



City of Ann Arbor City Administrator's Report January 23, 2023

Prepared for City Council. Kindly forward questions, comments, or suggestions for input to mdohoney@a2gov.org, jfournier@a2gov.org, or shiggins@a2gov.org.

Safety Notes

A2 Be Safe! Coronavirus (COVID-19) update. It remains vitally important for everyone to follow the latest public health guidelines, both inside and outside of the workplace, and to get vaccinated when eligible.

City facilities are open to the public. The city will continue to share updated information via all channels — including Facebook (<https://www.facebook.com/TheCityOfAnnArbor>), Twitter (<https://twitter.com/a2gov>), NextDoor and via email (subscribe at http://service.govdelivery.com/service/subscribe.html?code=MIANNA_5).

City staff continue to serve the community and residents can always contact the city's customer service center for assistance Monday–Friday, 7:30 a.m.–5:30 p.m. (except holidays) at 734.794.6320 or via email at customerservice@a2gov.org with questions or concerns.

For the latest COVID-19 health information, please visit www.washtenaw.org/COVID19 or the Centers for Disease Control <https://www.cdc.gov/coronavirus/2019-ncov/about/>. For city related business, individual safety reminders include:

- Please check the [city's meeting calendar for](#) the most up-to-date information on public meetings.
- To pay parking tickets, water bills, property taxes, apply for permits as well as other customer service options, residents and visitors are encouraged to take advantage of online services by visiting www.a2gov.org/services.

A2 Be Safe!

Success Stories

Success. Thank you to staff throughout the organization who have worked and continue to work tirelessly, and those who have gone above and beyond during the COVID-19 pandemic. You are appreciated! The City extends appreciation to the Ann Arbor community for their patience; cooperation with mask wearing and distancing; increased handwashing; support of local businesses; and for getting/planning to get vaccinated all in a united effort to bring the pandemic to an end.

Sustainability & Innovations Corner

- **Subscribe to the OSI Newsletter.** Starting this month, we'll be sending out a monthly, detailed newsletter highlighting some of the sustainability-related activities unfolding in the community. If you aren't already, please subscribe at https://service.govdelivery.com/accounts/MIANNA/subscriber/new?topic_id=MIANNA_146.
- The IBEW/NECA, our local Electrical Workers Union, is partnering with A²ZERO on electrification readiness, and continues their campaign called “**The Future is Electric.**” (<https://www.ibewneca252.org/a2zero>) As part of this campaign, they have been releasing [informational videos](https://www.ibewneca252.org/a2zero-video-series) (<https://www.ibewneca252.org/a2zero-video-series>) to help residents know what might be involved with upgrading homes for electrification of appliances and vehicles. Take a look at their videos on panel upgrades, heat pump dryers, induction stoves and EV charging!
- **Low-Income Sustainability Grant.** This program is ramping up with a hopeful launch later this month. This initiative will provide funding support to help ensure that everyone, regardless of income, is able to participate in our efforts to achieve A²ZERO. More details coming soon.
- **UPCOMING EVENTS**
 - **Ann Arbor Solar Stories, first Thursday of each month, online, 7-8 p.m.:** Hosted by the GLREA, hear from Ann Arborites who have gone solar, and have a chance to ask them all your questions! Register for "Thursday Night Energy Events" to receive meeting links.
 - Save the Date: 2023 Sustainability Forums (register for any or all forums here: https://a2gov.zoom.us/webinar/register/WN_fmqnRmqXT6SgpyKmzRSQVg#/registration):
 - January 25th on Circular Economy
 - February 22nd: Housing and Transportation: What's the Climate Connection
 - March 29th: Re-Charged Home Electrification: New Funding and Opportunities for Electrifying Your Space
 - April 26th: Renewed Renewables: The Bright Future of Renewable Energy in Ann Arbor
 - May 31st: Where do WE go from here?

Council Priorities/Initiatives

Police Monthly Report. The December 2022 AAPD Monthly Comparison Report – Monthly Pedestrian Crash Report (PDF) is attached.

Transportation Commission Monthly Report. The January 2023 Transportation Commission Project Report (PDF) is attached.

Previews

The **January 23 Council Meeting** will feature the following items of interest:

Consent Agenda (10). There are 10 items on the consent agenda.

Public Hearings. None.

Ordinances – Second Readings. None.

Ordinances – First Readings (1).

- **An Ordinance to Amend Chapter 103 (Historic Preservation) of Title VIII of the code of the City of Ann Arbor by Adding Section 8:425.15 Establishing the Robert and Erma Hayden House Historic District, 1201 Gardner Avenue (Robert and Erma Hayden House Study Recommendation: Approval – 3 Yeas and 0 Nays)**

Other

Sign Up to Attend the 2023 Ann Arbor Community Academy. The Ann Arbor Community Academy (A2CA) is returning for a sixth year to provide a closeup look at local government. The popular program, free and open to community members 18 years of age and older, will be conducted with a hybrid approach. Weekly sessions will be held online via Zoom every Wednesday, March 1–April 26, 6:30–8:30 p.m., and in-person tours will take place on select Tuesdays. A2CA connects participants with city staff and officials to discover what goes into both long-term planning and day-to-day operations throughout Ann Arbor. More information is available via <https://www.a2gov.org/news/pages/article.aspx?i=937>



Ann Arbor Police Department
Office of the Chief
Interim Chief Aimee Metzger

A/Deputy Chief
Patrick Maguire

Deputy Chief
Jason Forsberg

TO: Milton Dohoney, Jr.
FROM: Ann Arbor Police Department
SUBJECT: Monthly Comparison Report
DATE: January 11, 2023

AAPD Offense Monthly Comparison Report (preliminary and advisory) – December 2022

Crime Category	Part	Dec-2022	Nov-2022	% Change	Dec-2021	% Change	YTD 2022	YTD 2021	% Change
ALL OTHER OFFENSES	A	1	0	N/C	2	-50.0%	5	11	-54.5%
ARSON	A	0	1	-100.0%	0	No Change	10	5	100.0%
ASSAULT - AGGRAVATED	A	21	19	10.5%	8	162.5%	221	212	4.2%
ASSAULT - SIMPLE	A	53	39	35.9%	54	-1.9%	563	562	0.2%
BRIBERY	A	0	0	No Change	0	No Change	0	0	No Change
BURGLARY - ALL OTHER	A	6	1	500.0%	9	-33.3%	71	64	10.9%
BURGLARY - RESIDENTIAL	A	19	25	-24.0%	13	46.2%	189	134	41.0%
DAMAGE TO PROPERTY	A	30	26	15.4%	29	3.4%	386	378	2.1%
DRUG OFFENSES	A	8	9	-11.1%	12	-33.3%	88	75	17.3%
EMBEZZLEMENT	A	1	0	N/C	3	-66.7%	10	13	-23.1%
EXTORTION - BLACKMAIL	A	0	2	-100.0%	2	-100.0%	12	11	9.1%
FORGERY / COUNTERFEITING	A	4	3	33.3%	9	-55.6%	66	36	83.3%
FRAUD	A	40	42	-4.8%	23	73.9%	515	417	23.5%
GAMBLING	A	0	0	No Change	0	No Change	0	0	No Change
HEALTH AND SAFETY	A	0	0	No Change	0	No Change	2	1	100.0%
HOMICIDE - JUSTIFIABLE	A	0	0	No Change	0	No Change	0	1	100.0%
HOMICIDE - NEGLIGENT	A	0	0	No Change	0	No Change	1	0	N/C
HOMICIDE - NON-NEGLIGENT	A	0	0	No Change	0	No Change	1	2	-50.0%
INTIMIDATION / STALKING	A	11	15	-26.7%	7	57.1%	141	99	42.4%
KIDNAPPING / ABDUCTION	A	0	0	No Change	0	No Change	0	0	No Change



Ann Arbor Police Department
Office of the Chief
Interim Chief Aimee Metzger

A/Deputy Chief
Patrick Maguire

Deputy Chief
Jason Forsberg

Crime Category	Part	Dec-2022	Nov-2022	% Change	Dec-2021	% Change	YTD 2022	YTD 2021	% Change
LARCENY - ALL OTHER	A	72	69	4.3%	31	132.3%	792	726	9.1%
LARCENY - FROM AUTO (LFA)	A	82	95	-13.7%	56	46.4%	676	494	36.8%
LARCENY - RETAIL FRAUD	A	28	14	100.0%	28	0.0%	209	247	-15.4%
MOTOR VEHICLE THEFT / FRAUD	A	20	10	100.0%	5	300.0%	166	94	76.6%
OBSCENITY	A	0	3	-100.0%	2	-100.0%	4	7	-42.9%
ROBBERY	A	1	2	-50.0%	2	-50.0%	39	31	25.8%
SEX CRIME (VIOLENT)	A	7	11	-36.4%	10	-30.0%	88	91	-3.3%
SEX OFFENSES - COMMERCIALIZED	A	0	0	No Change	0	No Change	2	3	-33.3%
SEX OFFENSES - CSC	A	0	0	No Change	0	No Change	0	0	No Change
STOLEN PROPERTY	A	2	2	0.0%	0	N/C	25	5	400.0%
WEAPONS OFFENSE	A	4	1	300.0%	3	33.3%	57	40	42.5%
Total	A	410	389	5.4%	308	33.1%	4,339	3,759	15.4%
ACCIDENT - HIT & RUN	B	4	2	100.0%	1	300.0%	11	11	0.0%
ALL OTHER OFFENSES	B	2	3	-33.3%	5	-60.0%	69	87	-20.7%
BURGLARY - ALL OTHER	B	0	2	-100.0%	0	No Change	12	13	-7.7%
DISORDERLY	B	0	0	No Change	0	No Change	0	0	No Change
ESCAPE / FLIGHT	B	0	0	No Change	0	No Change	0	2	100.0%
FAMILY OFFENSE	B	2	0	N/C	2	0.0%	19	27	-29.6%
FRAUD	B	2	2	0.0%	1	100.0%	26	16	62.5%
HEALTH AND SAFETY	B	1	3	-66.7%	1	0.0%	18	10	80.0%
HOMICIDE - NEGLIGENT	B	0	0	No Change	0	No Change	0	0	No Change
LIQUOR LAW VIOLATION	B	3	29	-89.7%	1	200.0%	163	154	5.8%
MISSING PERSON / RUNAWAY	B	1	0	N/C	3	-66.7%	11	23	-52.2%
OBSTRUCTING JUSTICE	B	17	11	54.5%	12	41.7%	206	166	24.1%
OBSTRUCTING POLICE	B	10	7	42.9%	5	100.0%	100	73	37.0%
OUI OF LIQUOR / DRUGS	B	15	16	-6.3%	15	0.0%	201	184	9.2%
PUBLIC PEACE	B	13	19	-31.6%	15	-13.3%	207	143	44.8%
SEX OFFENSES - OTHER	B	0	2	-100.0%	1	-100.0%	21	24	-12.5%
TRESPASSING / INVASION OF PRIVACY	B	9	8	12.5%	12	-25.0%	107	64	67.2%
VAGRANCY	B	1	0	N/C	0	N/C	4	5	-20.0%
Total	B	80	104	-23.1%	74	8.1%	1,175	1,002	17.3%

**N/C represents an increase of "0" which is mathematically "Not-Calculable"*



Ann Arbor Police Department
 Office of the Chief
 Interim Chief Aimee Metzger

A/Deputy Chief
 Patrick Maguire

Deputy Chief
 Jason Forsberg

AAPD Monthly Pedestrian Crash Report – December 2022

Pedestrian						
Report #	Location	Date	Time	Vehicle Movement	Ped In Crosswalk	Ped Injury
220048560	Hill and Tappan	12/10/2022	12:27 AM	Going Straight	No	B
220049357	Maynard and E Liberty	12/15/2022	11:03 PM	Going Straight	Yes	C

AAPD Monthly Bicyclist Crash Report – December 2022

Bicyclist							
Report #	Location	Date	Time	Vehicle Movement	Bike Movement	Bike Injury	Helmet
No Bicyclist Involved Crashes for December 2022							

Injury Legend:
K - Fatal Injury (any injury which results in death)
A - Suspected Serious Injury (Any injury other than fatal which prevents normal activities and generally requires hospitalization)
B - Suspected Minor Injury (Any minor injury that is evident to others at the scene)
C - Possible Injury (Any possible injury that is reported or claimed)
O - No Injury (No indication of injury)



Transportation Project Updates

January 2023

[Subscribe](#) to receive monthly Transportation Project Updates.

Visit [a2gov.org/Transportation Commission](https://a2gov.org/TransportationCommission) for additional background.

Contact the Transportation Commission at TransportationCommission@a2gov.org

2023 Construction Projects

Annual Street Resurfacing Project

This suite of projects encompasses the majority of the City's Street resurfacing activities and includes some asphalt path resurfacing. Local resurfacing work in 2023 is scheduled to occur in the area bounded by Washtenaw, Geddes Ave and Huron Parkway, although there will be additional work scheduled with the Road Bond funding outside of that area. Asphalt path resurfacing is being planned along segments of Huron Parkway. Once a complete list of locations has been determined, it will be posted on the [project website](#).

Scio Church Road (Maple to Seventh)

The project includes watermain and stormwater work, resurfacing, installation of bike lanes, new sidewalk, and crosswalks. More information is available on the project [website](#). Bids were opened by MDOT on September 2, and the low bid was much higher than anticipated. The project was rebid by MDOT in early January, and the low bid was approximately \$600K lower than the previous low bid. At this time, construction is scheduled to begin in March of 2023.

Sidewalk Gaps

Gaps in the sidewalk system that are expected to be filled in 2023 include:

- Broadway (north/west side from Broadview Ln to Plymouth)
- Brooks (Mixtwood to Sunset) – Summer
- Ellsworth Road (north side, State to Stone School) – Project is substantially complete; however, one gap remains due to a utility conflict. This remaining gap will be completed this spring.
- Newport (east side from Sunset to Down up Circle) –June
- Scio Church Road (north side from Landmark Court to Winsted and Greenview to Seventh) – Spring/Summer

Staff is also beginning work on the South Main Street (Stadium to Ann Arbor-Saline) Sidewalk Gap project, which is scheduled for construction in 2024, and will absorb a significant portion of the gap filling budget. See below for more details on that project.

Division Street

The DDA's construction on the two-way protected bike between Packard and Catherine is substantially complete. Installation of the bike signal at Division and Huron is currently underway.

**State Street Improvement Project (William to Huron)**

The project scope includes resurfacing, watermain work, non-motorized improvements, and installation of our first curb less street (William to Washington). Phase 1, (William to Liberty) was substantially completed in 2022. Phase 2 (Liberty to Huron) will begin in spring of 2023 and be concluded before Labor Day.

Platt Road (Huron Parkway to Packard)

This is a Federal aid project the consists of resurfacing, watermain replacement work, an all ages and abilities bike facility, and pedestrian improvements. A virtual public meeting was held on December 13th. A recording of this meeting is available on the project website at www.a2gov.org/Platt.

Broadway Street (Plymouth to Plymouth)

This project includes the replacement of an aging watermain as well as resurfacing of the street. The project will also replace the existing speed humps, add crosswalks, and fill sidewalk gaps on the north side of the road at the east end of the project. Construction is anticipated to begin this spring. More information is available on the project webpage at www.a2gov.org/Broadway.

Geddes Ave Resurfacing (Observatory to Highland)

This project includes resurfacing, stormwater improvements, and crosswalk upgrades. Sidewalk and retaining wall work to remove the stairs in the sidewalk near Onondaga has been removed from this project and will be done under a separate contract later this year. Construction is scheduled to begin this spring.

Earhart Road (US-23 to Geddes Road)

This project consists of the resurfacing of Earhart Road between Geddes and US-23. The project scope includes the addition of bike lanes, reconfiguration of the lanes north of Glazier Way, and the inclusion of roundabouts. A final public meeting was held on December 14, 2022. Information from this meeting is available on the project webpage at www.a2gov.org/earhart2023.

E. Medical Center Drive Bridge

This project is to perform preventive maintenance of the bridge leading to the hospital campus. At the University's request and cost, the bridge is proposed to also add a vehicular travel lane. Award of the construction contract is scheduled to go to City Council on January 23rd.

Brooks Street Improvements

This project consists of watermain replacement, stormwater improvements, street resurfacing, sidewalk gap filling, and reconfiguration of the Brooks/Vesper/Sunset intersection. Design work is underway, and construction is anticipated to begin in Spring/Summer. More information is available on the project website at: www.a2gov.org/Brooks.



State & Hill Improvements

Overall, this project consists of resurfacing on Hill Street (Fifth to Church) and State Street (South University to Packard and Hoover to Granger). Also included is some watermain consolidation, and safety improvements along both corridors. The final design will result in a protected bike facility the length of the project and 10.5' travel lanes to facilitate bus operations. These accommodations were able to be made as a result of removal of parking along the corridor. More information can be found on the project website. Final plans have been submitted to MDOT for bidding, and construction is expected to begin in April.

South Main Street Watermain & Resurfacing

This project consists of replacement of the watermain and resurfacing of the street from Huron to William. Public engagement has been underway with the adjacent business owners and the DDA. Award of the construction contract is scheduled to go to Council on January 23rd.

Huron Parkway/Glazier Way Capital Preventative Maintenance Project

The scope of this project includes the application of a cape seal treatment over the existing pavement on Huron Parkway (Geddes to Hubbard) and Glazier Way (Green to Earhart). When the pavement is restriped following the treatment, edge lines will be added on Huron Parkway (narrowing the travel lanes slightly), and buffered bike lanes will be installed on Glazier Way. Construction is scheduled for spring.

Projects Currently in Design/Planning

South Main Street Sidewalk Gap Project

This project will construct new sidewalk on the east side of South Main Street between Stadium Boulevard and Ann Arbor-Saline Road. The project will utilize Federal Aid funds, with the local share funded by the Sidewalk Gap Millage and the University of Michigan. The sidewalk adjacent to the Valhalla area is expected to be completed by the proposed development there. Design is underway and construction is anticipated for 2024.

Other Updates and Information

State Trunkline Jurisdiction Transfer Analysis

On December 5, 2022, City Council awarded the contract to Sam Schwartz to assess what the City should be consider if it were to approach MDOT about taking ownership of the state trunklines that run through the community; namely Washtenaw/Huron/Jackson and North Main. The study will kickoff on January 18, 2022.

MDOT Coordination

The City has regular coordination with MDOT on State projects within the City. MDOT allows for locally installed improvements on their facilities, subject to their review and approval. The following projects are currently being coordinated with MDOT:



Jackson Ave Crosswalks – City and MDOT staff continue to work on new crosswalks along Jackson Ave between Maple and the Huron/Dexter/Jackson split. Following a field visit with MDOT staff in the fall, the City is advancing design of enhanced crosswalks which will need to be reviewed and approved by MDOT.

Traffic Calming Program Submittals

Granger (State to Packard) will have its second meeting on 2/8/23. Granger (Forest to Olivia), Fulmer (Miller to Foss), and Baldwin (Packard to Stadium) have also kicked off and initial questionnaires were sent out and are currently being evaluated. Manchester (Buckingham to Needham) and Grandview (Jackson to Dexter) will kick off shortly.

The Traffic Calming Subcommittee will have its next meeting on January 24th.

Transportation Implementation Plan Update

Staff from Sam Schwartz will provide an update on efforts at the January 18th meeting. The next meeting of the Vision Zero Implementation Committee will be held on February 27th.

Education and Encouragement

Conquer the Cold is currently underway. People can walk, bike, take public transit and more to earn prizes, badges, and bragging rights. More information available at conquerthecold.org.

TheRide Update

TheRide will make adjustments to fixed-route bus service beginning Sunday, January 22. These adjustments will improve on-time performance and service reliability. Most of the adjustments will alter route timepoints, helping service to operate more efficiently in response to on-road traffic conditions.

Planning work is also continuing for the Ypsilanti Transit Center upgrade project and the Blake Transit Center expansion project.



MEMORANDUM

TO: Milton Dohoney, Jr., City Administrator
FROM: Nicholas Hutchinson, City Engineer
Brian Steglitz, Interim Public Services Area Administrator
DATE: December 15, 2022
SUBJECT: E. Medical Center Drive Bridge Pathway

This memorandum is in response to Resolution [R-21-395](#), which included the following directive:

“RESOLVED, That Council directs the City Administrator to negotiate an amendment to the contract with DLZ to design the east-west pathway connection under the East Medical Center Drive Bridge and develop a cost estimate for construction, and that the City Administrator be authorized to approve this amendment to the contract;”

The design work for this pathway has now been completed. Attached is a memo from the City’s design consultant, DLZ, which includes the project plans and an estimate of construction costs. Based on their estimate, the total cost of the pathway project is anticipated to be approximately \$340,000 in 2023 dollars.

When originally contemplated, there was a possibility that this pathway project could be included as part of the construction of the East Medical Center Drive Bridge Rehabilitation and Widening Project. However, during the design it was discovered that a portion of the platform beneath the existing bridge is within the railroad right-of-way.

The Michigan Department of Transportation (MDOT), who owns the railroad, was contacted, but they were not willing to grant the necessary easement to construct the pathway at this time. Thus, the construction of the pathway has not been included as part of the bridge project. However, MDOT was willing to allow the widening of the platform as part of the current bridge project. This work will be included and will prepare the space beneath the bridge for the future pathway project. More details can be found in the attached DLZ memo.

The pathway project is included in the City’s Capital Improvements Plan (TR-AT-16-04) and will be reevaluated for construction in a future year after MDOT has conducted their trespass prevention study. It should also be noted that a funding source for the construction of the pathway has yet to be identified.

The construction contract for the East Medical Center Drive Bridge Rehabilitation and Widening Project, as well as a contract for construction management services for the project, are scheduled to come before Council on January 9, 2023. More information on that project will be available in those documents, as well as Resolution R-21-395.

cc: Francisca Chan, Engineering Project Manager
Raymond Hess, Transportation Manager



INNOVATIVE IDEAS
EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

PATHWAY MEMORANDUM

DATE: May 12, 2022
TO: City of Ann Arbor
FROM: DLZ Michigan, Inc.
SUBJECT: Ann Arbor – Pathway Under E. Medical Center Dr. Bridge

As part of DLZ’s design engineering work, we reached out to the Michigan Department of Transportation (MDOT) to determine the need for an easement or licensing agreement for the proposed pathway under the E. Medical Center Dr. bridge, south of Fuller Rd. Due to the proximity of the MDOT right-of-way (ROW) with the north bridge abutment, any pathway constructed below the bridge will require MDOT’s approval prior to construction. Please see attached cross-section exhibit to see that the pathway would need to be at least partially within MDOT’s ROW. After some discussion and several emails back and forth, it was decided by MDOT that the City of Ann Arbor cannot construct the pathway within their ROW at this time.

MDOT expressed concerns regarding the number of trespassing issues they have experienced in the Ann Arbor area, including trespassing issues with the existing Gallup Park trail adjacent to the railroad and its associated fencing.

Additionally, MDOT made us aware of an upcoming corridor wide trespass prevention grant they will be receiving. As such, they are planning to take a more comprehensive look at the entire Ann Arbor corridor to ensure consistency, connectivity, and ultimately promote safety within the railroad ROW.

MDOT informed us the proposed pathway will be included in a larger discussion regarding pedestrian access to MDOT Rail ROW in Ann Arbor. They will be reaching out to the appropriate stakeholders in the near future to start the discussion and plan to establish a kickoff meeting at that time. The design work for the pathway is being completed as part of the E. Medical Center Dr. Bridge Widening project.

MDOT is allowing the City to move forward with construction on the structure, including widening the existing 10 ft flat concrete pad under the bridge, behind the north bridge pier crashwall which is within the MDOT ROW. DLZ is currently designing the improvements to widen the existing horizontal section from 10 feet wide to 14 feet wide in anticipation of connecting the proposed pathway to this area in the future.

Unfortunately, with the additional coordination required with MDOT prior to construction and the current schedule for the project, DLZ will not be able to include the pathway in the bridge project and keep the project on schedule for construction in 2023. MDOT not providing an easement or agreeing to a licensing agreement at this time is the primary reason we cannot include it with the E. Medical Center Dr. Bridge Widening project.

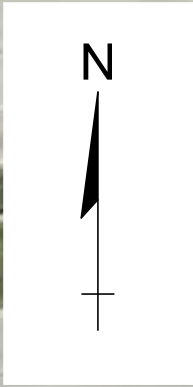


INNOVATIVE IDEAS
EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

Title
Subtitle
Page 2 of 2

DLZ will complete the design and cost estimate of the pathway but present it as a separate project that can be constructed in the future once MDOT has provided their approval and agreed to provide an easement or licensing agreement.





FULLER RD

FULLER RD

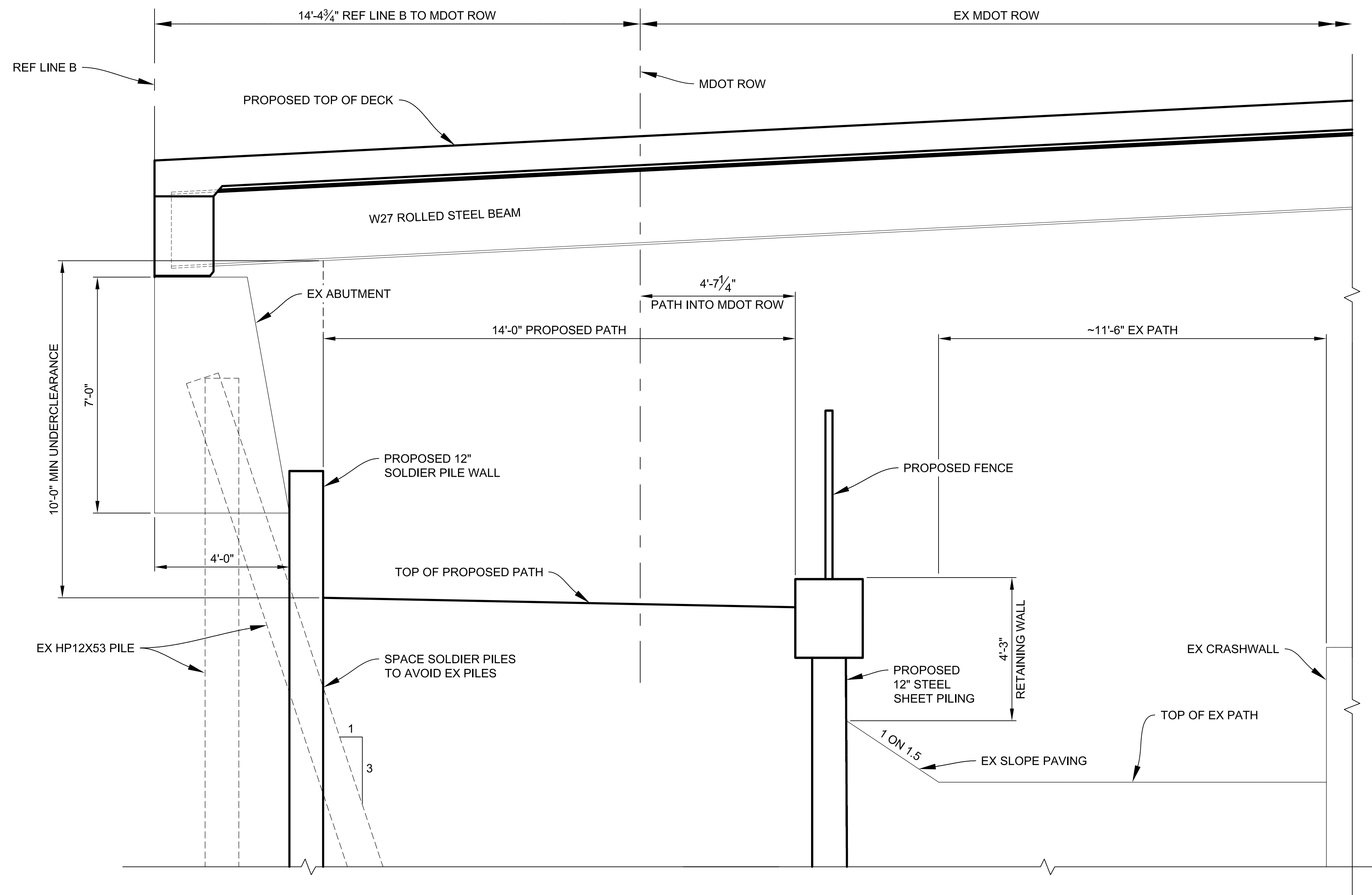
PROPOSED MULTI-USE
PATH UNDER BRIDGE

EAST MEDICAL
CENTER DR

MULTI-USE PATH
EXHIBIT
12/8/21

0 40
HORZ. (FT)





PATH SECTION

NOTES:

THERE IS A VERY HIGH LIKELIHOOD THAT THIS WORK WOULD REQUIRE A COMPLETE ABUTMENT REPLACEMENT, GOING FROM THE SHORT CURTAINWALL ABUTMENT TO A TALL CANTILEVERED ABUTMENT ON PILES. THE EXISTING BATTERED PILES RELY ON THE SLOPE ABOVE THEM TO PROVIDE CAPACITY. EVEN IF THERE IS NO DIRECT CONFLICT WITH THE PILES THEMSELVES, THE COVER WOULD BE REDUCED WHICH IN TURN WOULD REDUCE PILE CAPACITY. ADDITIONAL MEASURES WOULD NEED TO BE TAKEN TO RESTORE THAT CAPACITY. THERE IS A POSSIBILITY THAT MICROPILES COULD BE DRILLED THROUGH THE ABUTMENT, BUT MICROPILES ARE A SLENDER ELEMENT AND WOULD LIKELY NOT ADD ENOUGH BENDING RESISTANCE TO BE COMPARABLE TO THE EXISTING BATTERED PILES NEEDED FOR THIS RIGID FOUNDATION. THE ABUTMENT WOULD PROBABLY NEED TO BE RECONSTRUCTED.



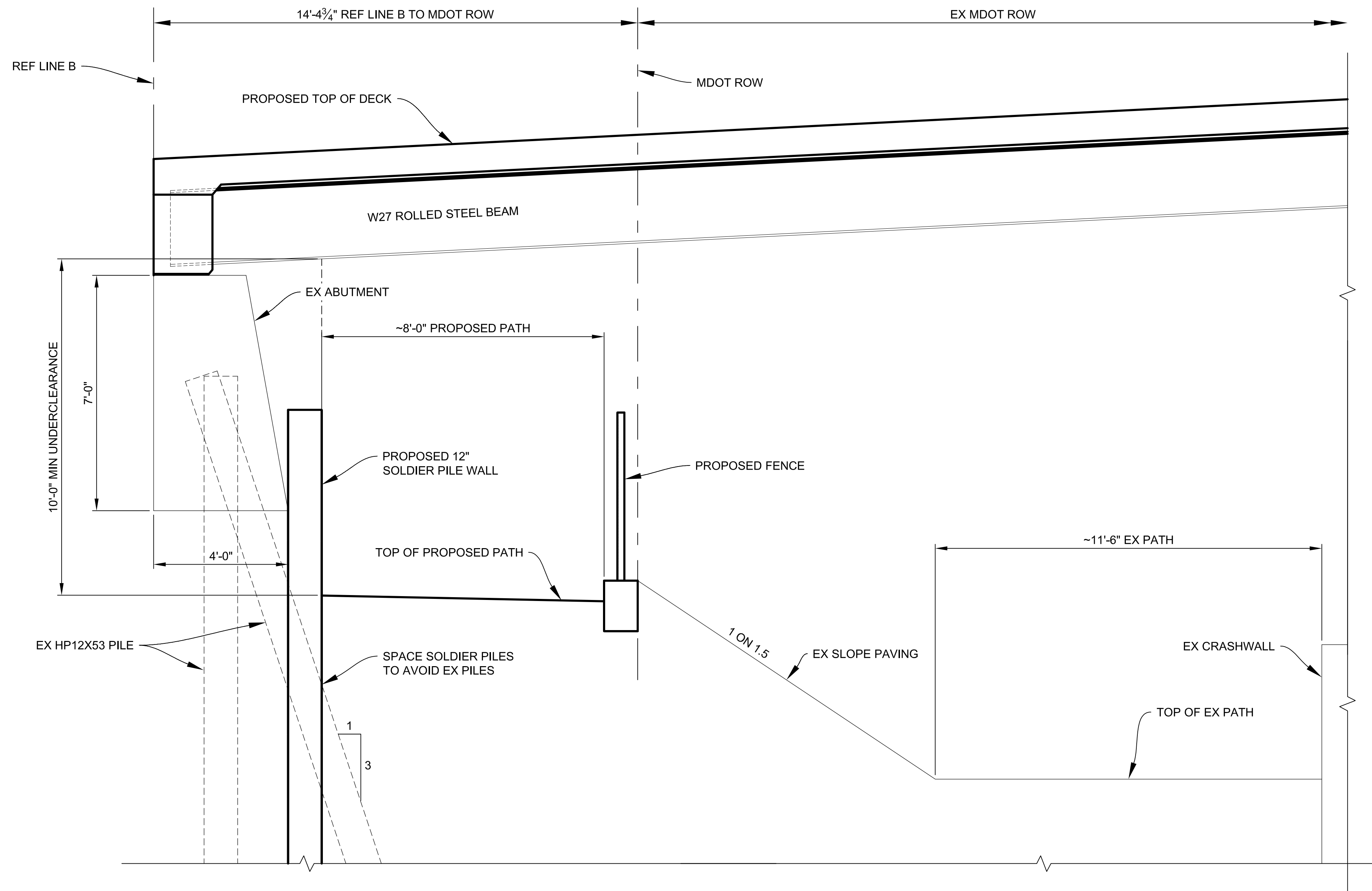
PROJECT MANAGEMENT - PUBLIC SERVICES - CITY OF ANN ARBOR

EAST MEDICAL CENTER DRIVE
PATH TYPICAL SECTION

SCALE	INCH
HOR. 1/2"=1'-0"	0 2
DRAWING NO.	XXX XXX
SHEET NO.	OF

REV. NO.	DESCRIPTION	DATE	DR. BY	CH. BY

X:\Projects\2021\2141\736300_AA - EMCD Bridge\01_Constr\Docs\CAD\Exhibits\EMCD_Path_Section



PATH SECTION

NOTES:

THERE IS A VERY HIGH LIKELIHOOD THAT THIS WORK WOULD REQUIRE A COMPLETE ABUTMENT REPLACEMENT, GOING FROM THE SHORT CURTAINWALL ABUTMENT TO A TALL CANTILEVERED ABUTMENT ON PILES. THE EXISTING BATTERED PILES RELY ON THE SLOPE ABOVE THEM TO PROVIDE CAPACITY. EVEN IF THERE IS NO DIRECT CONFLICT WITH THE PILES THEMSELVES, THE COVER WOULD BE REDUCED WHICH IN TURN WOULD REDUCE PILE CAPACITY. ADDITIONAL MEASURES WOULD NEED TO BE TAKEN TO RESTORE THAT CAPACITY. THERE IS A POSSIBILITY THAT MICROPILES COULD BE DRILLED THROUGH THE ABUTMENT, BUT MICROPILES ARE A SLENDER ELEMENT AND WOULD LIKELY NOT ADD ENOUGH BENDING RESISTANCE TO BE COMPARABLE TO THE EXISTING BATTERED PILES NEEDED FOR THIS RIGID FOUNDATION. THE ABUTMENT WOULD PROBABLY NEED TO BE RECONSTRUCTED.



PROJECT MANAGEMENT - PUBLIC SERVICES - CITY OF ANN ARBOR

EAST MEDICAL CENTER DRIVE
PATH TYPICAL SECTION

SCALE	INCH
HOR. 1/2"=1'-0"	0 2
DRAWING NO.	XXX XXX
SHEET NO.	___ OF ___

REV. NO.	DESCRIPTION	DATE	DR. BY	CH. BY

X:\Projects\2021\2141\736300_AA - EMC Bridge\01_Constr\Docs\CAD\Exhibits\EMCD_Path_Section

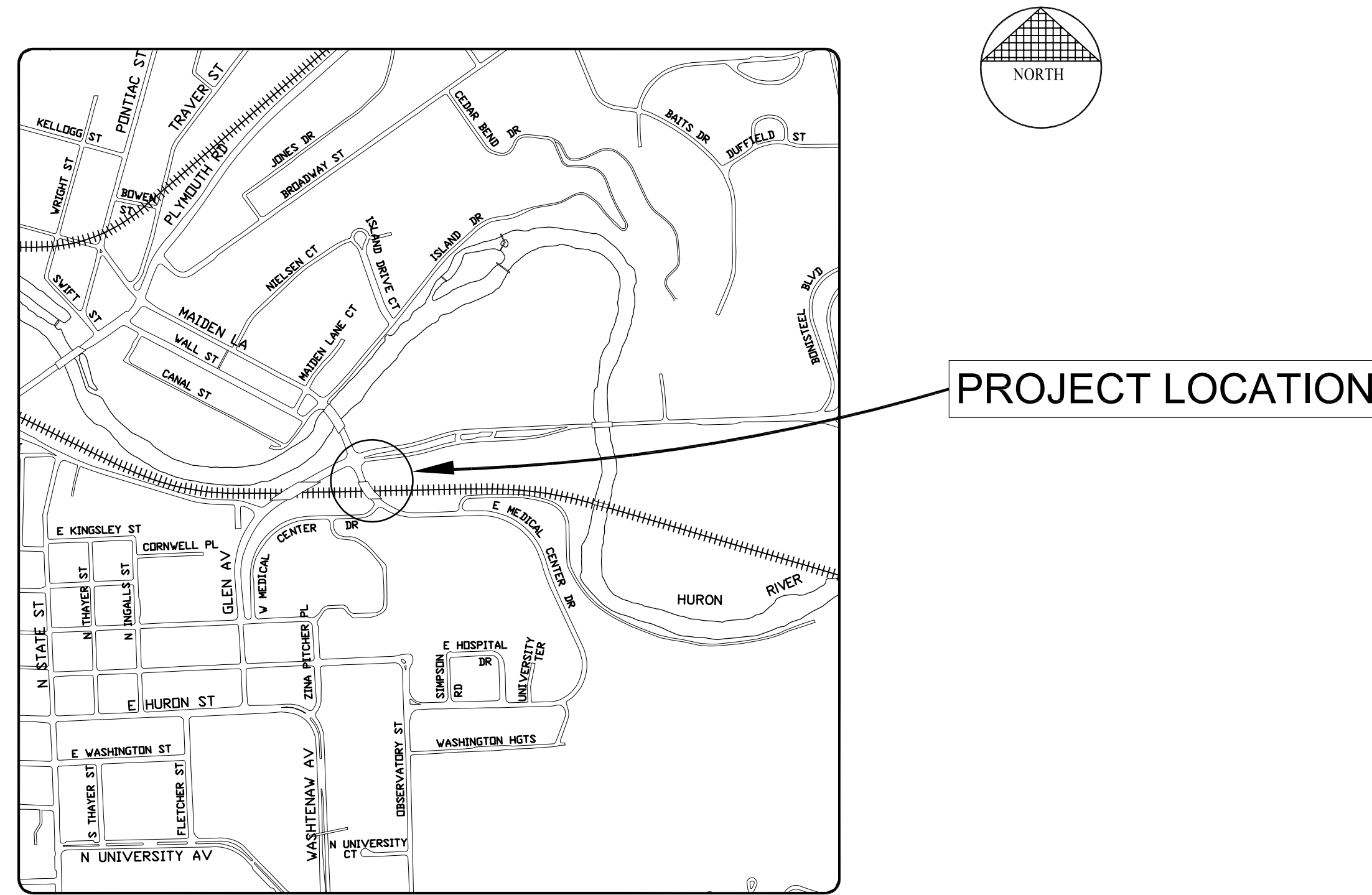
NOTES:

EXCEPT WHERE OTHERWISE INDICATED ON THESE PLANS, OR IN THE CONTRACT DOCUMENTS AND DETAILED SPECIFICATIONS CONTAINED HEREIN, ALL MATERIALS AND WORKMANSHIP SHALL BE ACCORDING TO THE LATEST REVISIONS OF THE CITY OF ANN ARBOR PUBLIC SERVICE DEPARTMENT STANDARD SPECIFICATIONS AND THE MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION 2020 EDITION AS APPLICABLE.

CITY OF ANN ARBOR ENGINEERING

E. MEDICAL CENTER DRIVE PATHWAY

PERMITS REQUIRED TO BE OBTAINED BY THE CONTRACTOR PRIOR TO THE BEGINNING OF CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR THESE PERMIT FEES.	
PERMIT	ISSUING AUTHORITY
GRADING/ SOIL EROSION & SEDIMENTATION CONTROL PERMIT	CITY OF ANN ARBOR PLANNING AND DEVELOPMENT SERVICES UNIT
AMTRAK ENTRY PERMIT	AMTRAK



CITY FILE NO. XXXX-XXX

CONTRACT FOR: PATHWAY INSTALLATION UNDER THE E. MEDICAL CENTER DRIVE BRIDGE.

PREPARED UNDER THE SUPERVISION OF

LEIGH MERRILL P.E., MICHIGAN LICENSE NO. _____

DATE _____

SEAL

DRAWING NO.

C1

SHEET 1 OF 10

I:\2021\2141\36300 AA - EMCD Bridge\01_Const\Docs\CAD\Pathway Project\Sheet\Sheet\EMCD_Path_Cover_Sheet

3 WORKING DAYS | BEFORE YOU DIG CALL MISS DIG 800-482-7171 (TOLL FREE)



FOR PROTECTION OF UNDERGROUND UTILITIES AND IN CONFORMANCE WITH PUBLIC ACT 53, THE CONTRACTOR SHALL DIAL 1-800-482-7171 A MINIMUM OF THREE FULL WORKING DAYS, EXCLUDING SATURDAYS, SUNDAYS, AND HOLIDAYS PRIOR TO BEGINNING EACH EXCAVATION IN AREAS WHERE PUBLIC UTILITIES HAVE NOT BEEN PREVIOUSLY LOCATED. MEMBERS WILL THUS BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF NOTIFYING UTILITY OWNERS WHO MAY NOT BE A PART OF THE "MISS DIG" ALERT SYSTEM.

© E. MEDICAL CENTER DRIVE PATHWAY

NOTES:

1. THE UNDERGROUND LOCATIONS AND DEPTH SHOWN FOR ALL PUBLIC AND PRIVATE UTILITIES ARE APPROXIMATE. THE CITY OF ANN ARBOR AND DLZ ASSUME NO RESPONSIBILITY FOR THEIR ACCURATE REPRESENTATION IN THIS DRAWING. THE CONTRACTOR SHALL CONTACT MISS DIG TO LOCATE ALL MARKED AND UNMARKED UTILITIES PRIOR TO STARTING WORK AND SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO ENSURE THAT THOSE UTILITIES NOT REQUIRING RELOCATION WILL NOT BE DISTURBED.
2. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ANY DELAYS, DAMAGES, COSTS AND/OR CHARGES INCURRED DUE TO AND/OR BY REASON OF ANY UTILITY, STRUCTURE, FEATURES AND/OR SITE CONDITION, WHETHER SHOWN ON THE PLANS OR NOT. THE CONTRACTOR SHALL REPAIR AND/OR REPLACE, AT ITS SOLE EXPENSE, TO AS GOOD OR BETTER CONDITION, ANY AND ALL UTILITIES, STRUCTURES, FEATURES AND/OR SITE CONDITIONS WHICH ARE IMPACTED BY REASON OF THE WORK, OR INJURED BY ITS OPERATIONS, OR DURING THE OPERATIONS OF ITS SUBCONTRACTORS OR SUPPLIERS.
3. DRIVEWAYS AND ENTRANCES TO BUILDINGS, REAL PROPERTY, AND THE LIKE SHALL NOT BE BLOCKED EXCEPT FOR SHORT DURATIONS AND ONLY WHEN APPROVED BY THE ENGINEER, VEHICULAR AND PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES AS SPECIFIED IN MAINTAINING TRAFFIC PLANS AND SPECIFICATIONS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTINUOUS MAINTENANCE OF THE TEMPORARY TRAFFIC CONTROL DEVICES AND SOIL EROSION CONTROL MEASURES WITHIN THE CONSTRUCTION AREA AND APPROACHES TO PROJECT SITE, UNTIL THE FINAL COMPLETION OF THE PROJECT. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE RELATED ITEMS OF WORK.
5. THE LOCATION OF MATERIAL STOCK PILES AND ON SITE STAGING AREAS ARE TO BE APPROVED BY THE ENGINEER. ANY MATERIALS STOCKPILED OR STORED SHALL NOT CREATE AN EROSION PROBLEM, INTERFERE WITH DRAINAGE, OR CREATE INSUFFICIENT SIGHT DISTANCE.
6. EXISTING STREET NAME, GUIDE, REGULATORY SIGNS, BRIDGE LIGHTING, ETC, WHICH CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED PRIOR TO CONSTRUCTION, STORED IN A MANNER WHICH WILL PREVENT DAMAGE, AND RE-SET IN LOCATIONS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE OTHER BID ITEMS OF WORK.
7. WHERE STREET CURBS ARE UNDERMINED DUE TO CONSTRUCTION ACTIVITIES, THEY SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER.

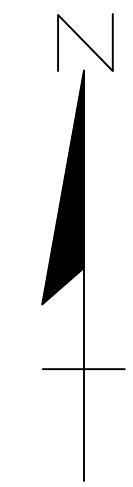
GENERAL:

NOTIFY THE CITY OF ANN ARBOR SOIL EROSION CONTROL OFFICE 48 HOURS PRIOR TO BEGINNING WORK ON THE PROJECT. PHONE: 734-794-6265.

1. THE CONTRACTOR SHALL IMPLEMENT AND MAINTAIN THE SOIL EROSION CONTROL MEASURES AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER AT ALL TIMES DURING CONSTRUCTION. ANY MODIFICATIONS OR ADDITIONS TO THE SOIL EROSION CONTROL MEASURES DUE TO CONSTRUCTION OR CHANGED CONDITIONS SHALL BE AS DIRECTED AND APPROVED BY THE ENGINEER.
2. ALL SOIL EROSION AND SEDIMENTATION CONTROL WORK SHALL CONFORM TO THE PERMIT REQUIREMENTS OF THE CITY OF ANN ARBOR, CHAPTER 55 ANN ARBOR UNIFIED DEVELOPMENT CODE, CITY OF ANN ARBOR STANDARDS DIVISION VII, THE LAWS OF THE STATE OF MICHIGAN, AND THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
3. DAILY, OR AFTER ANY STORM EVENT, INSPECTIONS OF EROSION CONTROL MEASURES SHALL BE MADE BY THE CONTRACTOR. PERIODIC INSPECTIONS MAY BE MADE BY THE ENGINEER TO DETERMINE THE EFFECTIVENESS OF EROSION AND SEDIMENTATION CONTROL MEASURES. ANY NECESSARY CORRECTIONS SHALL BE MADE WITHOUT DELAY, AND WITHOUT ADDITIONAL COST TO THE CITY OF ANN ARBOR.
4. EROSION AND SEDIMENTATION FROM WORK ON THE SITE SHALL BE CONTAINED ON THE SITE AND NOT BE ALLOWED TO COLLECT ON ANY OFF-SITE AREAS, ROADWAYS OR WATERWAYS.
5. ALL MUD/SOIL TRACKED ONTO ROADWAYS FROM THE SITE DUE TO CONSTRUCTION, SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR. IF SO ORDERED, THE CONTRACTOR SHALL PROVIDE AND OPERATE A VACUUM-TYPE STREET SWEEPER, AT NO ADDITIONAL COST TO THE CITY OF ANN ARBOR.
6. RESTORATION OF ALL DISTURBED AREAS, INCLUDING PLACEMENT OF TOPSOIL, SEED, FERTILIZER AND MULCH AND/OR SOIL SHALL BE PERFORMED WITHIN FIVE (5) DAYS OF THE COMPLETION OF FINAL GRADE.
7. CONSTRUCTION OPERATIONS SHALL BE SCHEDULED AND PERFORMED SO THAT PREVENTATIVE SOIL EROSION CONTROL MEASURES ARE IN PLACE PRIOR TO EXCAVATION IN CRITICAL AREAS AND TEMPORARY STABILIZATION MEASURES ARE IN PLACE IMMEDIATELY FOLLOWING BACKFILLING OPERATIONS.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL TEMPORARY SOIL EROSION CONTROL MEASURES AND REMOVAL OF SOME MEASURES UPON AUTHORIZED COMPLETION OF THE PROJECT. FINAL COMPLETION OF PROJECT WILL NOT BE AUTHORIZED UNTIL ALL SITE WORK AND UTILITY CONSTRUCTION IS COMPLETE AND ALL SOILS ARE STABILIZED.

PUBLIC UTILITY CONTACT INFORMATION		
WATER	CITY OF ANN ARBOR FIELD OPERATIONS SERVICE UNIT W.R. WHEELER SERVICE CENTER 4251 STONE SCHOOL ROAD ANN ARBOR, MI 48108	DAN WOODEN (734) 794-6350
SANITARY		TRAVIS CONLEY (734) 794-3304
STORM		KEVIN SCHNEIDER (734) 794-6350
SIGNS SIGNALS STREET LIGHTS		MARC MORENO (734) 794-6350

SHEET INDEX		
SHEET NUMBER	DRAWING NUMBER	SHEET TITLE
1	C1	TITLE SHEET
2	C2	GENERAL NOTES AND QUANTITIES
3	TS1	EXISTING CONDITIONS
4	SB1	SOIL BORINGS
5	R1	PROPOSED SITE PLAN AND PROFILE
6	GD1	DETAIL GRADES
7-9	GD2-GD4	PATHWAY CROSS SECTIONS
10	STD1	STANDARD DETAILS



PRIVATE UTILITY CONTACT INFORMATION		
GAS	DTE ENERGY 3150 E. MICHIGAN AVE YPSILANTE TOWNSHIP, MI 48198	ROBERT CZAPIEWSKI (734) 544-7818
ELECTRIC	DTE ELECTRIC	RAFAEL RAMIREZ-INCIARTE (313)597-4411 rafael.ramirezinciart2@dteenergy.com
CABLE	COMCAST 27800 FRANKLIN ROAD SOUTHFIELD, MI 48034	JEFF DOBIES (734) 359-1669
PHONE	AT&T 550 S. MAPLE ROAD ANN ARBOR, MI 48103	MICHAEL ZAREMA (734) 277-4855
FIBER OPTIC	VERIZON BUSINESS/MCI 3 PARKLANE BOULEVARD DEARBORN, MI 48126	MARLON REDD (313) 588-0849 marlon.redd@verizon.com
FIBER OPTIC	FIBER LINK, INC.	JOEL JARVIS Missdigdsg@fiberinc.com
FIBER OPTIC	WINDSTREAM	JEFF WEBB (734) 790-6556 jeff.webb@windstream.com
FIBER OPTIC	LUMEN CENTURY-LINK 19675 WEST 10 MILE ROAD SOUTHFIELD, MI 48075	DAVE HUCKFELDT (517) 812-2592 dave.huckfeldt@lumen.com
ITS/FIBER OPTIC	UNIVERSITY OF MICHIGAN	KEVIN MCLAUGHLIN (734) 615-5699 mckevin@umich.edu

QUANTITY SUMMARY		
DESCRIPTION	UNITS	QUANTITY
Mobilization, Max	LSUM	1
Fence, Rem	Ft	217
Fence, Chain Link, Vinyl Coated	FT	529
Shared Use Path, Aggregate	Ton	153
Shared Use Path, Grading	Ft	590
Shared Use Path, HMA	Ton	153
Excavation, Earth	Cyd	372
Embankment, CIP	Cyd	535
Soil Erosion, Inlet Protection	Ea	1
Soil Erosion, Silt Fence	Ft	691
Tree, Rem, 6 inch to 18 inch	Ea	1
Relocation and Site Cleanup	Dlr	15000

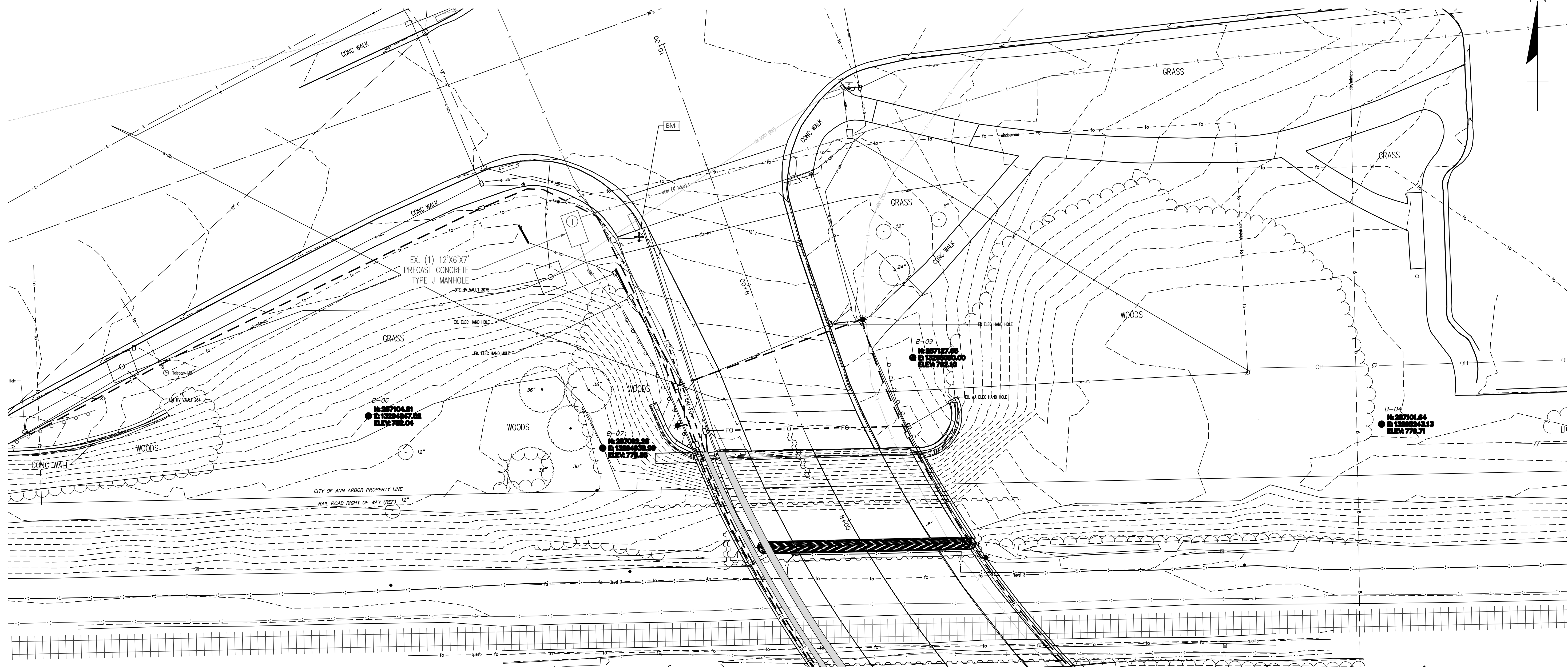
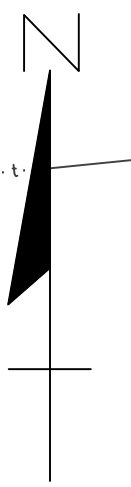
3 WORKING DAYS!
BEFORE YOU DIG
CALL MISS DIG
800-482-7171
(TOLL FREE)

LEGEND

EXISTING FENCE	EXISTING TELEPHONE	EXISTING RD. & GRADE	PROPOSED CONTOUR
CONTOUR	GAS LINE	LEFT EDGE/RD. GRADE	847
STORM SEWER & CAT. BAS.	CABLE T.V.	RIGHT EDGE/RD. GRADE	
UTILITY POLE & GUY	ELECTRIC	CURB & GUTTER	
LIGHT POLE	SIGN	EDGE/GRAVEL	

SEE ABOVE	XXX				
BENCH MARK	SURVEY BOOK	REV. NO.	DESCRIPTION	DATE	DR. BY
			ORIGINAL ISSUE	XXX	XXX
				XXX	XXX

PROJECT MANAGEMENT - PUBLIC SERVICES - CITY OF ANN ARBOR	
EAST MEDICAL CENTER DRIVE PATHWAY GENERAL NOTES	SCALE NONE 0 INCH 1
DRAWING NO. C2	SHEET NO. 2 OF 10
APPROVED BY	



BENCHMARK #1: TOP OF SW TRAFFIC SIGNAL
POLE BASE BOLT AT THE SW CORNER OF
FULLER AVENUE AND MAIDEN LANE/E.
MEDICAL CENTER DRIVE. ELEV = 790.619'

3 WORKING DAYS!
BEFORE YOU DIG
CALL MISS DIG
800-482-7171
(TOLL FREE)

LEGEND

EXISTING FENCE	CONTOUR	STORM SEWER & CAT. BAS.	UTILITY POLE & GUY	LIGHT POLE
--- ---	--- ---	--- ---	--- ---	--- ---

EXISTING TELEPHONE	EXISTING RD. & GRADE	PROPOSED CONTOUR
--- ---	--- ---	--- ---
GAS LINE	LEFT EDGE/RD. GRADE	
CABLE T.V.	RIGHT EDGE/RD. GRADE	
ELECTRIC	CURB & GUTTER	
SIGN	EDGE/GRAVEL	

SEE ABOVE	XXX				
BENCH MARK	SURVEY BOOK	REV. NO.	DESCRIPTION	DATE	DR. BY

PROJECT MANAGEMENT - PUBLIC SERVICES - CITY OF ANN ARBOR

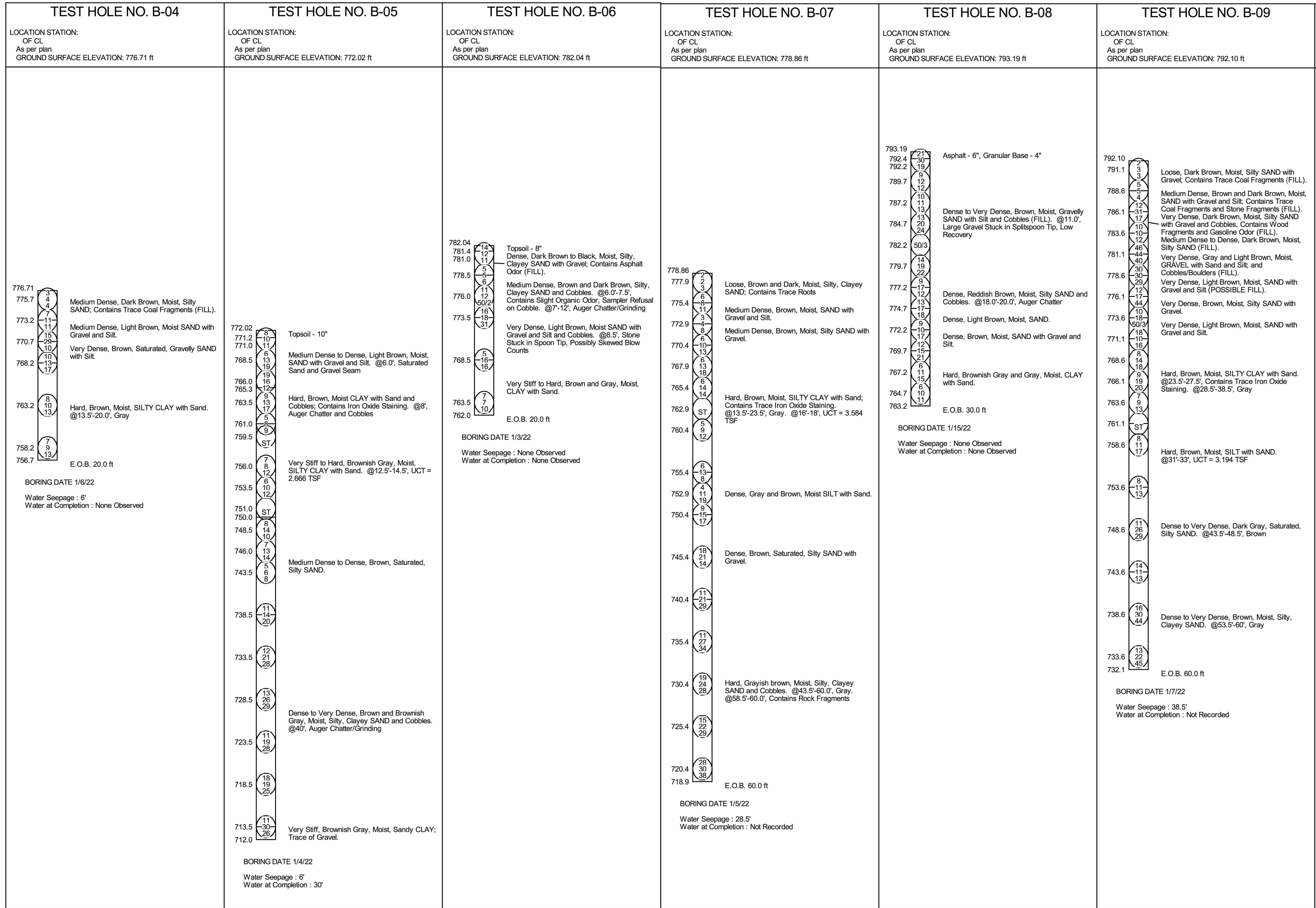
**EAST MEDICAL CENTER DRIVE
PATHWAY
EXISTING CONDITIONS**

SCALE 1"=20' INCH

DRAWING NO. TS1

SHEET NO. 3 OF 10

APPROVED BY: _____



3 WORKING DAYS
BEFORE YOU DIG
CALL MISS DIG
 800-482-7171
 (TOLL FREE)

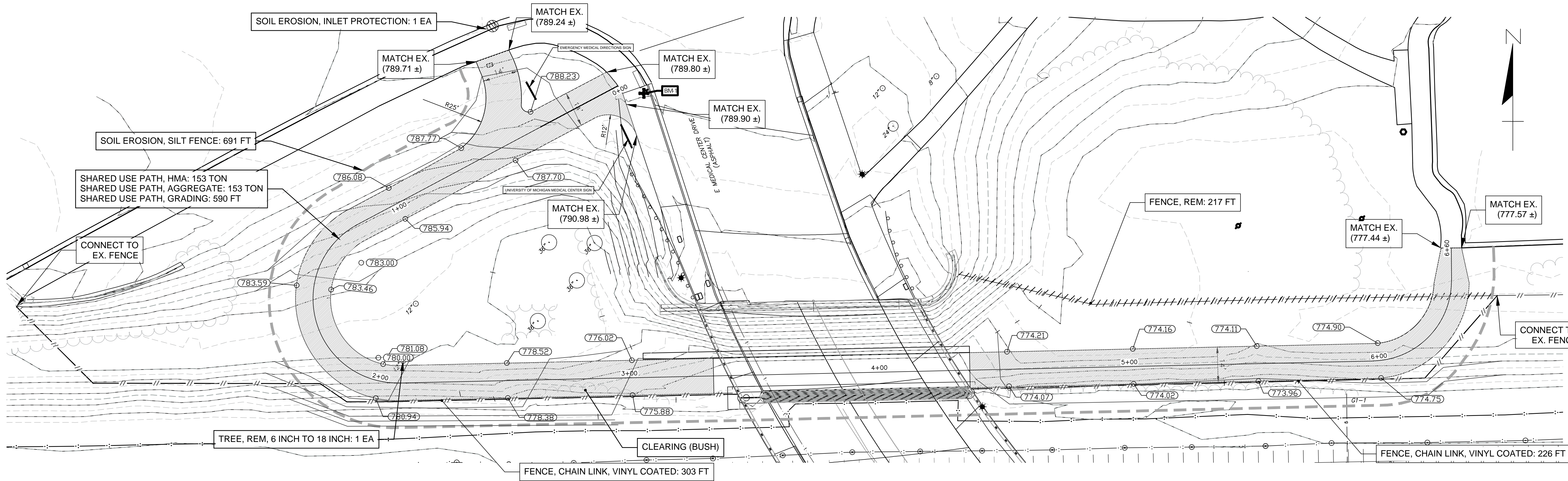
LEGEND

EXISTING FENCE	---#---#---	EXISTING TELEPHONE	---t---	EXISTING RD. & GRADE	=====
CONTOUR	---847---	GAS LINE	---G---	LEFT EDGE/RD. GRADE	=====
STORM SEWER & CAT. BAS.	---r---	CABLE T.V.	---TV---	RIGHT EDGE/RD. GRADE	=====
UTILITY POLE & GUY	---o---	ELECTRIC	---e---	CURB & GUTTER	=====
LIGHT POLE	---*	SIGN	---β---	EDGE/GRAVEL	=====

SEE GENERAL PLAN OF SITE AND STRUCTURE SHEETS FOR SOIL BORING LOCATIONS.

PROJECT MANAGEMENT - PUBLIC SERVICES - CITY OF ANN ARBOR	
EAST MEDICAL CENTER DRIVE PATHWAY SOIL BORINGS	
SCALE NONE	0 INCH 1
DRAWING NO. SB1	
SHEET NO. 4 OF 10	

SEE ABOVE	XXX	REV. NO.	DESCRIPTION	DATE	DR. BY	CH. BY
BENCH MARK	SURVEY BOOK					



ESTIMATED QUANTITIES		
DESCRIPTION	UNITS	QUANTITY
Fence, Rem	Ft	217
Fence, Chain Link, Vinyl Coated	Ft	529
Shared Use Path, Aggregate	Ton	153
Shared Use Path, Grading	Ft	590
Shared Use Path, HMA	Ton	153
Excavation, Earth	Cyd	372
Embankment, CIP	Cyd	535
Soil Erosion, Inlet Protection	Ea	1
Soil Erosion, Silt Fence	Ft	691
Tree, Rem, 6 inch to 18 inch	Ea	1

3 WORKING DAYS
BEFORE YOU DIG
CALL MISS DIG
800-482-7171
(TOLL FREE)

LEGEND	
EXISTING FENCE	EXISTING TELEPHONE
CONTOUR	GAS LINE
STORM SEWER & CAT. BAS.	CABLE T.V.
UTILITY POLE & GUY	ELECTRIC
LIGHT POLE	SIGN
EXISTING RD. @ GRADE	PROPOSED CONTOUR
LEFT EDGE/RD. GRADE	SILT FENCE
RIGHT EDGE/RD. GRADE	INLET PROTECTION
CURB & GUTTER	REMOVAL
EDGE/GRAVEL	PROPOSED FENCE

SEE ABOVE	XXX	REV. NO.	DESCRIPTION	DATE	DR. BY	CH. BY
BENCH MARK	SURVEY BOOK		ORIGINAL ISSUE	XXX	XXX	XXX

PROJECT MANAGEMENT - PUBLIC SERVICES - CITY OF ANN ARBOR

**EAST MEDICAL CENTER DRIVE
PATHWAY
PROPOSED PLAN AND PROFILE**

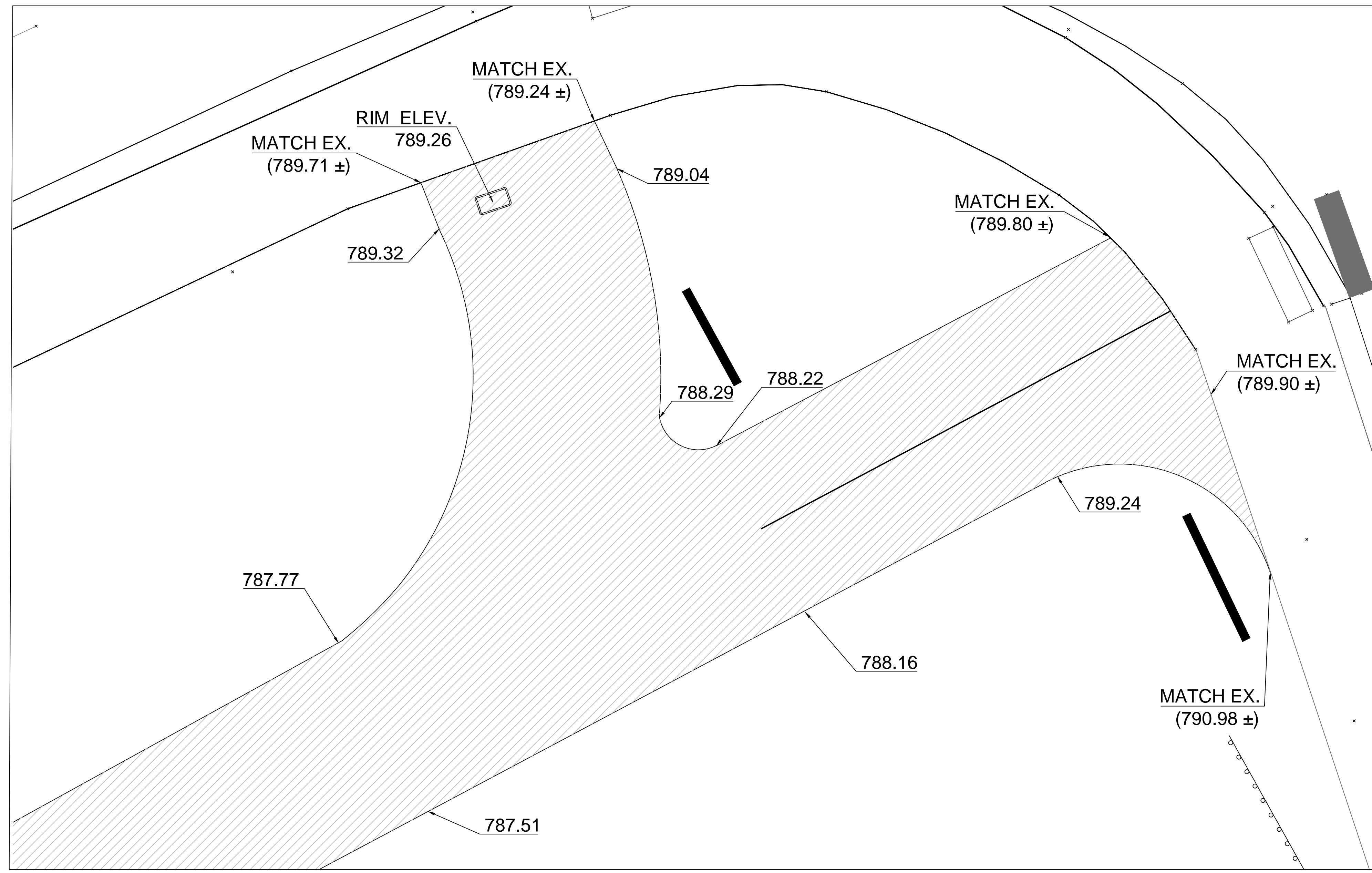
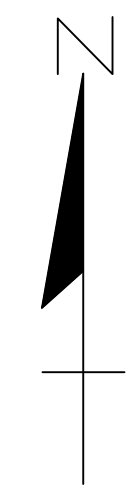
SCALE: 1"=20'

DRAWING NO. R1

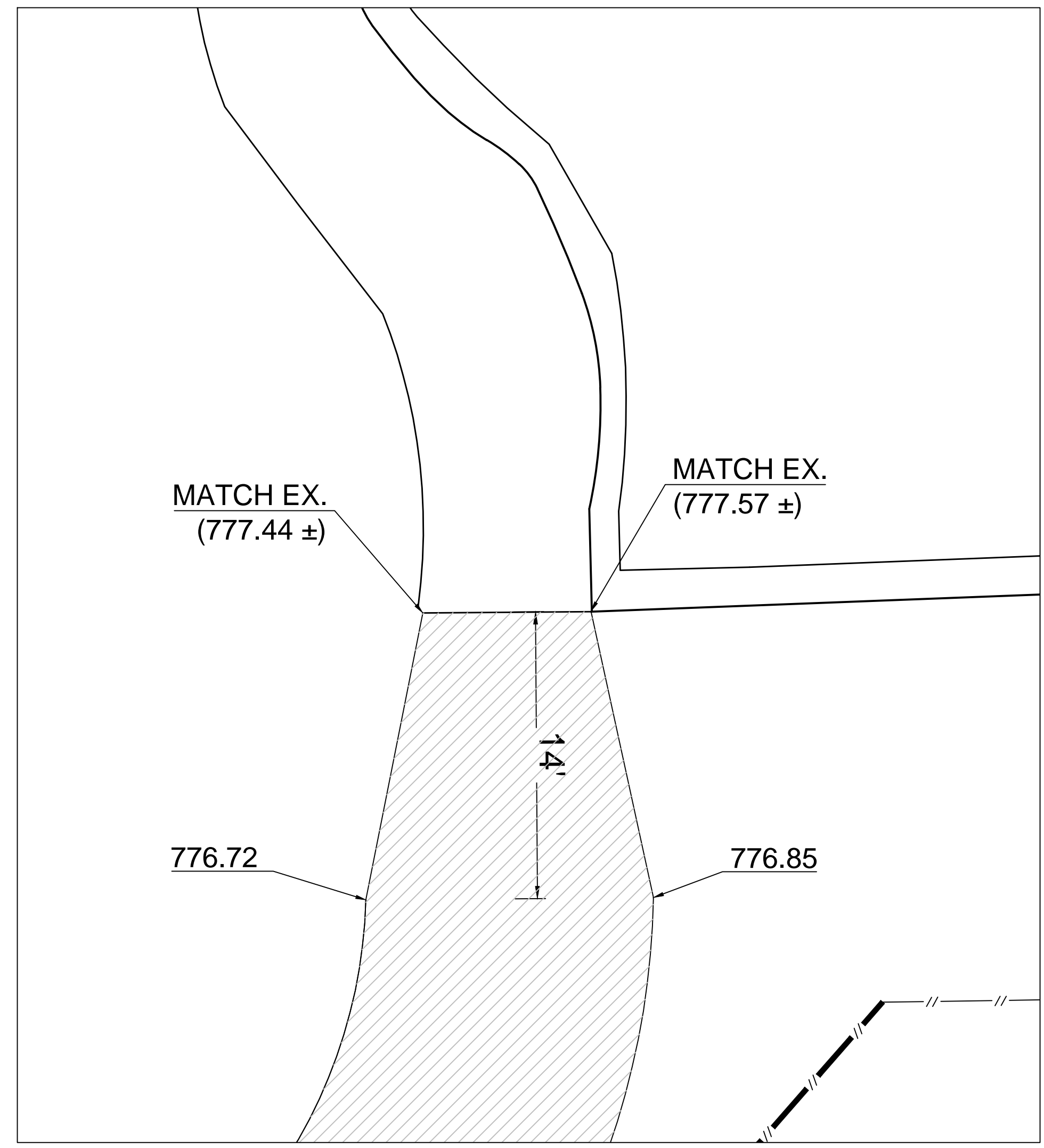
SHEET NO. 5 OF 10

APPROVED BY: _____

LEIGH C. MERRILL P.E., MICHIGAN NO. 6201061025



WEST END OF PATHWAY



EAST END OF PATHWAY

3 WORKING DAYS
BEFORE YOU DIG
CALL MISS DIG
800-482-7171
(TOLL FREE)

LEGEND

EXISTING FENCE	EXISTING TELEPHONE	EXISTING RD. @ GRADE	PROPOSED CONTOUR
- - - - -	- t - - - - -	- - - - -	- 847 - - - - -
- - - - -	- g - - - - -	- - - - -	- - - - -
- - - - -	- tv - - - - -	- - - - -	- - - - -
- - - - -	- e - - - - -	- - - - -	- - - - -
- - - - -	- b - - - - -	- - - - -	- - - - -
- - - - -		- - - - -	- - - - -
- - - - -		- - - - -	- - - - -
- - - - -		- - - - -	- - - - -
- - - - -		- - - - -	- - - - -

SEE ABOVE	XXX				
BENCH MARK	SURVEY BOOK	REV. NO.	DESCRIPTION	DATE	DR. BY

PROJECT MANAGEMENT - PUBLIC SERVICES - CITY OF ANN ARBOR

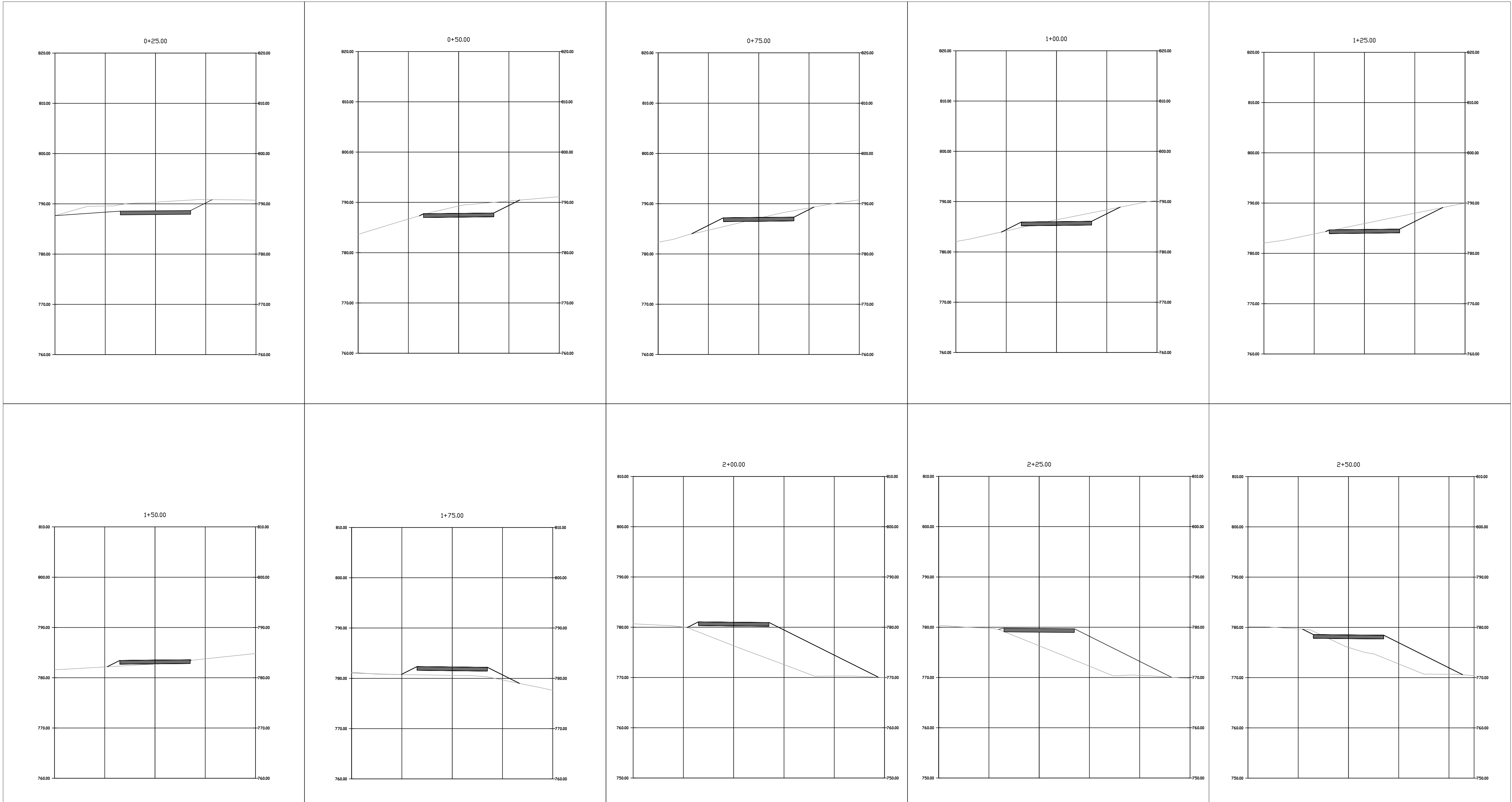
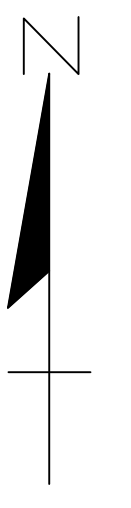
**EAST MEDICAL CENTER DRIVE
PATHWAY
DETAIL GRADES**

SCALE: 1"=5'

DRAWING NO. GD1

SHEET NO. 6 OF 10

APPROVED BY: _____



3 WORKING DAYS!
BEFORE YOU DIG
CALL MISS DIG
800-482-7171
(TOLL FREE)

LEGEND	
EXISTING FENCE	EXISTING TELEPHONE
- CONTOUR	- GAS LINE
- STORM SEWER & CAT. BAS.	- CABLE T.V.
- UTILITY POLE & GUY	- ELECTRIC
- LIGHT POLE	- SIGN
EXISTING RD. @ GRADE	PROPOSED CONTOUR
- LEFT EDGE/RD. GRADE	847
- RIGHT EDGE/RD. GRADE	
- CURB & GUTTER	
- EDGE/GRAVEL	

SEE ABOVE	XXX	REV. NO.	DESCRIPTION	DATE	DR. BY	CH. BY
			ORIGINAL ISSUE	XXX	XXX	XXX
BENCH MARK	SURVEY BOOK					

PROJECT MANAGEMENT - PUBLIC SERVICES - CITY OF ANN ARBOR

**EAST MEDICAL CENTER DRIVE
PATHWAY
PATHWAY CROSS SECTIONS**

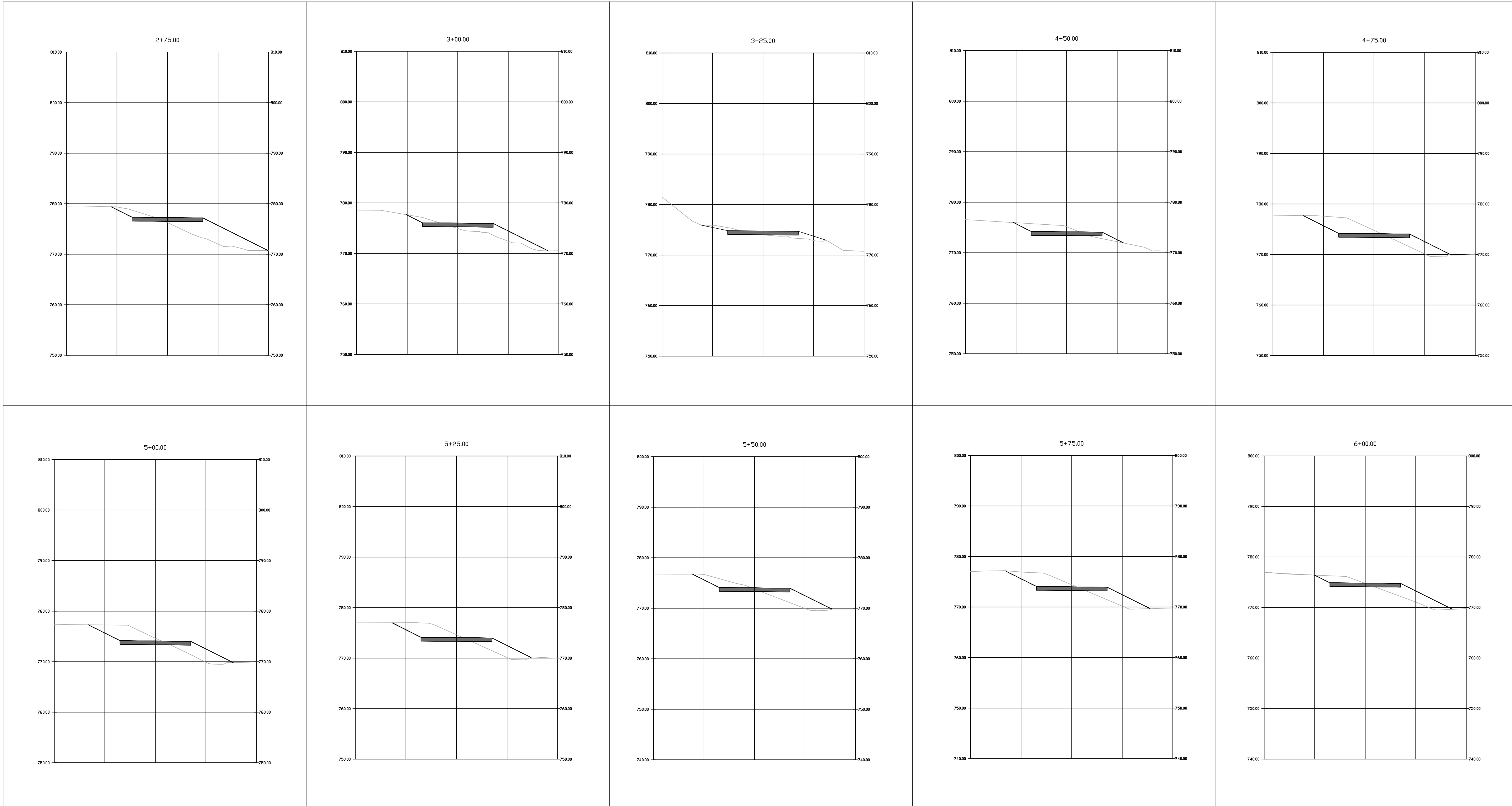
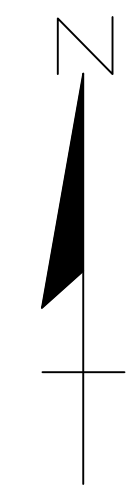
SCALE 1"=10'

DRAWING NO. GD2

SHEET NO. 7 OF 10

APPROVED BY _____

LEIGH C. MERRIL P.E., MICHIGAN NO. 6201061025



3 WORKING DAYS!
BEFORE YOU DIG
CALL MISS DIG
800-482-7171
(TOLL FREE)

LEGEND

EXISTING FENCE	--- --- ---	EXISTING TELEPHONE	--- --- ---	EXISTING RD. @ GRADE	=====	PROPOSED CONTOUR	--- --- ---
CONTOUR	--- --- ---	GAS LINE	--- --- ---	LEFT EDGE/RD. GRADE	=====		
STORM SEWER & CAT. BAS.	--- --- ---	CABLE T.V.	--- --- ---	RIGHT EDGE/RD. GRADE	=====		
UTILITY POLE & GUY	--- --- ---	ELECTRIC	--- --- ---	CURB & GUTTER	=====		
LIGHT POLE	--- --- ---	SIGN	--- --- ---	EDGE/GRAVEL	=====		

SEE ABOVE	XXX				
BENCH MARK	SURVEY BOOK	REV. NO.	DESCRIPTION	DATE	DR. BY
			ORIGINAL ISSUE	XXX	XXX
				XXX	XXX

PROJECT MANAGEMENT - PUBLIC SERVICES - CITY OF ANN ARBOR

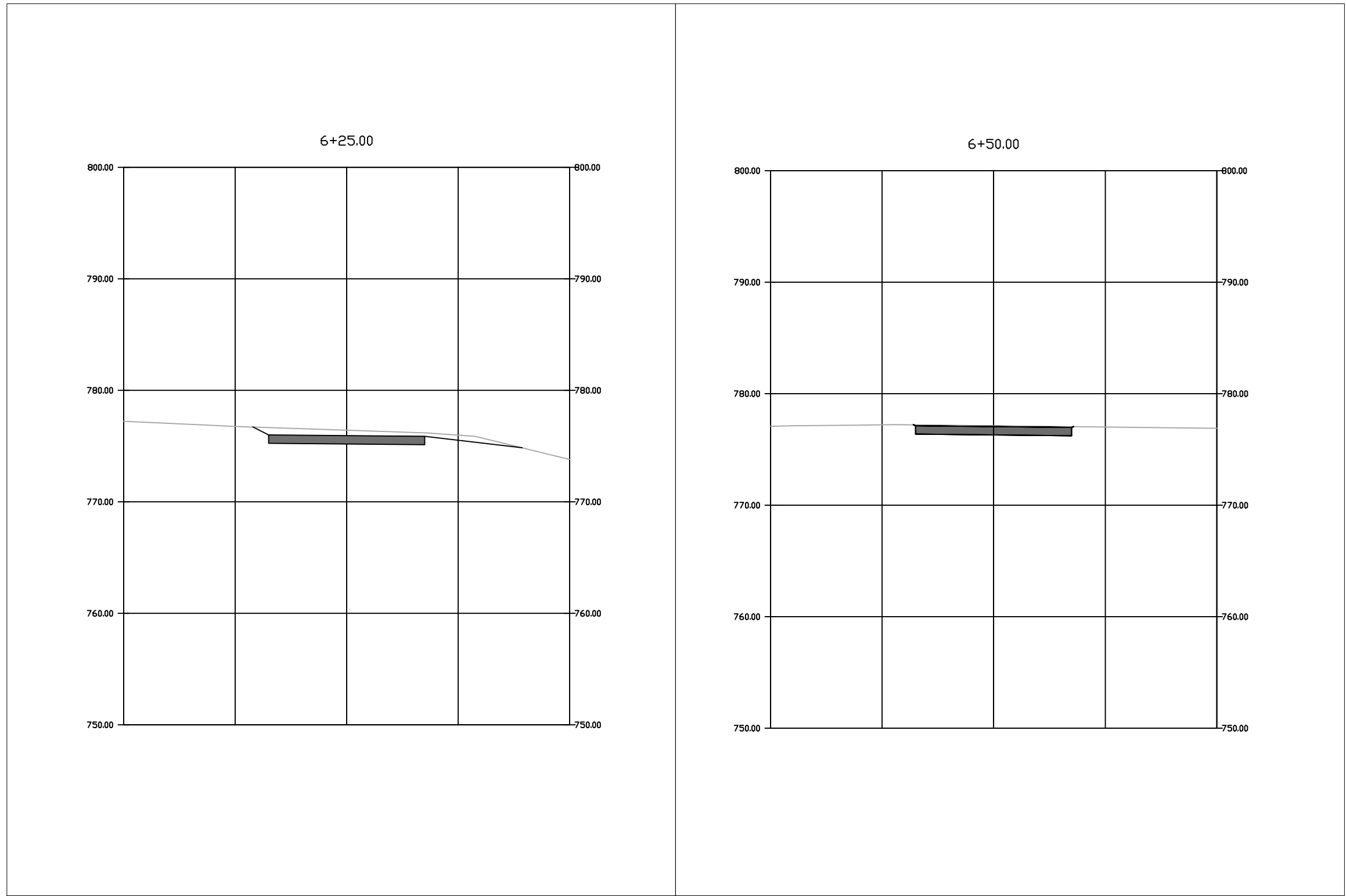
**EAST MEDICAL CENTER DRIVE
PATHWAY CROSS SECTIONS**

SCALE: 1"=10'

DRAWING NO. GD3

SHEET NO. 8 OF 10

APPROVED BY: _____



3 WORKING DAYS
BEFORE YOU DIG
 CALL MISS DIG
 800-482-7171
 (TOLL FREE)

LEGEND

EXISTING FENCE		EXISTING TELEPHONE		EXISTING RD. @ GRADE		PROPOSED CONTOUR	
- CONTOUR		- GAS LINE		- LEFT EDGE/RD. GRADE			
- STORM SEWER & CAT. BAS.		- CABLE T.V.		- RIGHT EDGE/RD. GRADE			
- UTILITY POLE & GUY		- ELECTRIC		- CURB & GUTTER			
- LIGHT POLE		- SIGN		- EDGE/GRAVEL			

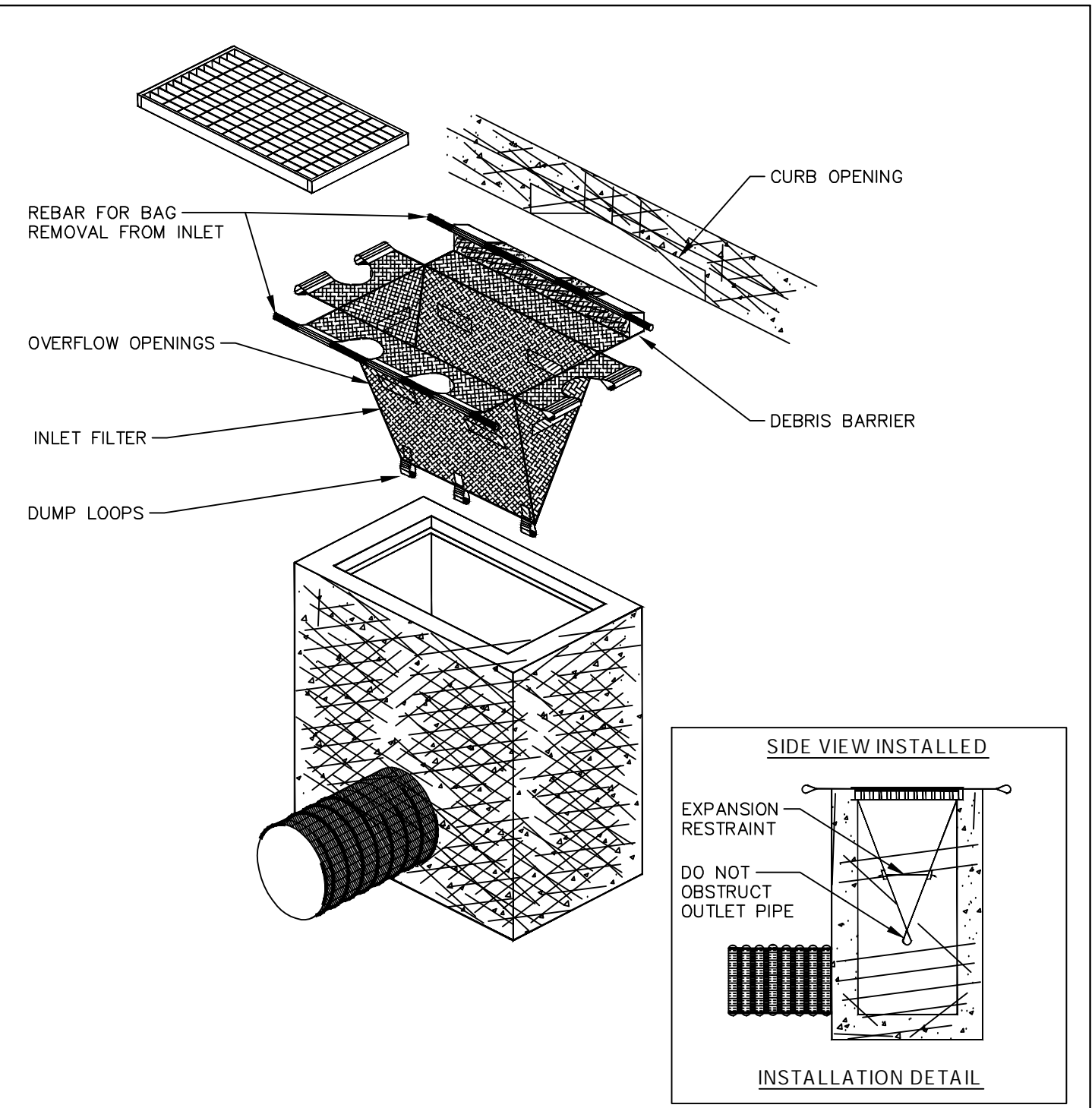
BENCH MARK	SURVEY BOOK	REV. NO.	DESCRIPTION	DATE	DR. BY	CH. BY
SEE ABOVE	XXX					
			ORIGINAL ISSUE	XXX	XXX	XXX

PROJECT MANAGEMENT - PUBLIC SERVICES - CITY OF ANN ARBOR

**EAST MEDICAL CENTER DRIVE
 PATHWAY CROSS SECTIONS**

SCALE 1"=10'	
DRAWING NO. GD4	
SHEET NO. 9 OF 10	

APPROVED BY _____
 LEIGH C. MERRIL P.E., MICHIGAN NO. 6201061025

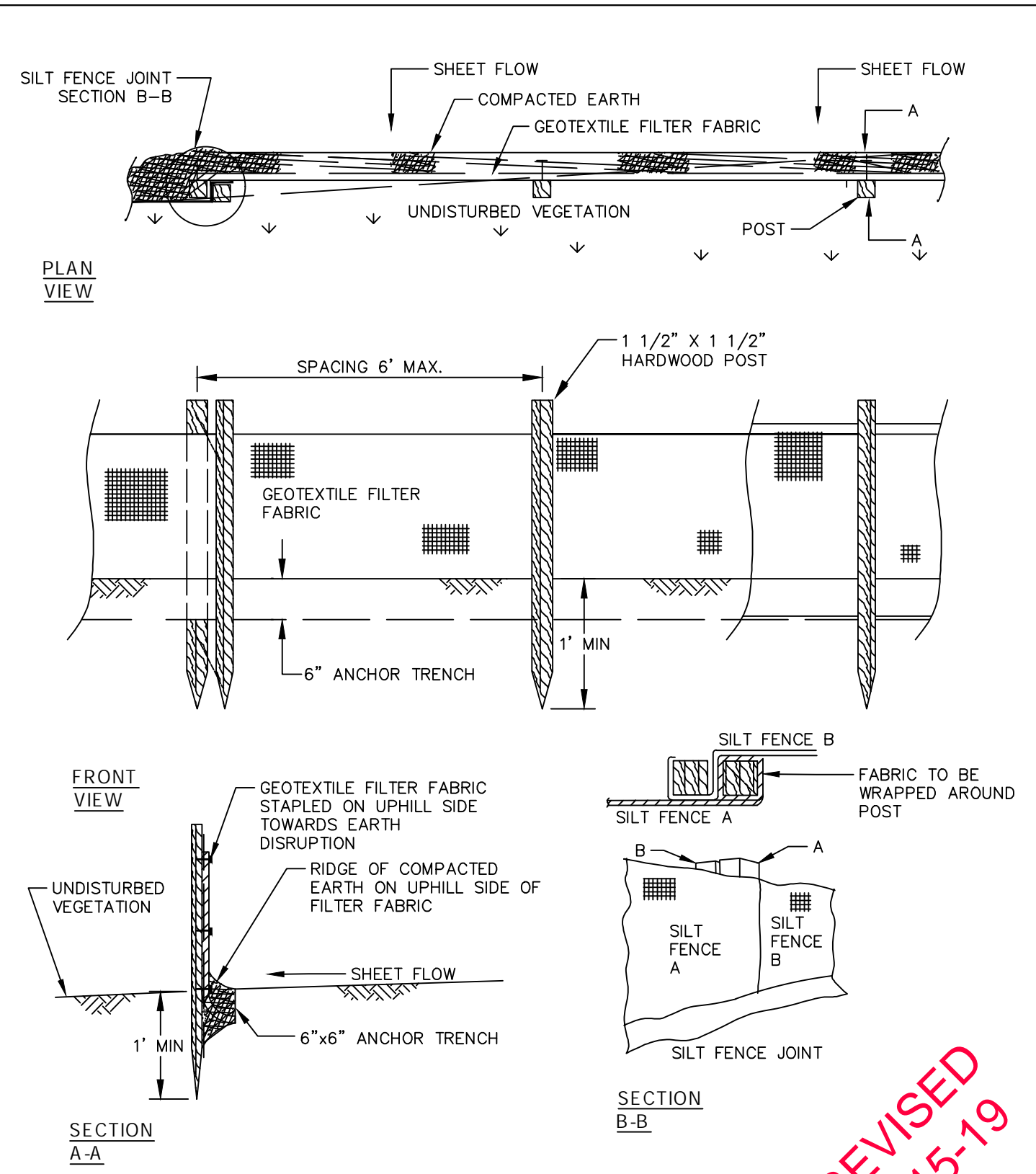


1. SIZE AND SHAPE OF INLET FILTER SHALL MATCH THE STRUCTURE.
2. WHERE CONDITIONS WARRANT, THE FILTER SHALL BE MADE WITH AN OIL-ABSORBENT FILTER WITH A WOVEN PILLOW INSERT.

REVISED
4-15-19

INLET PROTECTION SD-SESC-1

	CITY OF ANN ARBOR PUBLIC SERVICES 301 EAST HURON STREET P.O. BOX 8647 ANN ARBOR, MI 48107-8647 734-794-6410 www.a2gov.org			
	REV. NO.	DATE	DRAWN BY	CHECKED BY
	INLET PROTECTION			
DR. DF	CH. CSS	DRAWING NO.		
SCALE N.T.S.	DATE 11/6/92	SD-SESC-1		

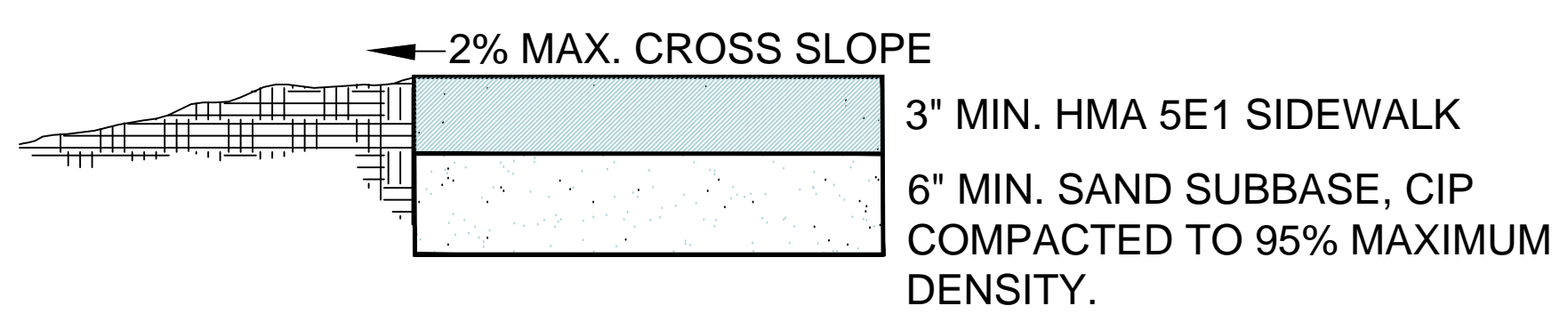


REVISED
4-15-19

SILTS FENCE SD-SESC-3

	CITY OF ANN ARBOR PUBLIC SERVICES 301 EAST HURON STREET P.O. BOX 8647 ANN ARBOR, MI 48107-8647 734-794-6410 www.a2gov.org			
	REV. NO.	DATE	DRAWN BY	CHECKED BY
	SILTS FENCE			
DR. DF/SMJ	CH. CSS/DF	DRAWING NO.		
SCALE N.T.S.	DATE 11/06/92	SD-SESC-3		

HMA SIDEWALK TYP.



HMA APPLICATION ESTIMATE

PAY ITEM	RATE (LBS/SYD)	PERFORMANCE GRADE	REMARKS
HMA, 5EML	330	70-22P	HMA, 5EML TOP COURSE AWI=260.
BOND COAT	0.06-0.14 GAL/SYD		FOR INFORMATION ONLY. SHALL NOT BE PAID SEPARATELY BUT IS INCLUDED IN PAY ITEM OF HMA COURSE BEING APPLIED

3 WORKING DAYS
BEFORE YOU DIG
CALL MISS DIG
800-482-7171
(TOLL FREE)

LEGEND

EXISTING FENCE	847	EXISTING TELEPHONE	t	EXISTING RD. @ GRADE	---	PROPOSED CONTOUR	847
- CONTOUR	---	- GAS LINE	g	- LEFT EDGE/RD. GRADE	---		
- STORM SEWER & CAT. BAS.	---	- CABLE T.V.	tv	- RIGHT EDGE/RD. GRADE	---		
- UTILITY POLE & GUY	o/h	- ELECTRIC	e	- CURB & GUTTER	---		
- LIGHT POLE	*	- SIGN	β	- EDGE/GRAVEL	---		

SEE ABOVE	XXX				
BENCH MARK	SURVEY BOOK	REV. NO.	DESCRIPTION	DATE	DR. BY

PROJECT MANAGEMENT - PUBLIC SERVICES - CITY OF ANN ARBOR

**EAST MEDICAL CENTER DRIVE
PATHWAY
STANDARD DETAILS**

SCALE N/A	0 INCH 1
DRAWING NO. STD1	
SHEET NO. 10 OF 10	

Engineer's Opinion of Costs

Project Number: 2141736302
Estimate Number: 1: East Medical Center Drive Pathway
Project Type: Miscellaneous
Location: Pathway
 Ann Arbor
Description: Pathway

Project Engineer: DLZ
Date Created: 5/17/2022
Date Edited: 11/23/2022
Fed/State #:
Fed Item:
Control Section:

Line	Pay Item	Description	Quantity	Units	Unit Price	Total
Category: 0003 100% City of Ann Arbor						
0001	1027051	_ 20% Contingency	1.000	LSUM	\$40,000.00	\$40,000.00
0002	1047051	_ Certified Payroll Compliance and Reporting	1.000	LSUM	\$5,000.00	\$5,000.00
0003	1047051	_ Project Supervision	1.000	LSUM	\$6,000.00	\$6,000.00
0004	1077060	_ Relocation and Site Cleanup	15,000.000	Dlr	\$1.00	\$15,000.00
0005	2020004	Tree, Rem, 6 inch to 18 inch	1.000	Ea	\$2,000.00	\$2,000.00
0006	2040025	Fence, Rem	217.000	Ft	\$5.00	\$1,085.00
0007	2050010	Embankment, CIP	535.000	Cyd	\$30.00	\$16,050.00
0008	2050016	Excavation, Earth	372.000	Cyd	\$30.00	\$11,160.00
0009	2050031	Non Haz Contaminated Material Handling and Disposal, LM	50.000	Cyd	\$300.00	\$15,000.00
0010	2080036	Erosion Control, Silt Fence	691.000	Ft	\$5.00	\$3,455.00
0011	2087050	_ Erosion Control, Inlet Protection	1.000	Ea	\$150.00	\$150.00
0012	8060010	Shared use Path, Aggregate	153.000	Ton	\$50.00	\$7,650.00
0013	8060030	Shared use Path, Grading	590.000	Ft	\$25.00	\$14,750.00
0014	8060040	Shared use Path, HMA	153.000	Ton	\$120.00	\$18,360.00
0015	8082007	Fence, Chain Link, 120 inch, Vinyl Coated	529.000	Ft	\$120.00	\$63,480.00
0016	8120170	Minor Traf Devices	1.000	LSUM	\$5,000.00	\$5,000.00
0017	8507051	_ General Conditions, Max \$16,000	1.000	LSUM	\$18,000.00	\$18,000.00

Category 0003 Total: \$242,140.00

Estimate Total: \$242,140.00

ANN ARBOR MOVING TOGETHER

TOWARDS VISION ZERO



Illustrations by: Pablo Stanley

2012 – 2021 Crash Trends

Introduction

The City's comprehensive transportation plan, [Ann Arbor Moving Together Towards Vision Zero](#), commits staff to annually reporting on the progress made on the City's Vision Zero program. Reporting crash data and trends is an important component to understanding the City's progress. City staff have created interactive crash dashboards and maps that are available to the public through [www.a2gov.org/crashreporting](#). This document provides interpretation of the data and will be incorporated into the annual Vision Zero progress report when it is developed.

The data presented in this report are from the Michigan certified data set. These data are available to the public through a variety of avenues. The charts presented in this document are taken from the City's crash data web tool and can be accessed via [www.a2gov.org/crashreporting](#). You may also find the crash data tools at [www.michigantrafficcrashfacts.org](#) or [www.semcog.org](#).

Some statewide crash trends are referenced in the following sections. Visit [www.michigantrafficcrashfacts.org](#) to find comprehensive statewide crash trend reports.

Overall Crash Trends

The most significant changes in recent overall crash trends occurred during 2020 and 2021. The City experienced 52% fewer overall crashes during 2020. The dramatic reduction in crashes coincides with the significantly lower amount of vehicular travel that occurred during the first year of the COVID-19 pandemic. Vehicular travel increased during 2021 and stabilized to the new-normal travel patterns by the latter half of the year. Along with the travel increases 2021 saw a higher number of crashes. These crashes still represent a 34% reduction from 2019 crash levels. These changes in overall crash totals have significantly reduced the five-year rolling average, as shown below.



Figure 1 - All Crashes, Annual by Severity

The top five overall crash types (2017-2021 Annual Average) include:

1. Rear End, traveling straight
2. Side-Swipe, same direction travel
3. Angle Straight
4. Angle Turn
5. Fixed Object

The substantial percentage reduction in overall crashes within the City exceed those experienced statewide, as can be seen in the following figure taken from the [Historical 10 Year Statewide Summary, www.michigantrafficcrashfacts.org](https://www.michigantrafficcrashfacts.org), Ann Arbor’s trend of a stable number of annual severe injury crashes outperforms the state.

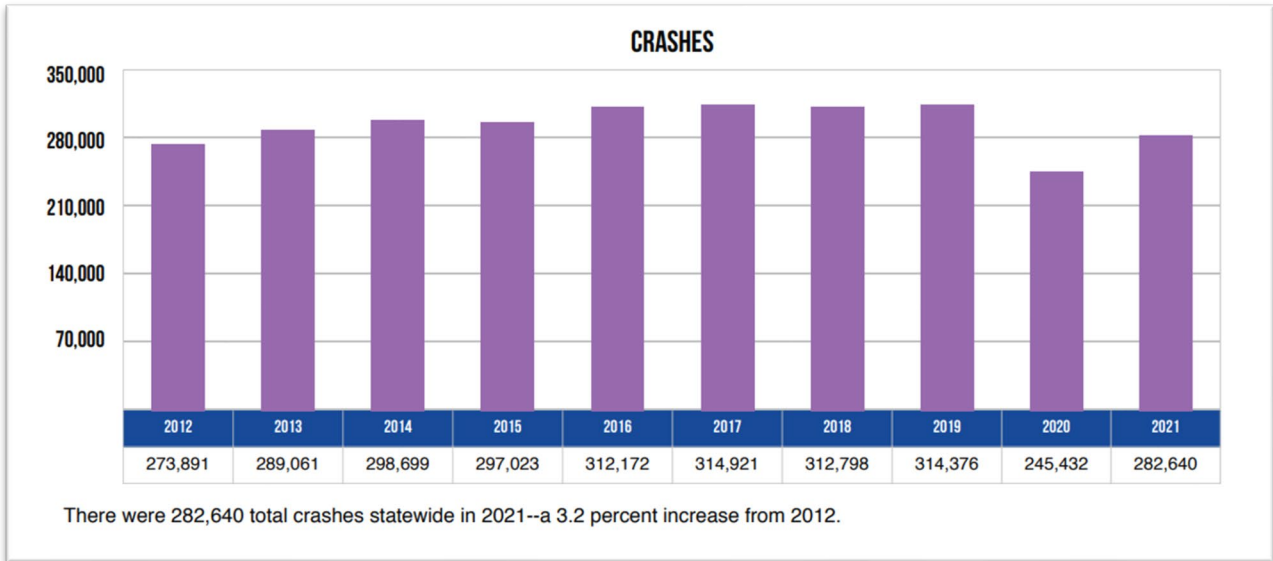


Figure 2 - UMTRI 10 Year Crash History, All Crashes

The significant reductions in overall crashes during 2020 and 2021 were not realized in severe injury crashes. The minor reductions in fatal and serious injury crashes by 26% and 15% in 2020 and 2021, respectively, have led to a small reduction, 7%, in the rolling five-year average trendline. These results, as shown below, indicate that the most dangerous driving behaviors were not significantly reduced during the pandemic.

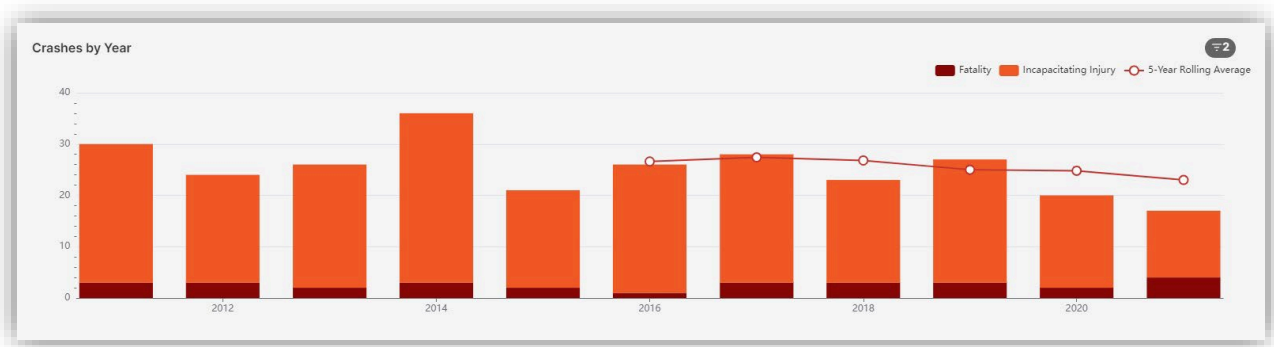


Figure 3 - Fatal and Serious Injury Crashes, Annual by Severity

The top five overall crash types (2017-2021 Annual Average) include:

1. Pedestrian
2. Fixed Object
3. Bicycle

- 4. Angle Straight
- 5. Rear End, traveling straight; Misc. Single Vehicle

While it may seem disappointing to not see more dramatic reductions in severe injury crashes, the progress made since 2017 is important to recognize. This progress is especially important when considered within the context of the statewide fatal crash trend.

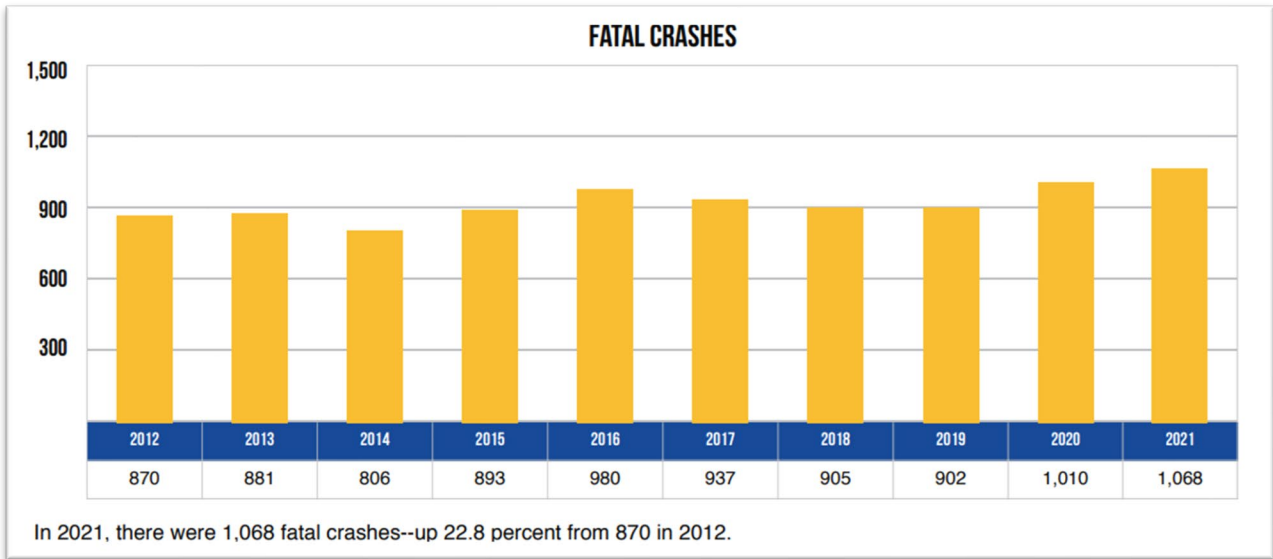


Figure 4 - UMTRI 10 Year Crash History, Fatal Crashes

Vulnerable Road User Crashes

Ann Arbor Moving Together places special emphasis on pedestrians and cyclists, known as vulnerable road users, due to their over-representation in higher severity crashes. The following sections display crash trends for these road user groups.

Pedestrian Crashes

Overall pedestrian crashes followed a trend consistent with the trends seen in the overall crashes. However, the increases experienced in 2021 were not as significant. Staff are evaluating the correlation between these decreases in crashes and the system-wide implementation of leading pedestrian intervals in our signalized intersection.

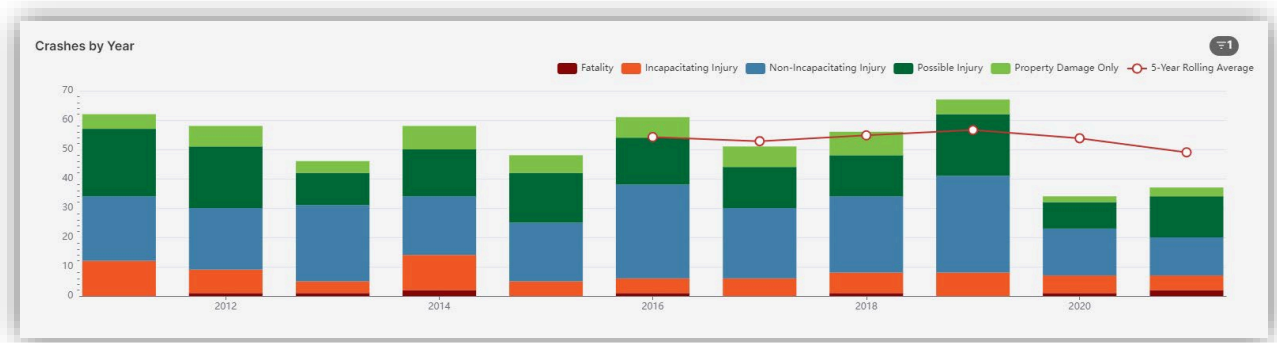


Figure 5 - All Pedestrian Crashes, Annual by Severity

The following chart shows the trend for serious injury pedestrian crashes. Severe injury pedestrian crash performance has not significantly changed over the course of the past five years. The rolling average trend to hover around 7 crashes per year.

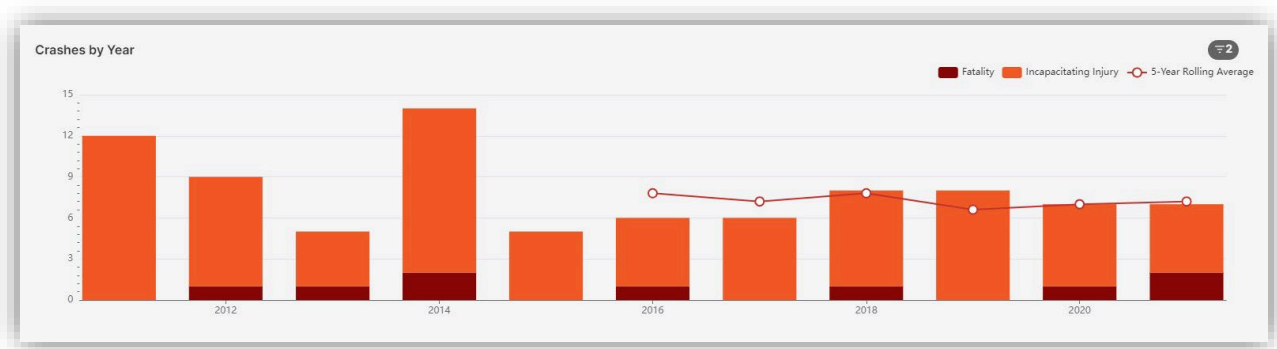


Figure 6 - Pedestrian Fatal and Serious Injury Crashes, Annual by Severity

Consideration of our performance in the context of statewide performance provides better information about how the City's policies are impacting crash patterns. As can be seen from the following chart, taken from the [Historical 10 Year Statewide Summary, www.michigantrafficcrashfacts.org](https://www.michigantrafficcrashfacts.org), Ann Arbor's trend of a stable number of annual severe injury crashes outperforms the state.

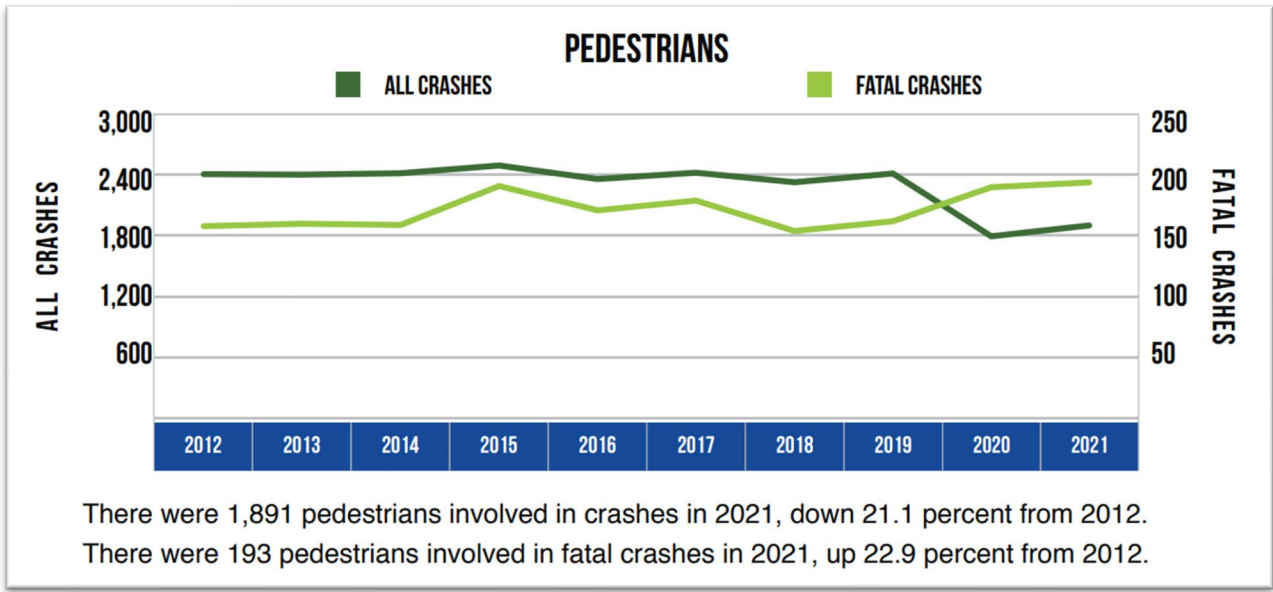


Figure 7 – UMTRI 10 Year Crash History, Pedestrian Trends

Cyclist Crashes

Overall cyclist crashes are trending down in a more consistent manner than the with the trends seen in overall crashes. Throughout the duration of this trend the City has continued to add more miles of bike lanes to overall network as well as provide more facilities with higher levels of comfort.

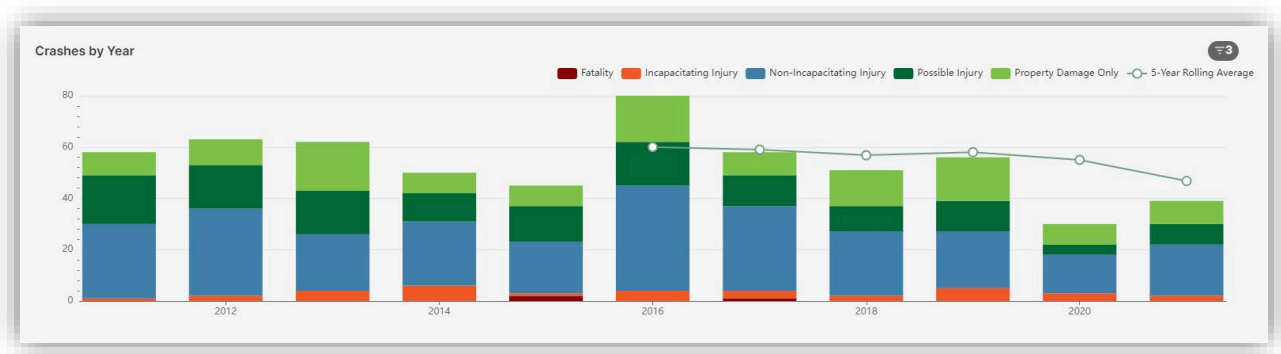


Figure 8 - All Bicycle Crashes, Annual by Severity

The advances made in reducing the overall number of cycling crashes resulting is also trending downwards, although the change is happening at a more gradual rate. The five-year average trendline over the past five years had a high value of 4.2 crashes per year in 2017 and has decreased to 3.2 crashes per year in 2021. This progress can be compared to statewide trends, shown below, which indicate statewide bicycle fatalities are rising.

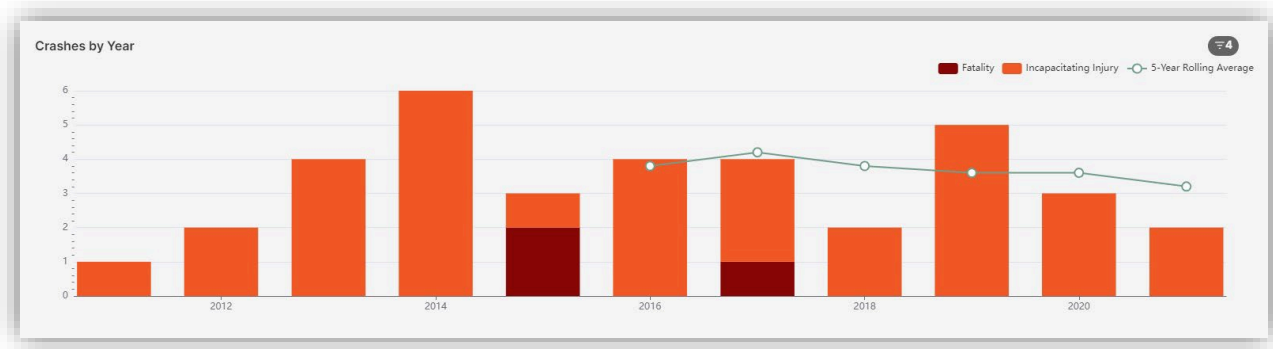


Figure 9 - Bicycle Fatal and Severe Injury Crashes, Annual by Severity

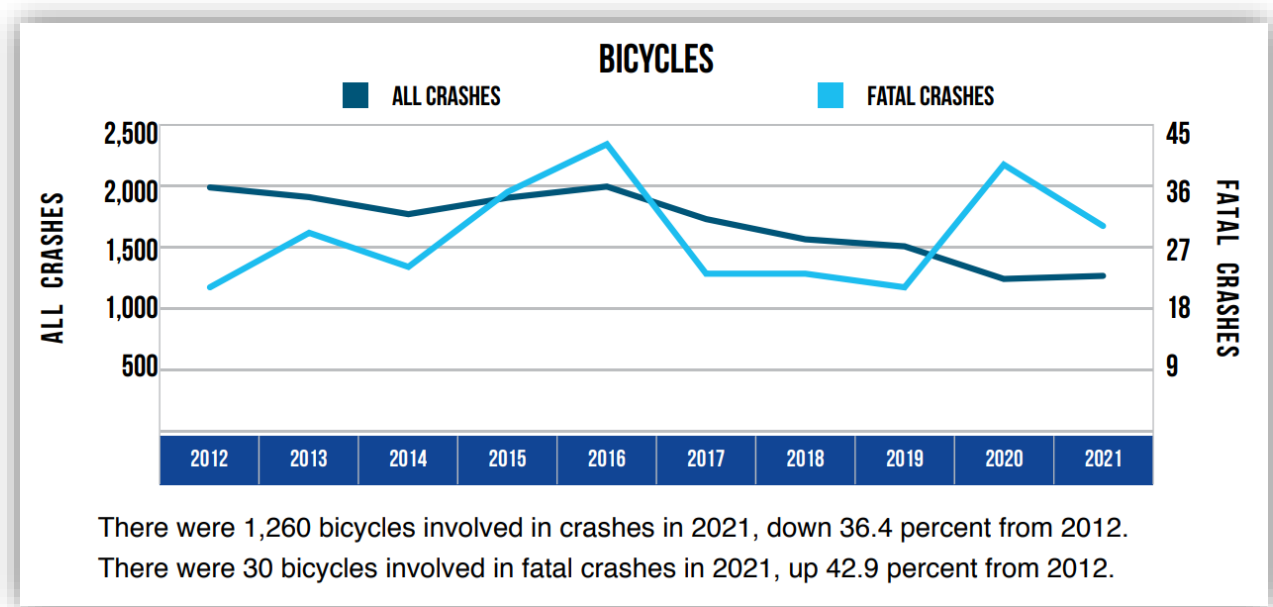


Figure 10 - UMTRI 10 Year Crash History, Bicycle Trends

Ann Arbor Moving Together Dangerous Behaviors

The following sections review crash trends for the five dangerous behaviors identified in [Ann Arbor Moving Together](#) as important focus areas to address through design solutions, policy changes, and education efforts. You can find more information about these behaviors on pages 31-48 of the plan.

Many of the following sections refer to information obtained through police officers from the official crash report. Michigan’s crash report form, the UD-10, is standard across the state. More information about the form, it’s fields, and how the form is filled out can be found in the [UD-10 Instruction Manual](#).

Speed

Speed of travel is one of the most significant factors to determine the severity of any crash. The UD-10 report includes a section for the speed limit of a street but does not provide the speed individuals involved in a crash were traveling. However, as reported in Ann Arbor Moving Together, the majority of serious injury crashes occur on streets with speed limits of 35 miles per hour or higher. Staff are working towards speed management program implementation in the next fiscal year and look forward to reporting on speed management projects as they are implemented.

Failure to Yield

Failure to yield crashes include crashes marked by police as “Failed to Yield” in the official crash report. As can be seen below, the crash pattern follows that of the overall crashes experienced within the City. Reductions over time have resulted in fewer overall crashes as well as fewer severe injury crashes involving this behavior.



Figure 11 - Failure to Yield, Annual by Severity

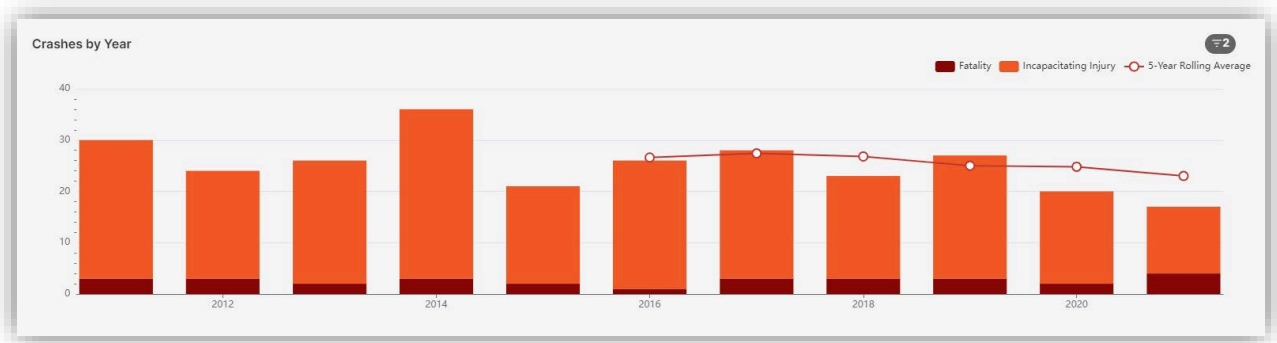


Figure 12 - Serious Injury and Fatal Failure to Yield, Annual by Severity

Impaired Driving

Impaired driving crashes include crashes marked by police as drinking suspected or drug use suspected. These decisions are made on the basis of driver admission, responder observation, or medical

determination. The following charts show that the involvement of impaired driving varies widely between years. This behavior should continue to be a focus given the increases of this behavior in recent years.



Figure 13 - All Impaired Driving, Annual by Severity

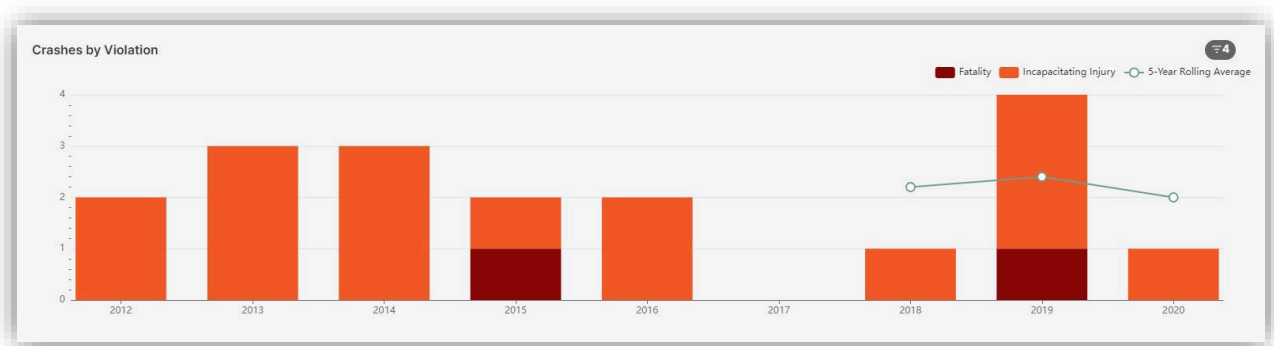


Figure 14 - Serious Injury and Fatal Impaired Driving, Annual by Severity

Disregarded Traffic Signs/Signals

Disregarded traffic signs/signals crashes include crashes marked by police as “Disobeyed TCD” (Traffic Control Device). Crashes involving this behavior type generally follow the overall crash trend while involvement in serious injury crashes is inconsistent.



Figure 15 - Disregard Sign/Signal, Annual by Severity

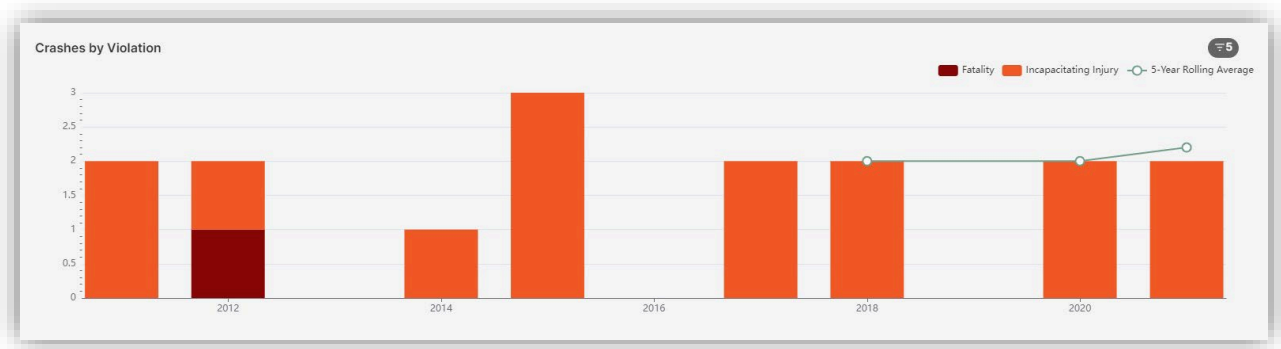


Figure 16 - Serious Injury and Fatal Disregard Sign/Signal, Annual by Severity

Reckless/Careless Driving

Reckless/careless driving crashes include crashes marked by police as “Reckless Driving” or “Careless Driving”. Overall crashes involving this behavior type have reduced over the past 10 years while involvement in serious injury crashes is inconsistent year over year with a stable trend of 2-3 crashes per year.



Figure 17 - Reckless/Careless, Annual by Severity

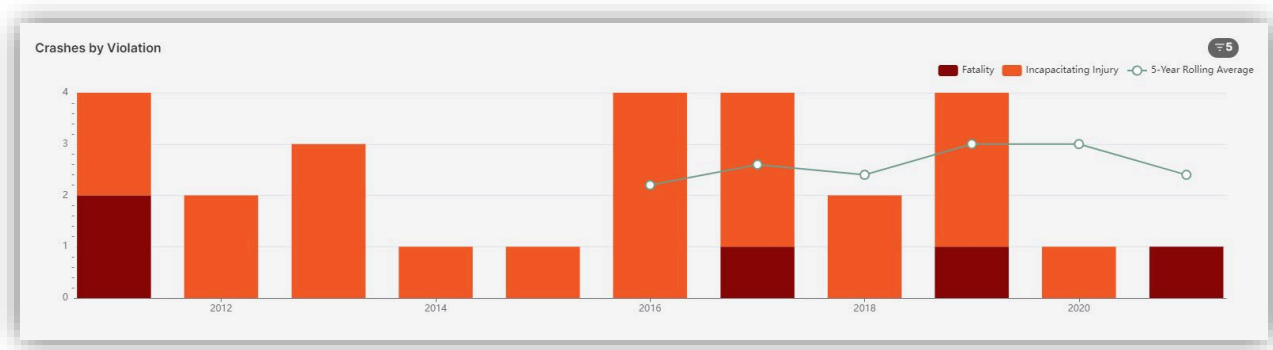


Figure 18 - Serious Injury and Fatal Reckless/Careless, Annual by Severity