

Project Update

Road Cross-Section

A proposed, typical road cross-section has been prepared taking into consideration community feedback and the City's guiding plans and policies. Based on engineering requirements, desires of the community, and policy guiding plans and principles, the project team believes that the proposed cross-section achieves a reasonable compromise among the following priorities:

- Minimize pavement width and associated right-of-way impacts
- Improve non-motorized access
- Reduced vehicular speeds

The typical road cross-section shown and accompanying drawing is representative of the project corridor; variations will exist.

Bike Lanes

The project team has explored the potential to provide four-foot wide shoulders/bicycle lanes on both sides of Geddes Avenue (as proposed in the 2007 Non-Motorized Transportation Plan). In addition to achieving community goals for non-motorized transportation, 4-foot paved shoulders/bike lanes would provide additional structural stability to the roadway and a pull-off area for service and delivery vehicles such as garbage and mail trucks. However, the project team is proposing a road cross-section including one bike lane in the uphill/climbing direction as a compromise between the desire to keep the overall pavement width comparable to the existing footprint and the interests to provide exclusive, safe facilities for bicyclists separate from pedestrians and motorists.

Utility Poles

Can existing utility poles be moved further away from the road?

After investigating this request, the project team has determined that relocation of utility poles would cause additional disruption to existing vegetation. The Geddes Avenue Reconstruction project will work around existing utility pole locations.

Can utility lines be buried?

The project team has investigated this with other City staff and with DTE. DTE has indicated that costs to bury utility lines would be the responsibility of the City of Ann Arbor; total cost for utility line burial has been approximated in excess of one million dollars. Utility line burial would also cause additional right-of-way impacts, including impacts to existing vegetation. The project team is not pursuing utility line burial as a feasible option for this project.

Sanitary Sewer Leads

Where will sanitary sewer leads be placed?

Sanitary sewer leads will be placed within five feet of the right-of-way. Residents may request sewer lead placement after discussion with their plumbing contractor. Please provide your requested sewer lead to the project team by November 1, 2014.

Mailboxes

Can mailboxes be moved to both sides of the road?

The project team has contacted the United States Post Office regarding mailbox locations. We are looking for resident input regarding interest toward the relocation of mailbox locations; please indicate your preference on the feedback form available at the sign-in table.