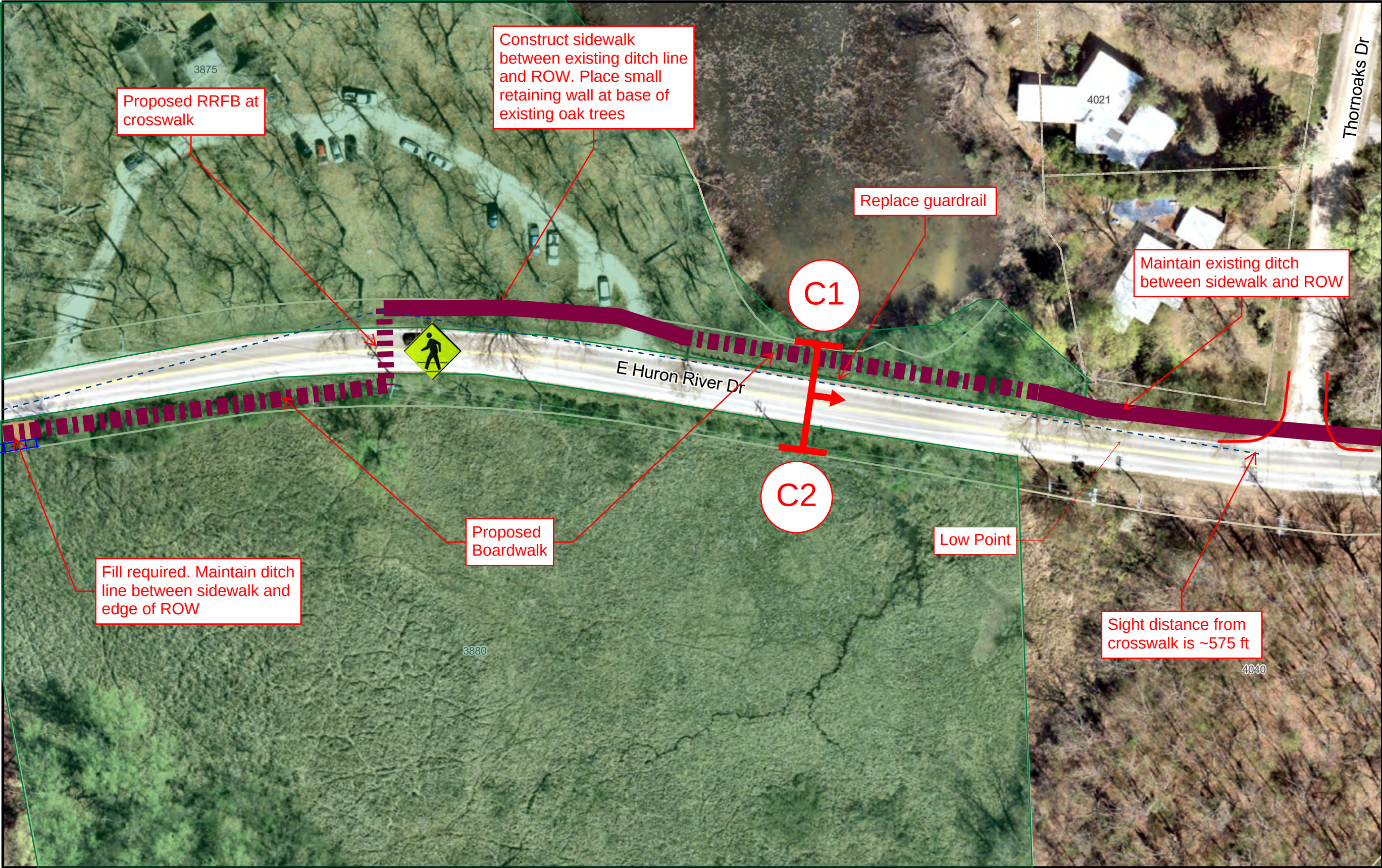


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Shared Use Pathway

E Huron River Drive



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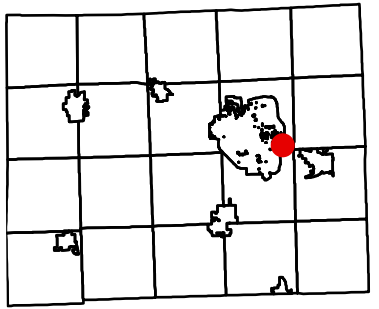
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1:720; 1 inch = 60 feet

Shared Use Pathway

July 29, 2025

E Huron River Drive



Legend

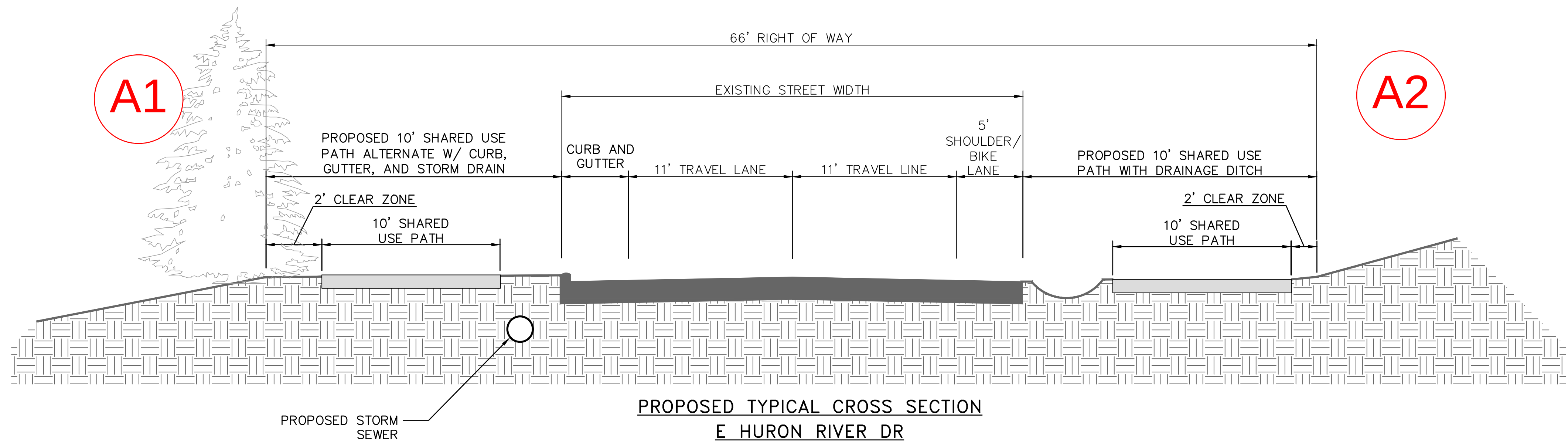
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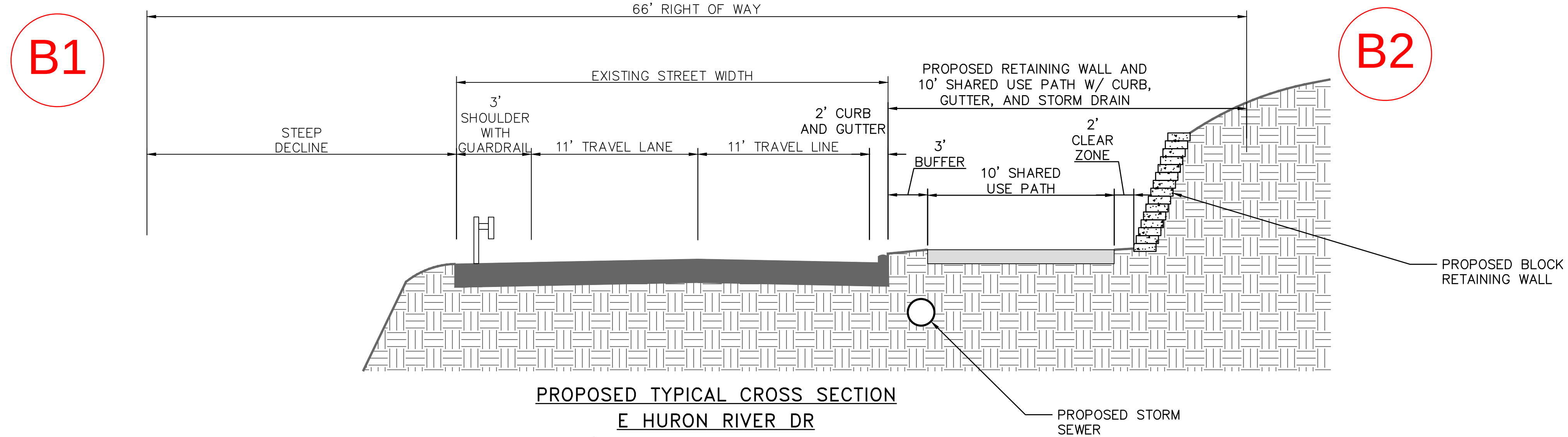
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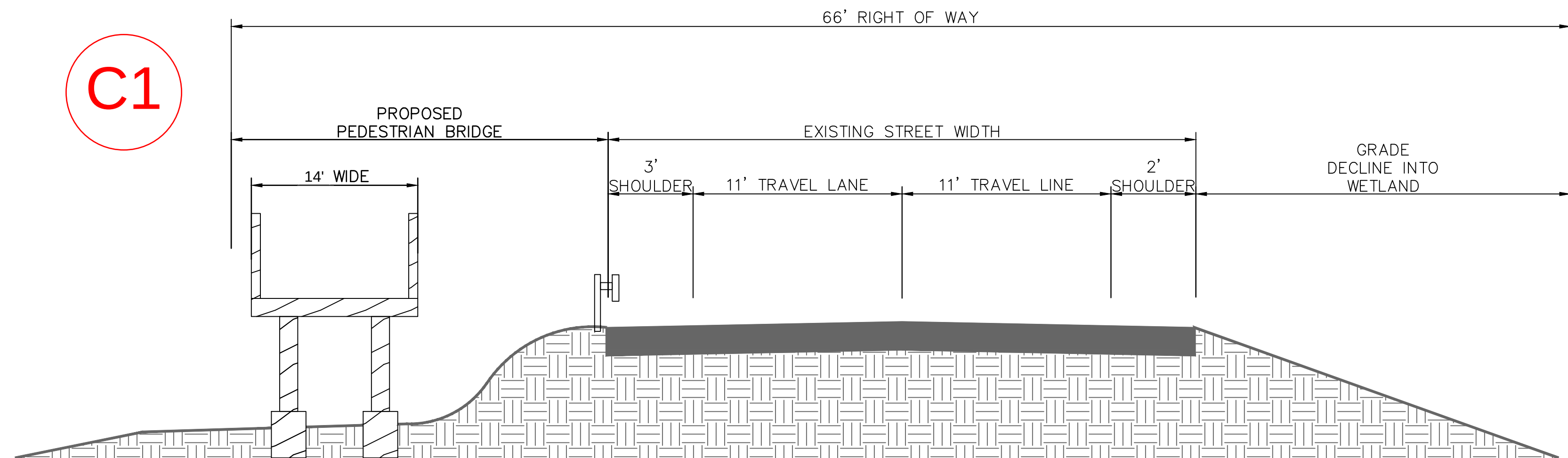
Shared Use Pathway



PROPOSED TYPICAL CROSS SECTION
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440' EAST OF ELMWOOD DRIVE



PROPOSED TYPICAL CROSS SECTION
E HURON RIVER DR
140' WEST OF RIVERSIDE DRIVE



PROPOSED TYPICAL CROSS SECTION
E HURON RIVER DR
340' WEST OF THORNOAKS DRIVE

Shared Use Pathway



CITY OF ANN ARBOR
 PUBLIC SERVICES
 301 EAST HURON STREET
 ANN ARBOR, MI 48106
 734.764.4410
 www.a2gov.org



CITY OF ANN ARBOR - PUBLIC SERVICES - ENGINEERING

E HURON RIVER DRIVE

TYPICAL CROSS SECTIONS

REV.	DESCRIPTION	DATE	DRAWN	CHECKED

SCALE

SHEET No.

DRAWING No.

1 OF 1

APPENDIX C. COST ESTIMATE

Huron River Drive Sidewalk Gap Estimate (5 ft Wide Sidewalk)

Huron Parkway to East Huron River Service Drive

Pay Item Description	Unit	Estimated Quantity			Unit Price	Total Price - Traditional Sidewalk			
		Phase 1 A (North Side) + Segment B West of Chalmers	Phase 1 A (South Side) + Segment B West of Chalmers	Phase 2 Segment B East of Chalmers + Segment C		Phase 1 A (North Side) + Segment B West of Chalmers	Phase 1 A (South Side) + Segment B West of Chalmers	Phase 2 Segment B East of Chalmers + Segment C	
General Conditions, Max \$	LS	1	1	1	\$ -	\$ 100,000	\$ 100,000	\$ 60,000	
Project Supervision	LS	1	1	1	\$ -	\$ 100,000	\$ 100,000	\$ 60,000	
Project Clean-Up and Restoration	LS	1	1	1	\$ -	\$ 60,000	\$ 60,000	\$ 30,000	
Pavt, Cleaning	LS	1	1	1	\$ -	\$ 10,000	\$ 10,000	\$ 8,000	
Digital Audio Visual Coverage	LS	1	1	1	\$ -	\$ 40,000	\$ 40,000	\$ 20,000	
Erosion Control Items	LS	1	1	1	\$ -	\$ 30,000	\$ 30,000	\$ 30,000	
Sediment Basin	LS	1	1	1	\$ -	\$ 40,000	\$ 40,000	\$ -	
Minor Traffic Control, Max. \$	LS	1	1	1	\$ -	\$ 20,000	\$ 20,000	\$ 10,000	
Traffic Regulator Control	LS	1	1	1	\$ -	\$ 60,000	\$ 60,000	\$ 30,000	
Signs and Pavement Markings	LS	1	1	1	\$ -	\$ 20,000	\$ 20,000	\$ 10,000	
Sign, Rem, Salv	LS	1	1	1	\$ -	\$ 1,000	\$ 1,000	\$ 1,000	
Tree Mitigation	LS	1	1	1	\$ -	\$ 150,000	\$ 150,000	\$ 60,000	
Golf Netting	LS	1	0	0	\$ -	\$ 750,000	\$ -	\$ -	
Environmental Permitting	LS	1	1	1	\$ -	\$ 30,000	\$ 30,000	\$ 30,000	
Tree Protection Fence	Ft	2600	2600	1000	\$ 6	\$ 15,600	\$ 15,600	\$ 6,000	
Tree, Rem, 6 In. - 12 In.	Ea	40	40	15	\$ 350	\$ 14,000	\$ 14,000	\$ 5,250	
Tree, Rem, 13 In. - 19 In.	Ea	35	35	5	\$ 600	\$ 21,000	\$ 21,000	\$ 3,000	
Tree, Rem, 20 In. - 29 In.	Ea	30	30	2	\$ 1,000	\$ 30,000	\$ 30,000	\$ 2,000	
Tree, Rem, 30 In. - 39 In.	Ea	20	20	1	\$ 1,200	\$ 24,000	\$ 24,000	\$ 1,200	
Tree, Rem, 40 In. and larger	Ea	15	15	1	\$ 2,000	\$ 30,000	\$ 30,000	\$ 2,000	
Stump, Rem	Ea	140	140	24	\$ 350	\$ 49,000	\$ 49,000	\$ 8,400	
Clearing	Sta	18	26	17	\$ 600	\$ 10,800	\$ 15,600	\$ 10,200	
HMA, Any Thickness, Rem	Syd	265	390	230	\$ 22	\$ 5,830	\$ 8,580	\$ 5,060	
Machine Grading	Sta	36	36	17	\$ 7,000	\$ 252,000	\$ 252,000	\$ 119,000	
Subgrade Undercutting, Type II	Cyd	70	70	300	\$ 80	\$ 5,600	\$ 5,600	\$ 24,000	
Exploritory Excavation, Type I	Ea	10	10	6	\$ 2,500	\$ 25,000	\$ 25,000	\$ 15,000	
12 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	1200	630	300	\$ 175	\$ 210,000	\$ 110,250	\$ 52,500	
18 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	290	180	0	\$ 250	\$ 72,500	\$ 45,000	\$ -	
24 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	150	90	0	\$ 300	\$ 45,000	\$ 27,000	\$ -	
12 In., CMP	Ft	280	540	320	\$ 80	\$ 22,400	\$ 43,200	\$ 25,600	
18 In., CMP	Ft	0	15	0	\$ 150	\$ -	\$ 2,250	\$ -	
Culv, Rem	Ea	4	11	5	\$ 300	\$ 1,200	\$ 3,300	\$ 1,500	
Storm Manhole, 48 In. Dia. (0-8' deep)	Ea	2	1	1	\$ 4,375	\$ 8,750	\$ 4,375	\$ 4,375	
Storm Single Inlet, 24 In. Dia., (0-8' deep)	Ea	3	2	1	\$ 3,200	\$ 9,600	\$ 6,400	\$ 3,200	
Storm Structure Cover	Ea	5	3	2	\$ 350	\$ 1,750	\$ 1,050	\$ 700	
Subbase, CIP	Cyd	311	311	170	\$ 130	\$ 40,430	\$ 40,430	\$ 22,100	
Aggregate Base, 8 In., 21AA, CIP	Syd	265	390	230	\$ 17	\$ 4,505	\$ 6,630	\$ 3,910	
Aggregate Shoulder, CI II, 23A	Ton	64	125	76	\$ 80	\$ 5,120	\$ 10,000	\$ 6,080	
HMA Approach	Ton	81	90	63	\$ 250	\$ 20,250	\$ 22,500	\$ 15,750	
Conc, Curb or Curb & Gutter, All Types	Ft	2650	1730	640	\$ 42	\$ 111,300	\$ 72,660	\$ 26,880	
Retaining Wall	Ft	900	900	150	\$ 800	\$ 720,000	\$ 720,000	\$ 120,000	
Boardwalk	Ft	0	0	540	\$ 2,000	\$ -	\$ -	\$ 1,080,000	
Guardrail, Rem	Ft	0	0	540	\$ 5	\$ -	\$ -	\$ 2,700	
Guardrail	Ft	0	0	540	\$ 38	\$ -	\$ -	\$ 20,520	
Pathway Safety Rail	Ft	800	800	150	\$ 120	\$ 96,000	\$ 96,000	\$ 18,000	
Conc, Sidewalk, 4 In	Sft	17700	17500	5550	\$ 10	\$ 177,000	\$ 175,000	\$ 55,500	
Conc, Sidewalk, Ramp, 6 In	Sft	300	500	200	\$ 12	\$ 3,600	\$ 6,000	\$ 2,400	
Mailbox	Ea	4	8	0	\$ 200	\$ 800	\$ 1,600	\$ -	
RRFB Assembly	Ea	2	0	2	\$ 12,000	\$ 24,000	\$ -	\$ 24,000	
Subtotal						\$ 3,468,035	\$ 2,545,025	\$ 1,686,825	
Contingency (15%)						\$ 520,205	\$ 381,754	\$ 253,024	
Subtotal with Contingency						\$ 3,988,240	\$ 2,926,779	\$ 1,939,849	
Preliminary Engineering (20%)						\$ 797,648	\$ 585,356	\$ 387,970	
Construction Engineering and Inspection (20%)						\$ 797,648	\$ 585,356	\$ 387,970	
Total						\$ 5,583,536	\$ 4,097,490	\$ 2,715,788	
Phase 1 (Segment 'A' North Side) + Phase 2 Total						\$ -	\$ -	\$ 8,299,325	
Phase 1 (Segment 'A' South Side) + Phase 2 Total						\$ -	\$ -	\$ 6,813,279	

Huron River Drive Sidewalk Gap Estimate (10 ft Wide Shared Use Pathway)

Huron Parkway to East Huron River Service Drive

Pay Item Description	Unit	Estimated Quantity			Unit Price	Total Price - Shared Use Pathway			
		Phase 1 A (North Side) + Segment B West of Chalmers	Phase 1 A (South Side) + Segment B West of Chalmers	Phase 2 Segment B East of Chalmers + Segment C		Phase 1 A (North Side) + Segment B West of Chalmers	Phase 1 A (South Side) + Segment B West of Chalmers	Phase 2 Segment B East of Chalmers + Segment C	
General Conditions, Max \$	LS	1	1	1	\$ -	\$ 100,000	\$ 100,000	\$	60,000
Project Supervision	LS	1	1	1	\$ -	\$ 100,000	\$ 100,000	\$	60,000
Project Clean-Up and Restoration	LS	1	1	1	\$ -	\$ 60,000	\$ 60,000	\$	30,000
Pavt, Cleaning	LS	1	1	1	\$ -	\$ 10,000	\$ 10,000	\$	8,000
Digital Audio Visual Coverage	LS	1	1	1	\$ -	\$ 40,000	\$ 40,000	\$	20,000
Erosion Control Items	LS	1	1	1	\$ -	\$ 30,000	\$ 30,000	\$	30,000
Sediment Basin	LS	1	1	1	\$ -	\$ 40,000	\$ 40,000	\$	-
Minor Traffic Control, Max. \$	LS	1	1	1	\$ -	\$ 20,000	\$ 20,000	\$	10,000
Traffic Regulator Control	LS	1	1	1	\$ -	\$ 60,000	\$ 60,000	\$	30,000
Signs and Pavement Markings	LS	1	1	1	\$ -	\$ 20,000	\$ 20,000	\$	10,000
Sign, Rem, Salv	LS	1	1	1	\$ -	\$ 1,000	\$ 1,000	\$	1,000
Tree Mitigation	LS	1	1	1	\$ -	\$ 200,000	\$ 200,000	\$	80,000
Golf Netting	LS	1	0	0	\$ -	\$ 750,000	\$ -	\$	-
Environmental Permitting	LS	1	1	1	\$ -	\$ 30,000	\$ 30,000	\$	30,000
Tree Protection Fence	Ft	3800	3800	1500	\$ 6	\$ 22,800	\$ 22,800	\$	9,000
Tree, Rem, 6 In. - 12 In.	Ea	75	75	40	\$ 350	\$ 26,250	\$ 26,250	\$	14,000
Tree, Rem, 13 In. - 19 In.	Ea	42	42	15	\$ 600	\$ 25,200	\$ 25,200	\$	9,000
Tree, Rem, 20 In. - 29 In.	Ea	32	32	7	\$ 1,000	\$ 32,000	\$ 32,000	\$	7,000
Tree, Rem, 30 In. - 39 In.	Ea	21	21	4	\$ 1,200	\$ 25,200	\$ 25,200	\$	4,800
Tree, Rem, 40 In. and larger	Ea	16	16	3	\$ 2,000	\$ 32,000	\$ 32,000	\$	6,000
Stump, Rem	Ea	186	186	69	\$ 350	\$ 65,100	\$ 65,100	\$	24,150
Clearing	Sta	18	26	17	\$ 800	\$ 14,400	\$ 20,800	\$	13,600
HMA, Any Thickness, Rem	Syd	265	390	230	\$ 22	\$ 5,830	\$ 8,580	\$	5,060
Machine Grading	Sta	36	36	17	\$ 10,000	\$ 360,000	\$ 360,000	\$	170,000
Subgrade Undercutting, Type II	Cyd	70	70	300	\$ 80	\$ 5,600	\$ 5,600	\$	24,000
Exploratory Excavation, Type I	Ea	10	10	6	\$ 2,500	\$ 25,000	\$ 25,000	\$	15,000
12 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	1200	630	300	\$ 175	\$ 210,000	\$ 110,250	\$	52,500
18 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	290	180	0	\$ 250	\$ 72,500	\$ 45,000	\$	-
24 In., CL IV RCP Storm Sewer, SD-TD-1	Ft	150	90	0	\$ 300	\$ 45,000	\$ 27,000	\$	-
12 In., CMP	Ft	280	540	320	\$ 80	\$ 22,400	\$ 43,200	\$	25,600
18 In., CMP	Ft	0	15	0	\$ 150	\$ -	\$ 2,250	\$	-
Culv, Rem	Ea	4	11	5	\$ 300	\$ 1,200	\$ 3,300	\$	1,500
Storm Manhole, 48 In. Dia. (0-8' deep)	Ea	2	1	1	\$ 4,375	\$ 8,750	\$ 4,375	\$	4,375
Storm Single Inlet, 24 In. Dia., (0-8' deep)	Ea	3	2	1	\$ 3,200	\$ 9,600	\$ 6,400	\$	3,200
Storm Structure Cover	Ea	5	3	2	\$ 350	\$ 1,750	\$ 1,050	\$	700
Aggregate Base, 8 In., 21AA, CIP	Syd	265	390	230	\$ 17	\$ 4,505	\$ 6,630	\$	3,910
Aggregate Shoulder, CI II, 23A	Ton	64	125	76	\$ 80	\$ 5,120	\$ 10,000	\$	6,080
HMA Approach	Ton	81	90	63	\$ 250	\$ 20,250	\$ 22,500	\$	15,750
Conc, Curb or Curb & Gutter, All Types	Ft	2650	1730	640	\$ 42	\$ 111,300	\$ 72,660	\$	26,880
Retaining Wall	Ft	1000	1000	150	\$ 900	\$ 900,000	\$ 900,000	\$	135,000
Boardwalk	Ft	0	0	540	\$ 2,750	\$ -	\$ -	\$	1,485,000
Guardrail, Rem	Ft	0	0	540	\$ 5	\$ -	\$ -	\$	2,700
Guardrail	Ft	0	0	540	\$ 38	\$ -	\$ -	\$	20,520
Pathway Safety Rail	Ft	800	800	150	\$ 120	\$ 96,000	\$ 96,000	\$	18,000
Share Use Path, Aggregate	Ton	1360	1360	444	\$ 50	\$ 68,000	\$ 68,000	\$	22,200
Shared use Path, HMA	Ton	831	831	271	\$ 200	\$ 166,222	\$ 166,222	\$	54,267
Conc, Sidewalk, Ramp, 6 In	Sft	300	500	200	\$ 12	\$ 3,600	\$ 6,000	\$	2,400
Mailbox	Ea	4	8	0	\$ 200	\$ 800	\$ 1,600	\$	-
RRFB Assembly	Ea	2	0	2	\$ 12,000	\$ 24,000	\$ -	\$	24,000
Subtotal						\$ 3,871,377	\$ 2,951,967	\$	2,575,192
Contingency (15%)						\$ 580,707	\$ 442,795	\$	386,279
Subtotal with Contingency						\$ 4,452,084	\$ 3,394,762	\$	2,961,470
Preliminary Engineering (20%)						\$ 890,417	\$ 678,952	\$	592,294
Construction Engineering and Inspection (20%)						\$ 890,417	\$ 678,952	\$	592,294
Temporary Grading Permits and Permanent Easements						\$ 80,000	\$ 80,000	\$	20,000
Total						\$ 6,312,917	\$ 4,832,667	\$	4,146,059
Phase 1 (Segment 'A' North Side) + Phase 2 Total						\$	\$	\$	10,458,976
Phase 1 (Segment 'A' South Side) + Phase 2 Total						\$	\$	\$	8,978,726

APPENDIX D. SITE PHOTOGRAPHS

Phase 1- Option 'A' – North Side Huron River Drive along Huron Hills Golf Course



Looking east from golf course driveway



Outlet point into Benz County Drain



530 feet east of golf course driveway looking east



900 feet east of golf course driveway looking east



900 feet east of golf course driveway looking west



100 feet east of Blakeway Street looking west

**Phase 1- Option 'B' – South Side Huron River Drive
Huron Parkway to Blakeway Street**



300 feet east of Huron Parkway looking east



500 feet east of Huron Parkway looking east (Elmwood intersection in background)



Southeast corner of Huron River Drive at Elmwood looking east



1,000 feet east of Huron Parkway looking west (Driveway of 3444 Huron River Drive)



1,100 feet east of Huron Parkway looking east (Driveway of 3460 Huron River Drive)



200 feet west of Blakeway looking east (Blakeway intersection in background)

Phase 1- Blakeway Street to Chalmers Drive



100 feet east of Blakeway looking east along the south side of Huron River Drive
(preferred alignment)



350 feet east of Blakeway looking east along the south side of Huron River Drive
(preferred alignment)



**300 feet west of Woodland Drive looking east along the south side of Huron River Drive
(preferred alignment)**



**300 feet east of Woodland Drive looking west along the south side of Huron River Drive
(preferred alignment)**



100 feet west of Chalmers Drive looking east along the south side of Huron River Drive
(preferred alignment)



Southwest corner of Chalmers at Huron River Drive looking west along the south side of
Huron River Drive (preferred alignment)



430 feet east of Blakeway Street looking east along the north side of Huron River Drive



**800 feet east of Blakeway Street looking west along the north side of Huron River Drive
(3595 Huron River Drive)**



**200 feet east of Woodland Drive looking east along the north side of Huron River Drive
(3625 Huron River Drive)**



**300 feet east of Woodland Drive looking east along the north side of Huron River Drive
(3625 Huron River Drive)**



400 feet west of Chalmers Drive looking west along the north side of Huron River Drive



200 feet west of Chalmers Drive looking west along the north side of Huron River Drive

Phase 2- Chalmers Drive to East Huron River Service Drive



100 feet east of Chalmers looking west along the south side of Huron River Drive
(preferred alignment)



Intersection of Chalmers Drive looking east along the north side of Huron River Drive



350 feet east of Chalmers looking west along the south side of Huron River Drive. A DTE Gas pressure reduction station lies inside the fence (**preferred alignment**)



600 feet east of Chalmers looking west along the north side of Huron River Drive.
(western driveway approach to Natural Area Preservation office)



600 feet east of Chalmers looking east along the south side of Huron River Drive. The proposed midblock crossing is about 100 feet ahead (**preferred alignment**)



200 feet west of Thornoaks Drive looking west along the south side of Huron River Drive.



650 feet west of Thornoaks Drive looking east along the north side of Huron River Drive.
(preferred alignment)



400 feet west of Thornoaks Drive looking west along the north side of Huron River Drive
at the east driveway approach of Natural Area Preservation Office (preferred alignment)



Intersection of Thornoaks Drive looking west along the north side of Huron River Drive
(preferred alignment)



Intersection of Thornoaks Drive looking east along the north side of Huron River Drive
(preferred alignment)



100 feet west of East Huron River Service Drive looking west along the south side of Huron River Drive

APPENDIX E. PRESENTATIONS

East Huron River Drive

Sidewalk Engagement Session

June 3, 2025

City of Ann Arbor – Public Services Area – Engineering

www.engage.a2gov.org/sidewalk-gap-study/sidewalk-gap-study-huron-river-drive





Meeting Etiquette

- Commit to learning and avoiding speculation.
- Please remember the importance of rights and the dignity of others.
 - Critique ideas, not people.
 - Use thoughtful language so this can be a comfortable and respectful session for all participants.



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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Specialist

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Professional Engineer

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Agenda



Purpose of Engagement

Project Overview and Need

Project Challenges

Potential Design Options

Next Steps

Breakout Session

Purpose of Engagement



Purpose of Engagement

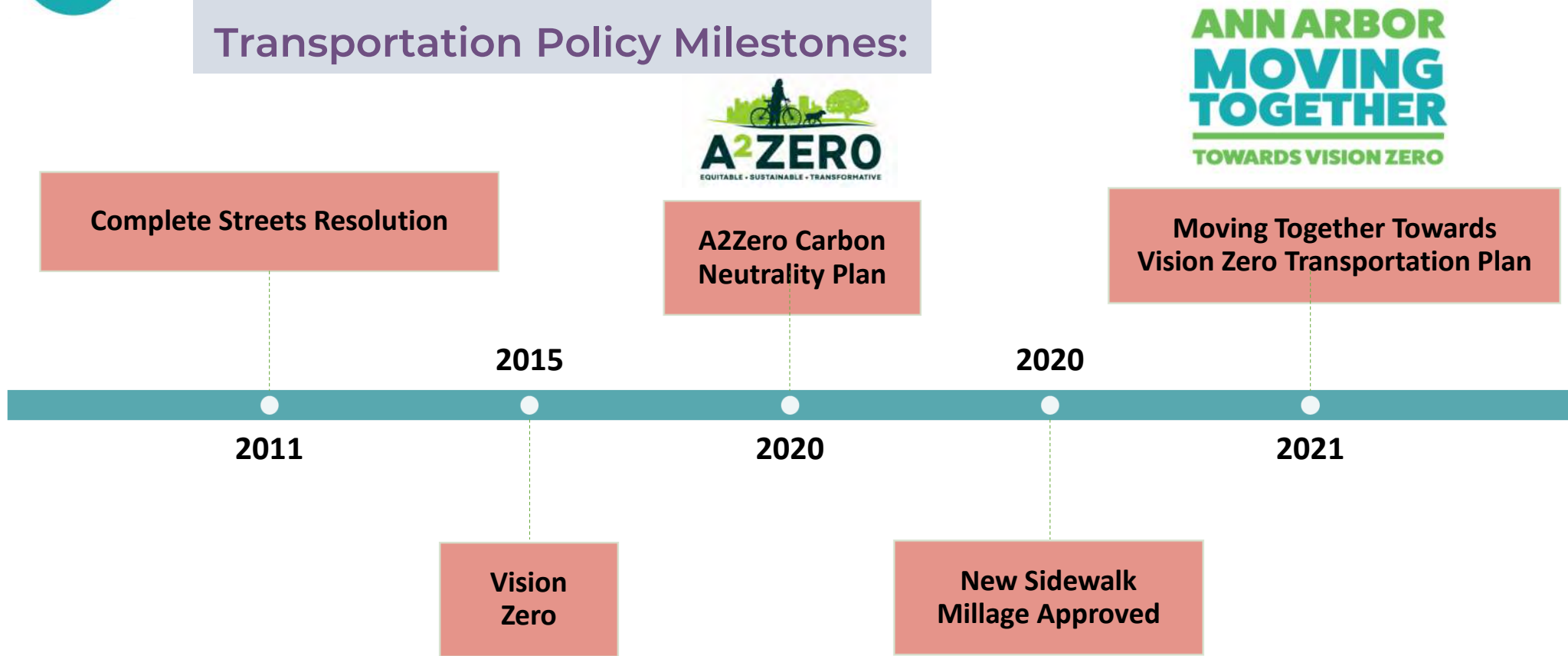
- ✓ Need for Non-motorized Accessibility
- ✓ Receive Feedback on Values and Concerns
- ✓ Develop a Realistic Cost Estimate

Project Overview & Need



Project Purpose and Need

Transportation Policy Milestones:





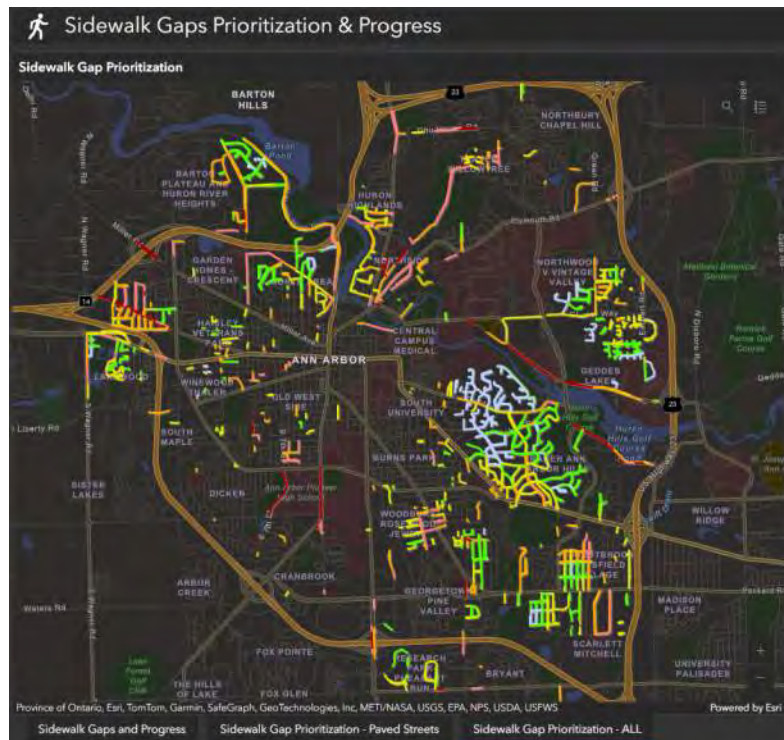
Ann Arbor's Mobility Goals & Values

- ✓ Safety
- ✓ Accessibility for All
- ✓ Mobility





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** ?
 - Agreement between the city and property owner that grants the City legal right to use a specified area of the land. Ie for sidewalks

Project Challenges



Project Challenges

Environment



- Huron River
- Trees
- Wetlands



Grade Changes (Topography)



Impacts to Property



Project Costs

Potential Design Options



Design Toolbox



Curb and Gutter



Shoulder with Ditch



Retaining Wall

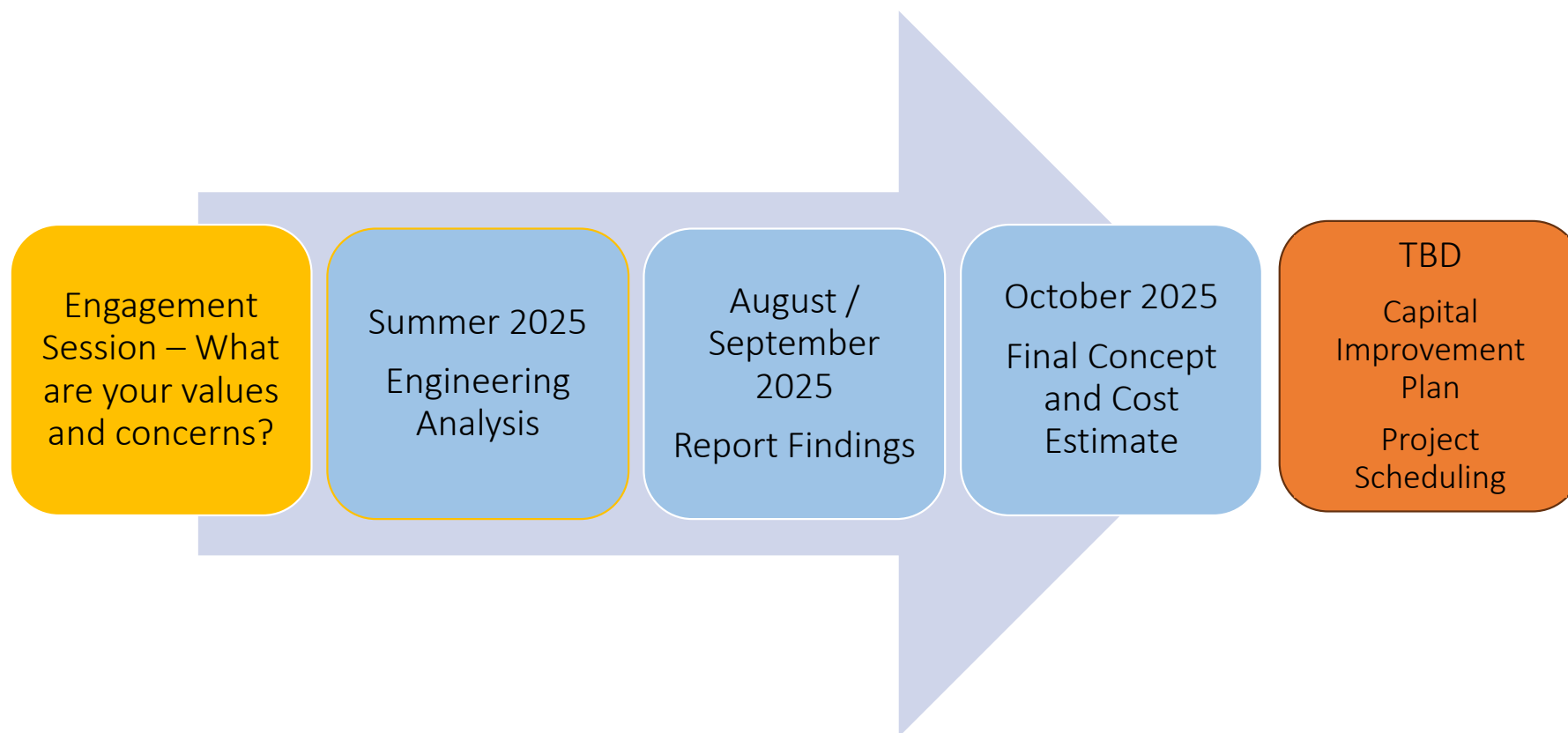


Boardwalk

Next Steps...



Project Timeline



Breakout





Thank You!

City of Ann Arbor – Public Services Area – Engineering

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

East Huron River Drive

Sidewalk Engagement Session

September 4, 2025

City of Ann Arbor – Public Services Area – Engineering

www.engage.a2gov.org/sidewalk-gap-study/sidewalk-gap-study-huron-river-drive





Meeting Etiquette

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- Please remember the importance of rights and the dignity of others.
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Agenda



Recap of Last Engagement Session

Feedback Received

Design Alternatives (Alignment & Cross Sections)

Estimated Costs

Advantages and Disadvantages of Alternatives

Next Steps

Breakout Session

Recap of Last Engagement Session





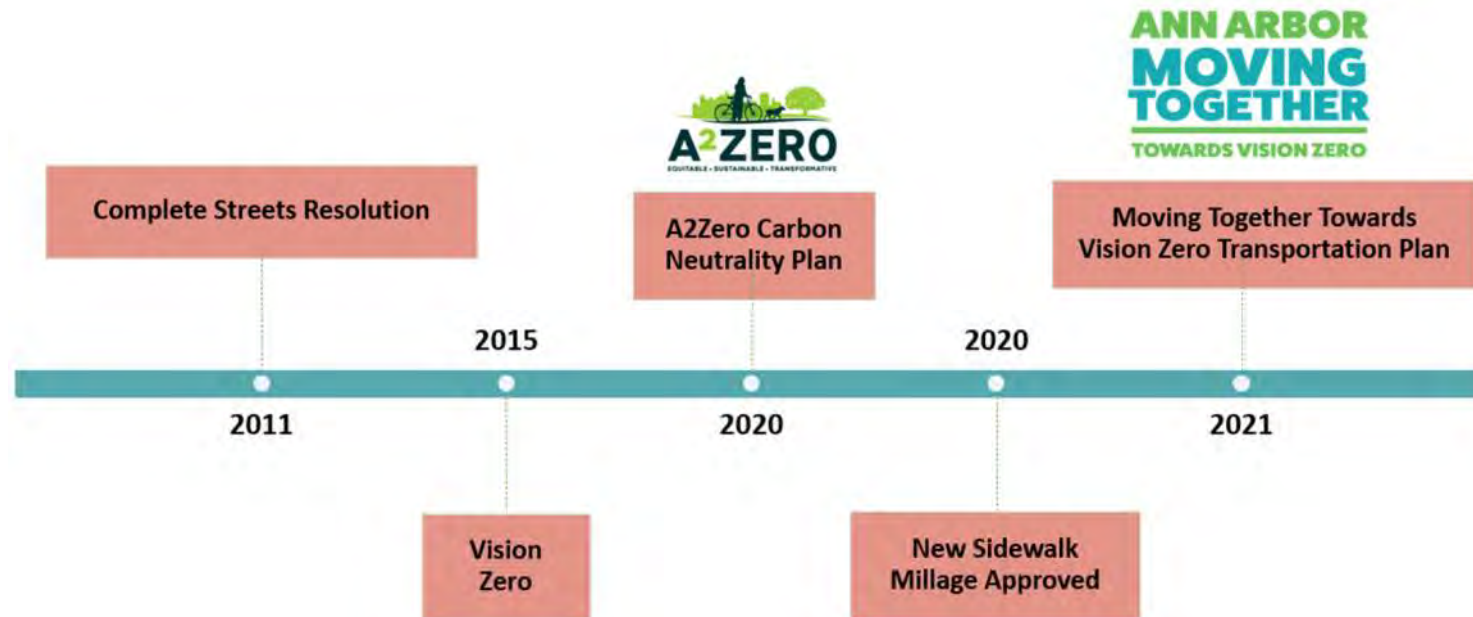
What was the purpose of the previous engagement session?

- ✓ Last Session Held on June 3, 2025
- ✓ Highlighted the need for Non-motorized Accessibility.
- ✓ Desired Feedback on Values and Concerns.
- ✓ Develop a Realistic Cost Estimate for Planning Purposes.



Transportation Policy Milestones

- ✓ Highlighted City Council and Citizen Goals
 - Complete Streets
 - Vision Zero
 - Carbon Neutrality
 - Sidewalk Milage
 - Comprehensive Transportation Plan





What are the Project Challenges?

Environment



- Huron River
- Trees
- Wetlands



Grade Changes (Topography)



Impacts to Property



Project Costs



Inside the Design Toolbox



Curb and Gutter



Shoulder with Ditch



Retaining Wall



Boardwalk

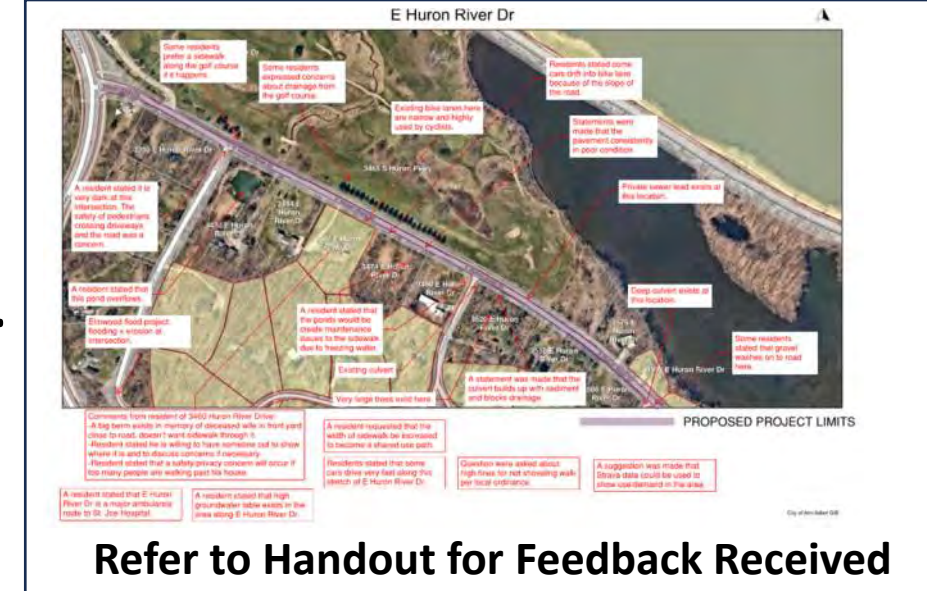
Feedback Received





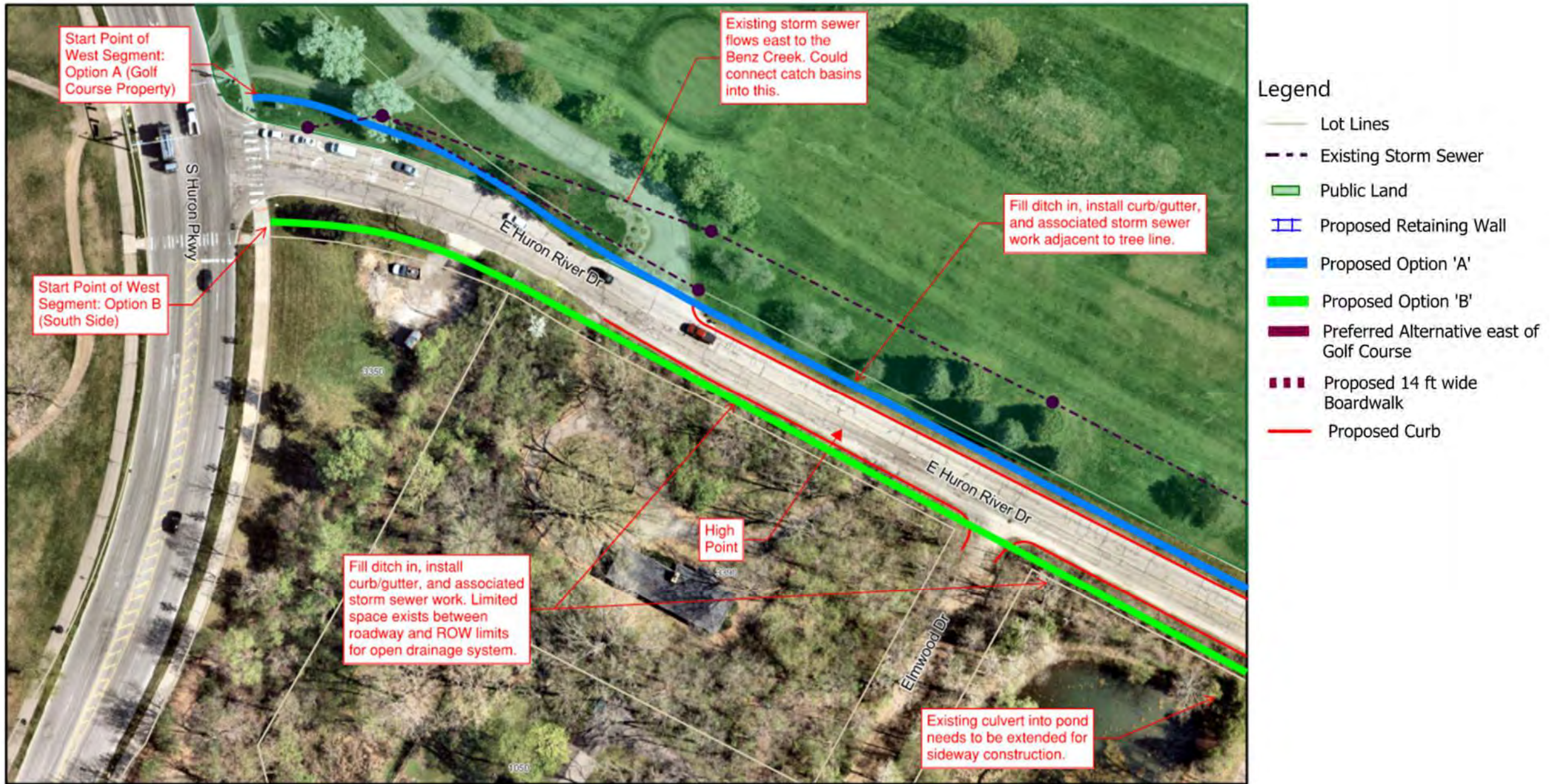
What You Told Us

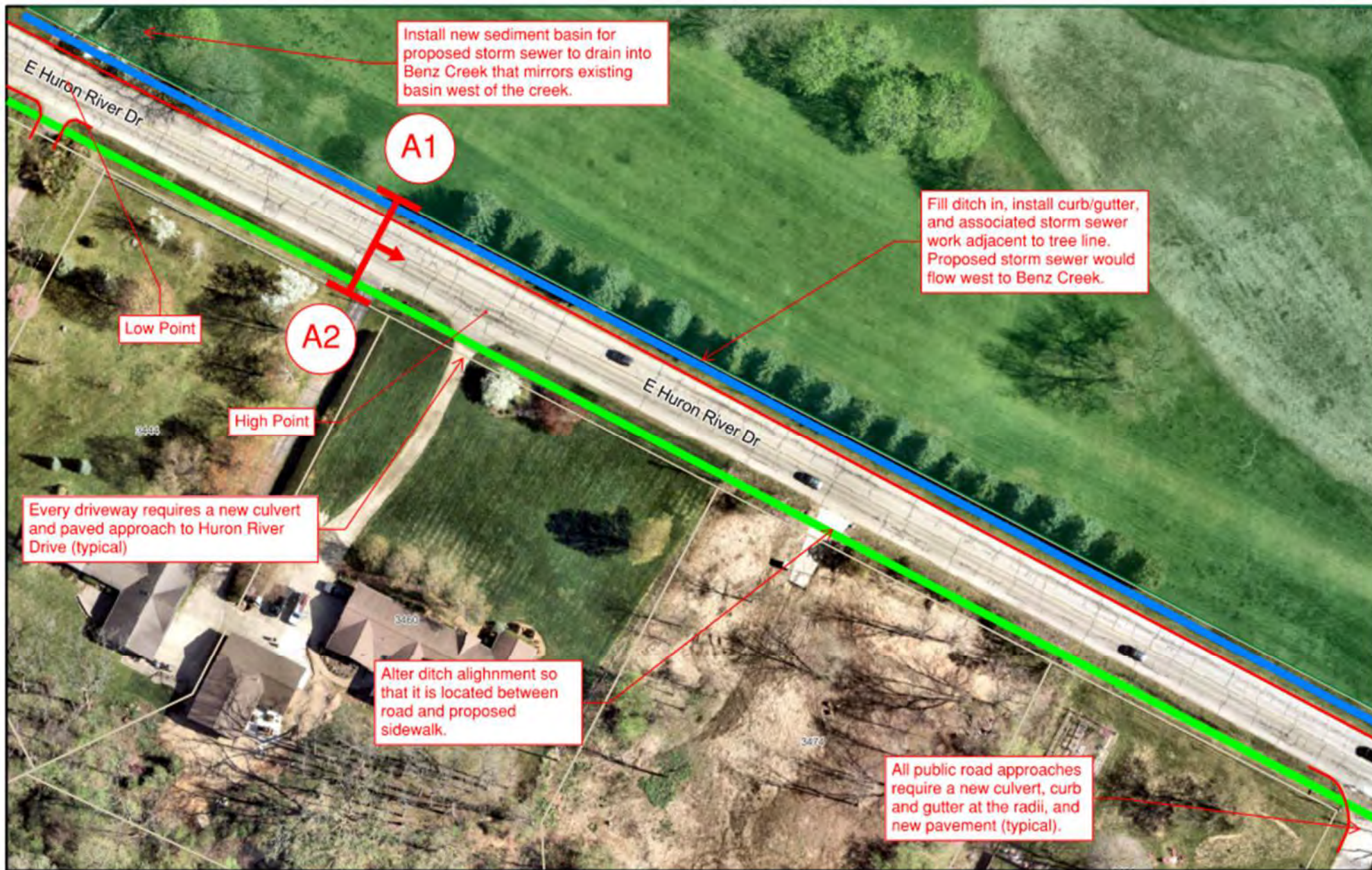
- Preference to place sidewalk on golf course side.
- Need for illumination at crosswalks.
- Drainage concerns were expressed.
- Need for larger width to accommodate all users.
- Concerns for winter maintenance.
- Loss of privacy.
- Existing bike lanes are narrow.
- Need for improved sight distance at intersections.
- Concern on the proximity of the sidewalk to the home
- Can a portion of the project be financed by private development?



Design Alignment Alternatives







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
- Existing Storm Sewer
- Public Land
- Proposed Retaining Wall
- Proposed Option 'A'
- Proposed Option 'B'
- Preferred Alternative east of Golf Course
- Proposed 14 ft wide Boardwalk
- Proposed Curb

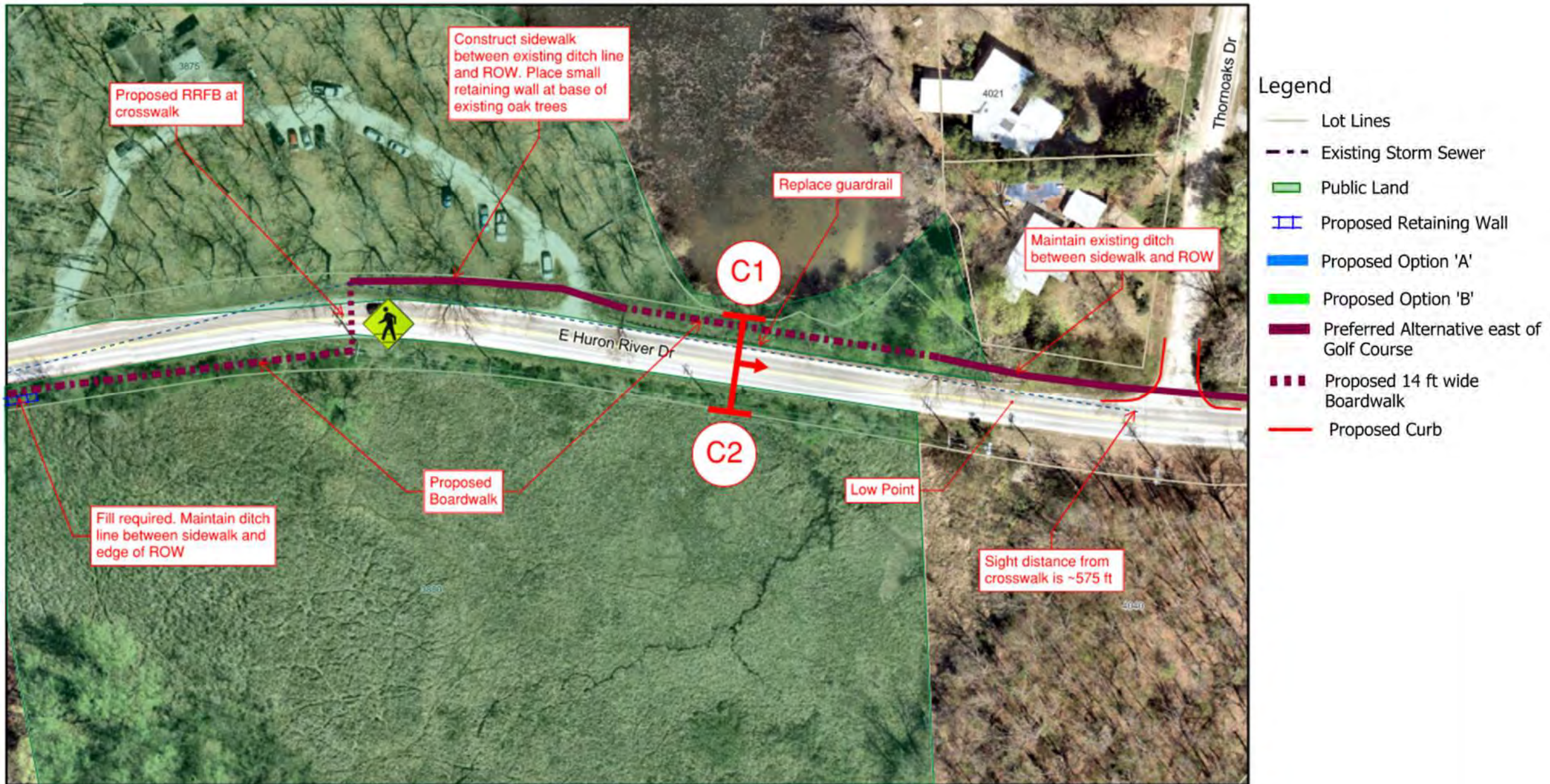
5 Foot & 10 Foot Wide Alternative Alignments

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



5 Foot & 10 Foot Wide Alternative Alignments

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



5 Foot & 10 Foot Wide Alternative Alignments

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



Legend

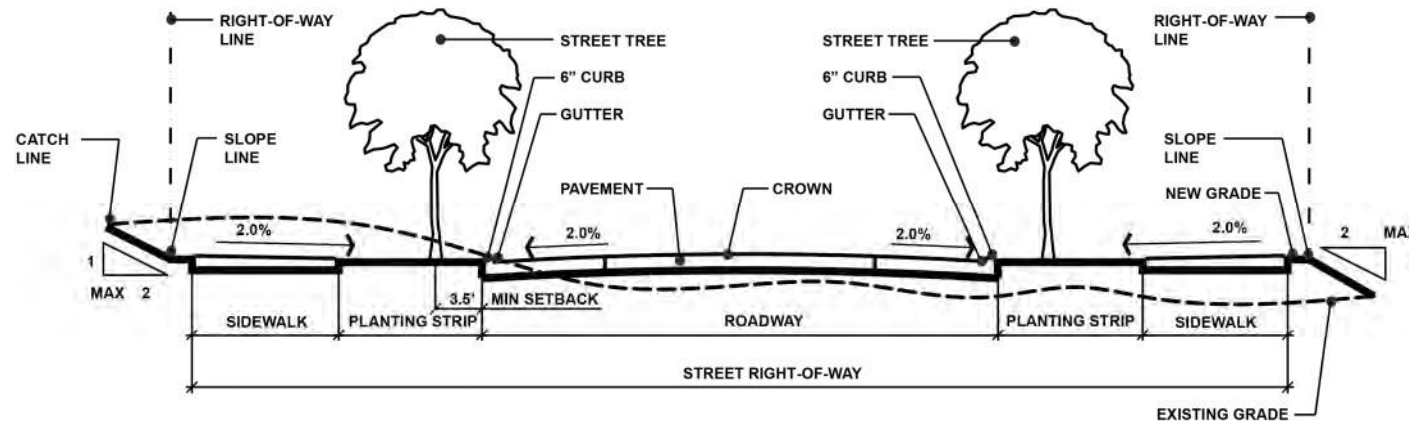
- Lot Lines
- Existing Storm Sewer
- Public Land
- Proposed Retaining Wall
- Proposed Option 'A'
- Proposed Option 'B'
- Preferred Alternative east of Golf Course
- Proposed 14 ft wide Boardwalk
- Proposed Curb

5 Foot & 10 Foot Wide Alternative Alignments

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

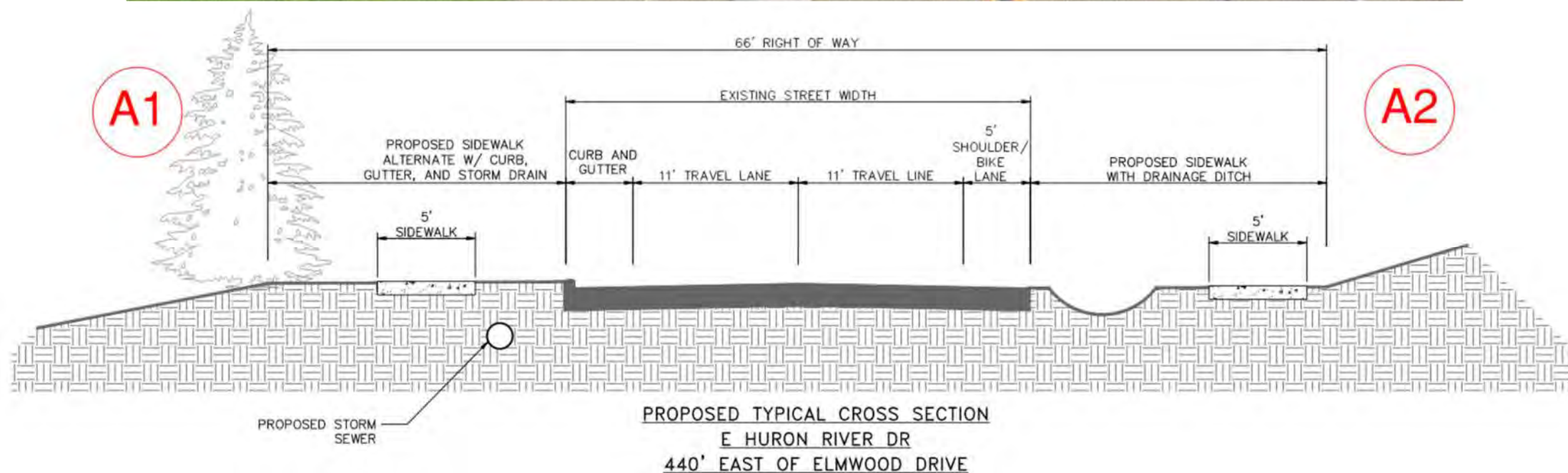
Cross Sectional Views

5 Ft Wide Sidewalk v. 10 Ft Wide Multiuse Pathway



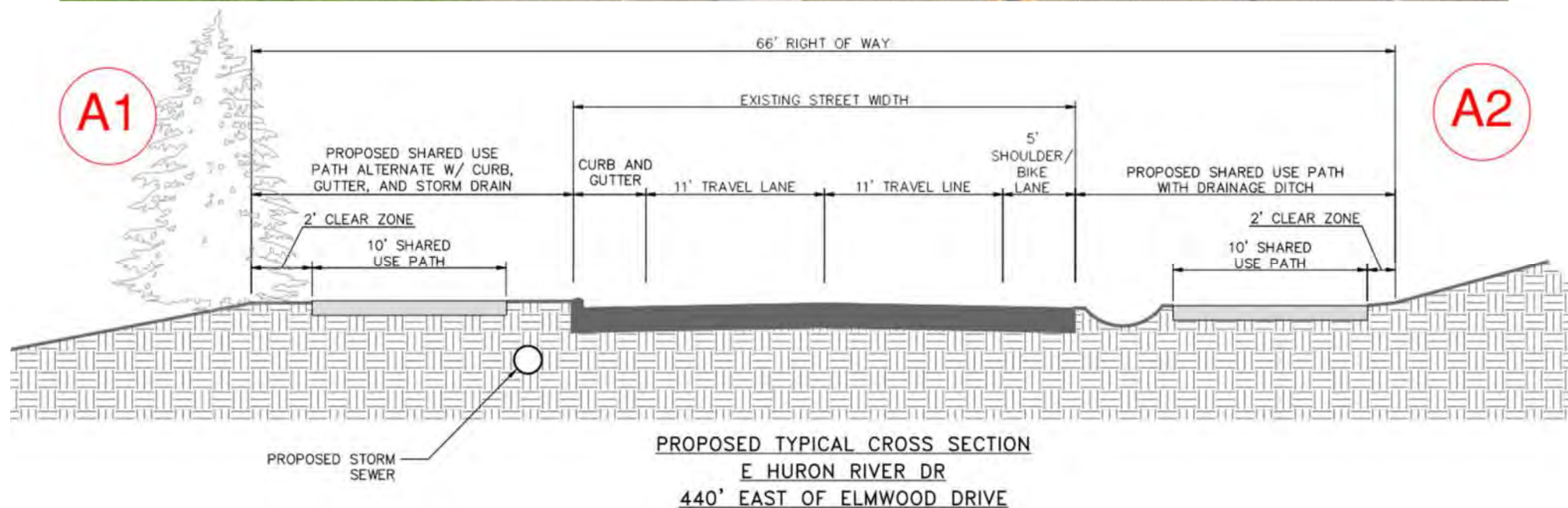


Cross Sectional View 'A'



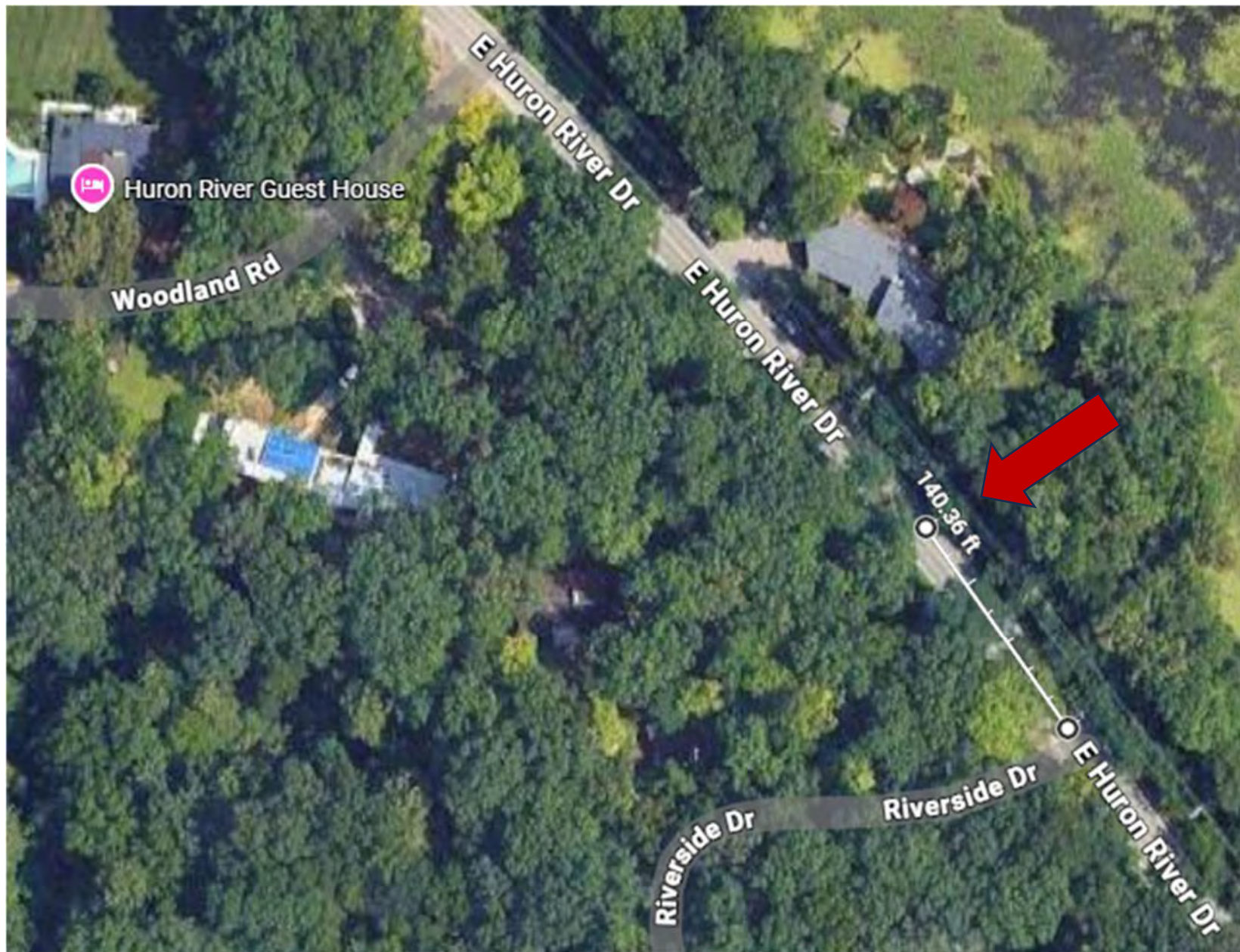
5 Ft Wide Sidewalk Alternative

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

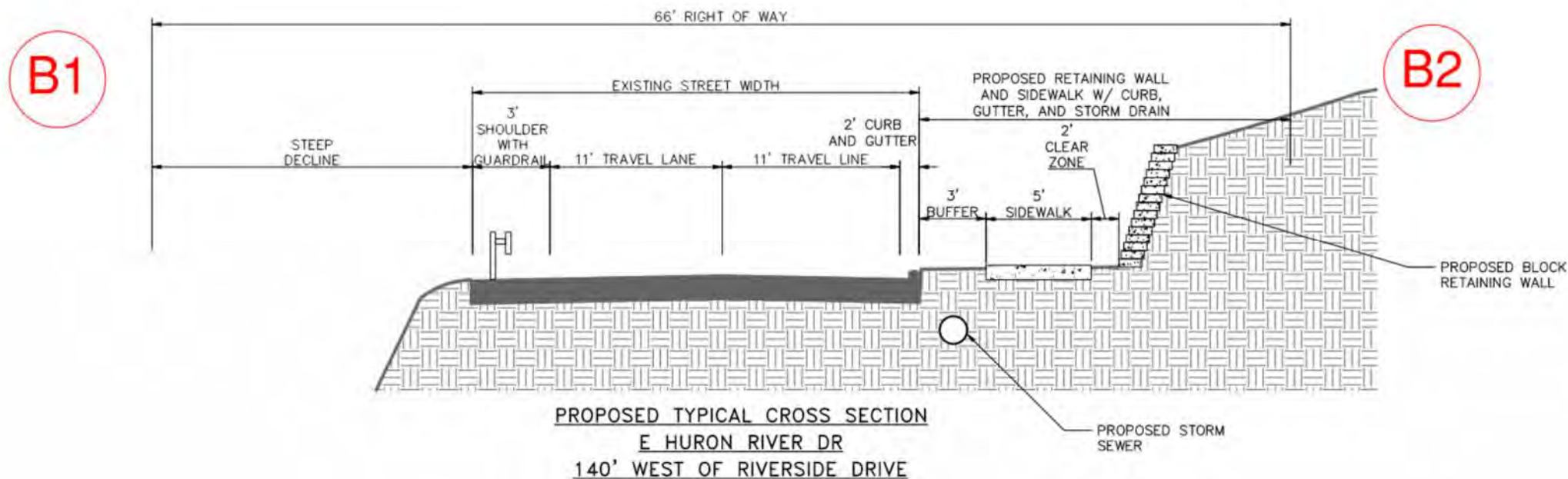


10 Ft Wide Shared Use Path Alternative

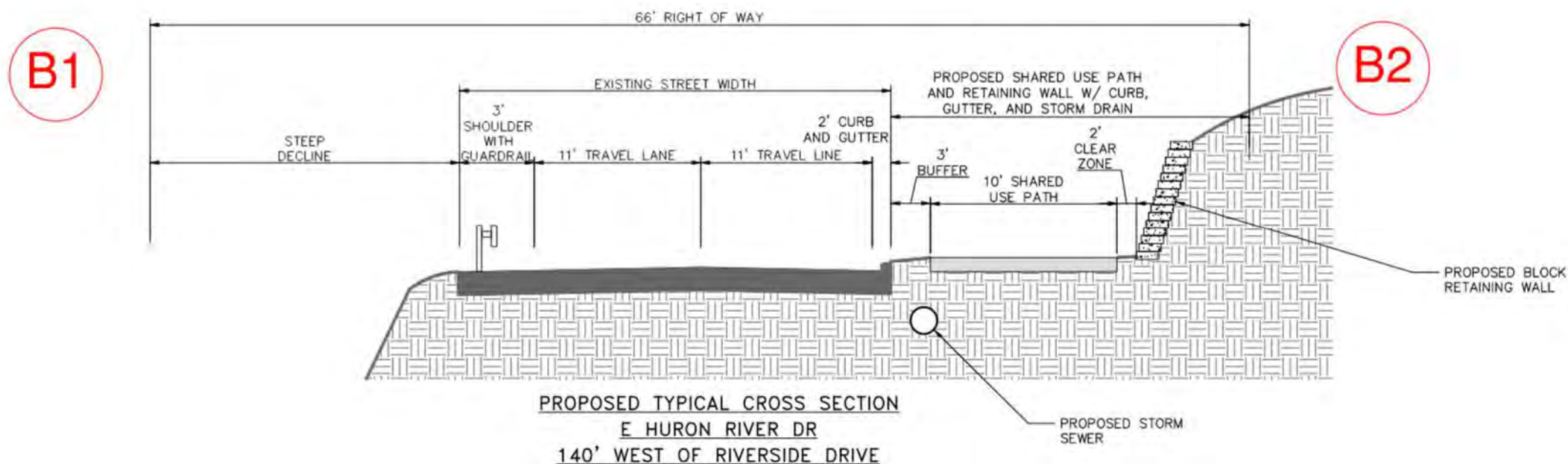
www.engage.a2gov.org/sidewalk-gap-study



Cross Sectional View 'B'



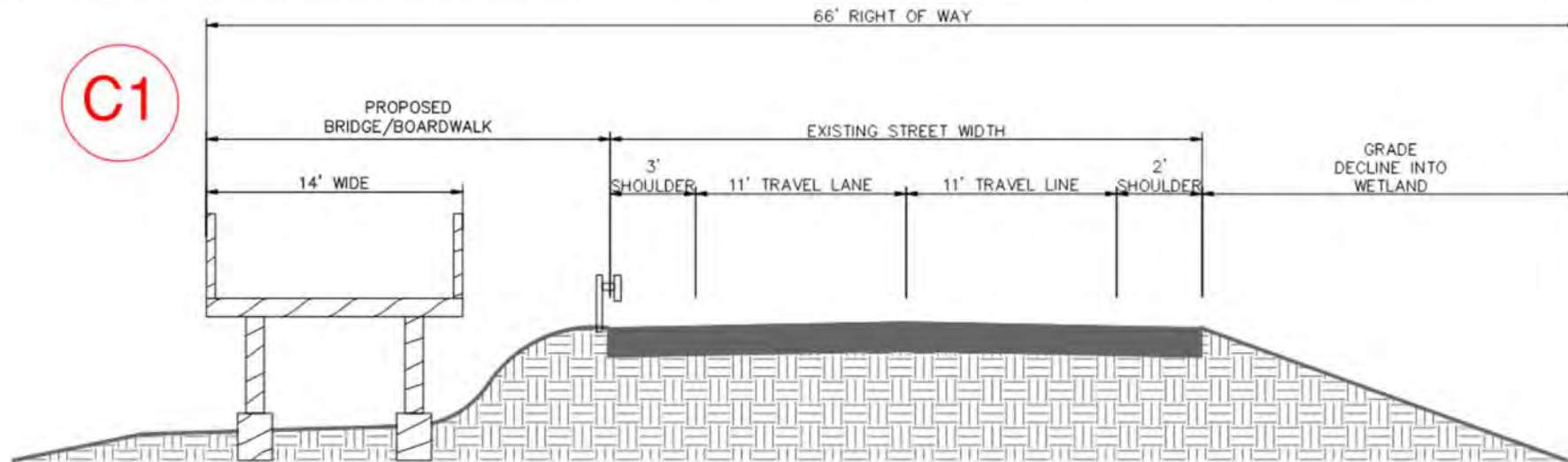
5 Ft Wide Sidewalk Alternative



10 Ft Wide Shared Use Path Alternative



Cross Sectional View 'C'



PROPOSED TYPICAL CROSS SECTION
E HURON RIVER DR
340' WEST OF THORNOAKS DRIVE

**SAME
CROSS
SECTION**

Estimated Project Costs



5 Ft Wide Sidewalk

Phase 1 Option 'A' Golf Course Side	Phase 1 Option 'B' South Side	Phase 2 East of Chalmers Drive
\$4.4 Million	\$4.1 Million	\$2.7 Million

10 Ft Wide Shared Use Pathway

Phase 1 Option 'A' Golf Course Side	Phase 1 Option 'B' South Side	Phase 2 East of Chalmers Drive
\$5.1 Million	\$4.8 Million	\$4.1 Million

Advantages & Disadvantages



	High Crash Location	Addresses Dangerous Behaviors	Sidewalks	Crosswalk Safety	Bike Routes	Intersections of Biking	Accessability (ADA)	Shared Mobility Options	20 Minute Neighborhood	Engagement
5 Ft Wide Sidewalk	?	✓	✓	✓	?	?	✓		✓	✓
10 Ft Wide Shared Use Path	?	✓	✓	✓	✓	?	✓	✓	✓	✓



Category	5 Ft Wide Sidewalk	10 Ft Wide Shared Use Path
Fewer Impacts to Trees	✓	
Fewer Impacts to Wetlands	No Difference	No Difference
Multiversity (Bikes & Pedestrians)		✓
Project Costs	✓	

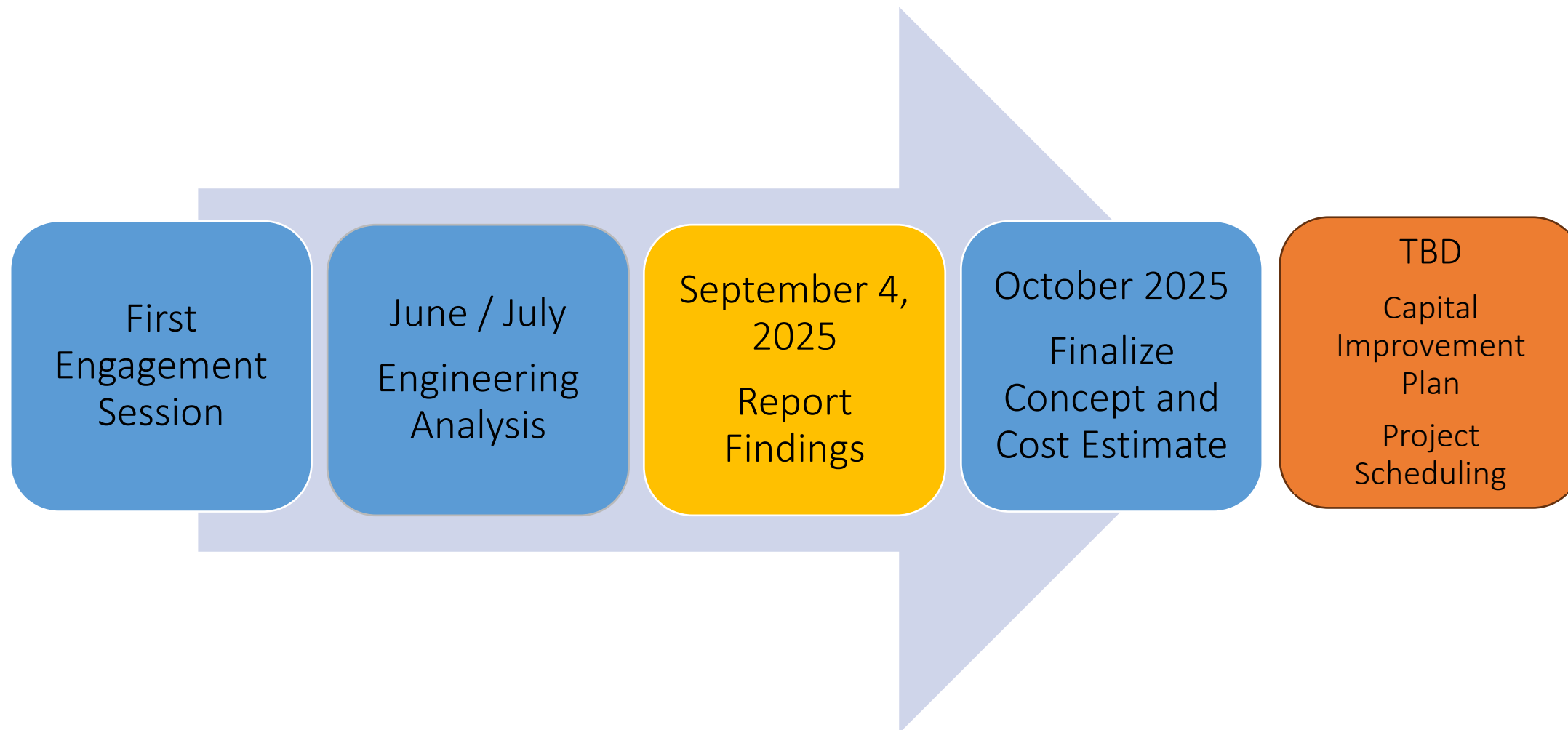
Estimated Tree Removal	5 Ft Wide Sidewalk	10 Ft Wide Shared Use Path
Option 'A'	10	10
Option 'B'	25	40
Preferred Alternative	40	60
Total	75	110

Next Steps...





Project Timeline



Breakout





Thank You!

City of Ann Arbor – Public Services Area – Engineering

East Huron River Drive

Sidewalk Gap Study – Summary of Findings July 17, 2026



Design Details Requiring City Approval

- **Confirm 5-foot sidewalk**
- **Huron Hills (north side) or south side west of Blakeway?**
- **Mallet's Creek bridge deck (8 feet)**



Segments & Phasing

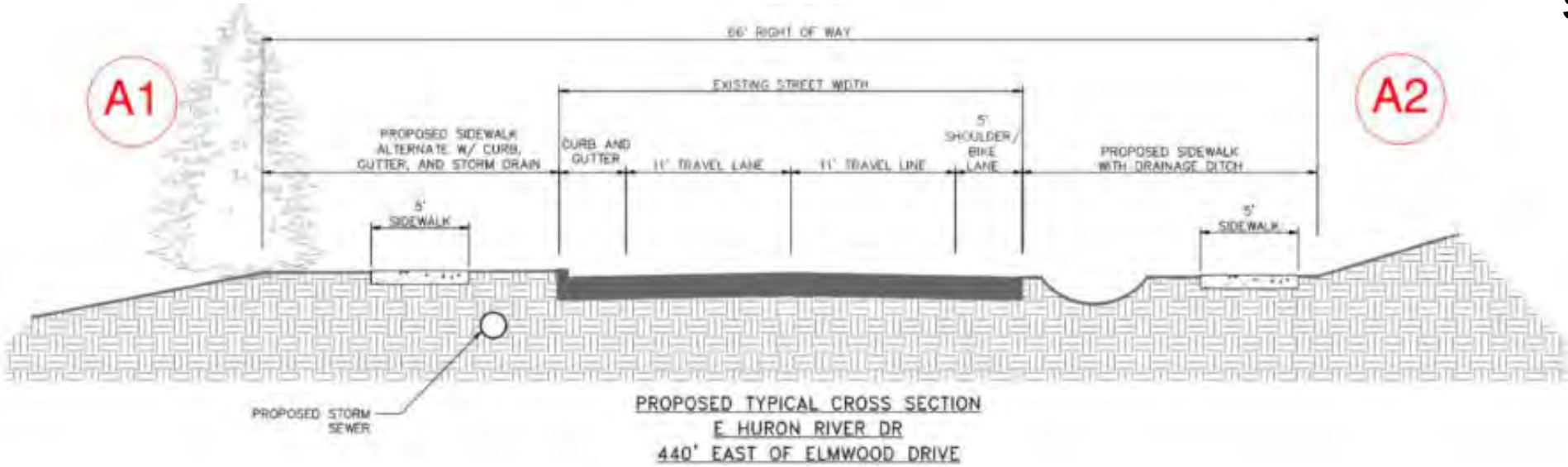


Different from
presentation to
public & draft
report

Aerial Location



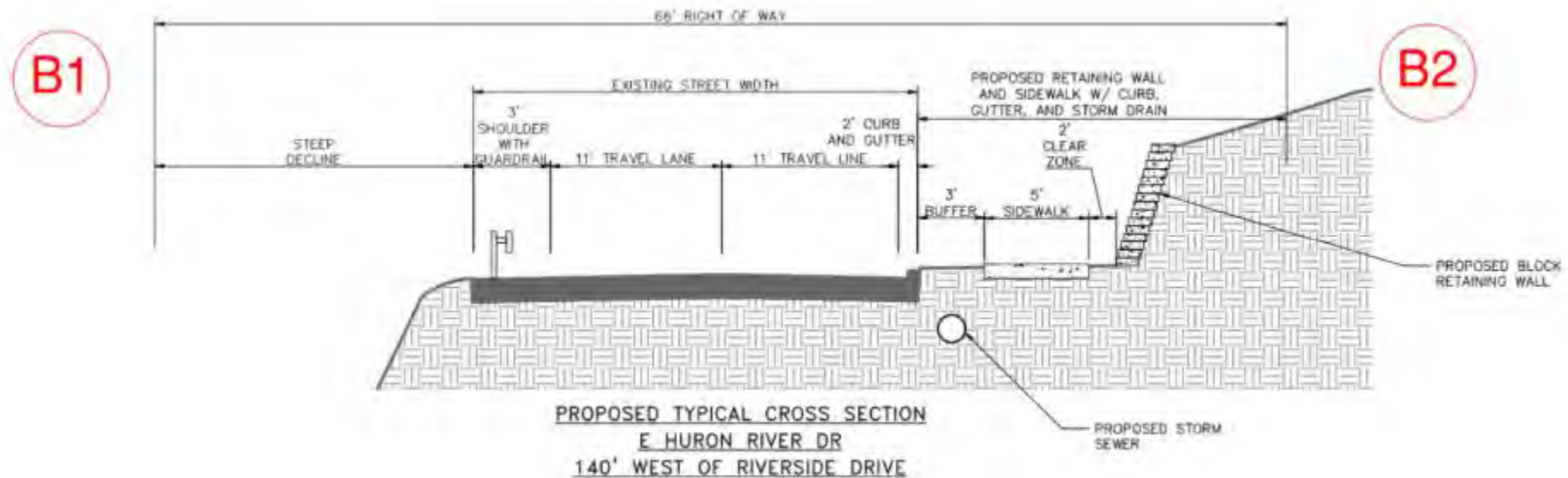
Street View



Segment 'A' – Choice between north side or south side



Street View



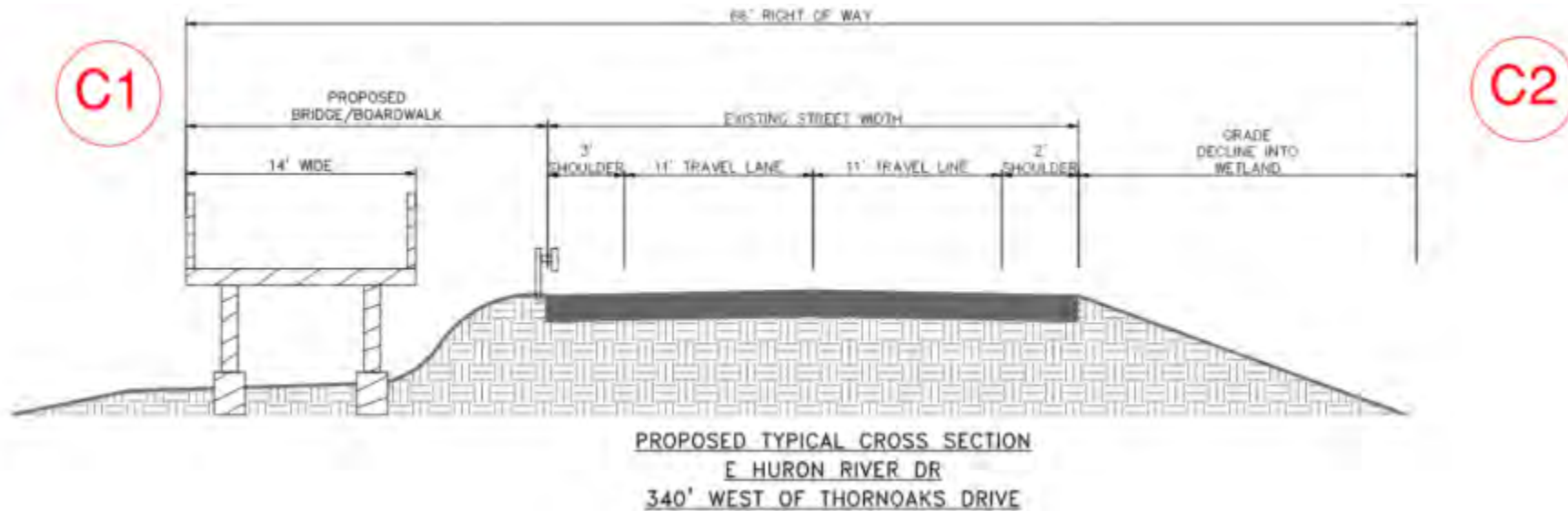
Segment 'B' – place sidewalk on south side



Aerial Location



Street View



Segment 'C' – Start on south side, cross to north side at South Pond Nature Area



Mallets Creek Bridge – Use bridge deck as part of path in lieu of separate bridge



Segment	5 Ft Wide Sidewalk	10 Ft Shared Use Pathway
Segment 'A' (North Side) + Segments 'B' & 'C'	\$8.3 Million	\$10.5 Million
Segment 'A' (South Side) + Segments 'B' & 'C'	\$6.8 Million	\$9 Million

Estimated Project Costs

Advantages & Disadvantages



Estimated Tree Impacts

	Segment 'A' (North Side) + Segments 'B' & 'C'	Segment 'A' (South Side) + Segments 'B' & 'C'
5 Foot Sidewalk	50 trees (various sizes)	65 trees (various sizes)
10 Foot Multiuse Path	70 trees (various sizes)	100 trees (various sizes)

Advantages & Disadvantages



Stakeholder Values

	5 Foot Sidewalk	10 Foot Shared Use Path
Less Impacts to Trees	✓	
Less Impacts to Wetlands	No Difference	No Difference
Cyclists		✓
Pedestrians	No Difference	No Difference
Project Costs	✓	



Public Feedback

- **Pedestrian Safety**
- **Place Sidewalk on Huron Hills Golf Course**
- **Property and environmental impacts**
- **Traffic and Construction**





Summary of Findings

- Preferred alternative: a 5-ft-wide concrete sidewalk — best overall balance.
- Segment 'A' – **North**: golf course coordination, enclosed drainage, barrier netting, and a midblock crossing.
- Segment 'A' – **South**: avoids scarce Parks resources but likely faces resident opposition.
- 3-segment alignment best balances topography, floodplains, wetlands, trees, utilities, and right-of-way.

Design Details Requiring City Approval

- **Confirm 5-foot sidewalk**
- **Huron Hills (north side) or south side west of Blakeway?**
- **Mallet's Creek bridge deck (8 feet)**