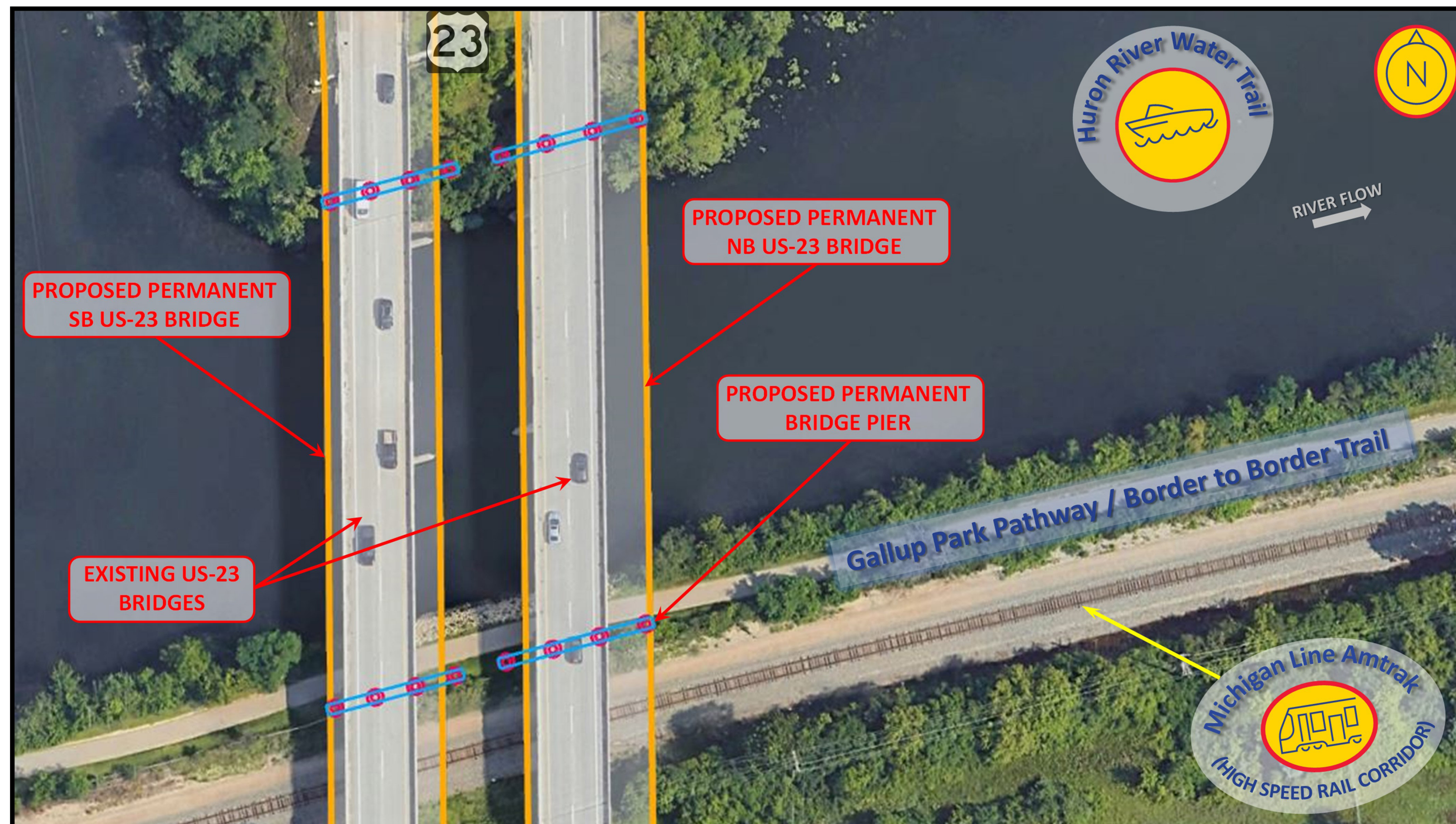


# 4(F)/6(F) IMPACTS

## PROPOSED BRIDGE PLAN

- The future US-23 bridges are planned for the same alignment as the existing but will accommodate wider shoulders along the freeway and extra width for the northbound Geddes Road exit ramp.
- The new bridges will span across the entire river with no piers in the waterway.
- The bridge piers on the south bank will be in the same location as the existing piers.

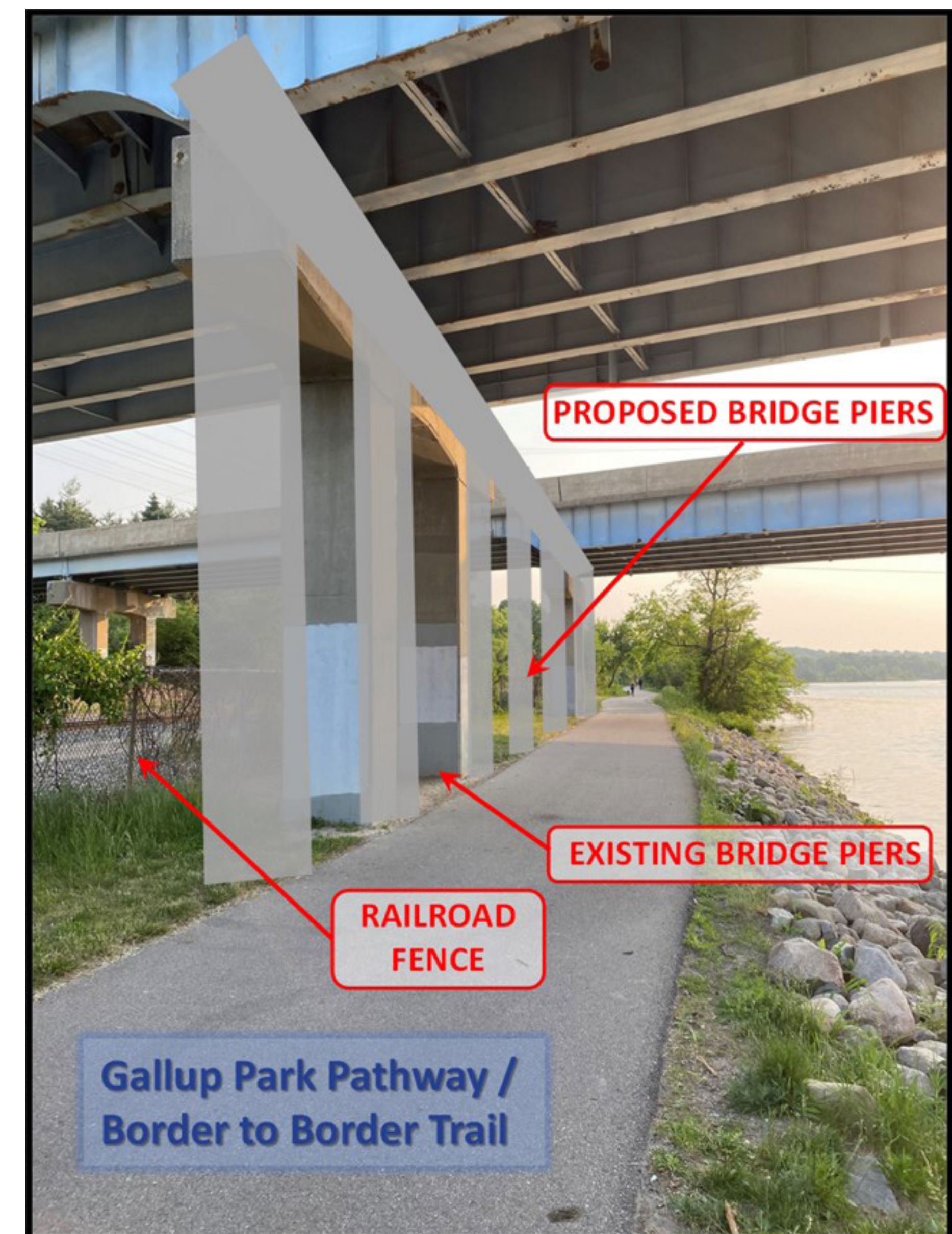


## IMPACTS ON GALLUP PARK PATHWAY

Replacement of the US-23 bridges over the Huron River, High Speed Rail line, and the Gallup Park Pathway will result in temporary unavoidable impacts to both the pedestrian and water trail passage directly under the bridges during demolition and construction.

Actions taken to address the unavoidable impact:

- Meetings have been held with Michigan Department of Natural Resources (MDNR), TheRide, and the Ann Arbor Parks Department regarding avoidance, minimization, and mitigation, including detour options.
- Continue coordination with MDNR and Ann Arbor Parks Department to evaluate the temporary trail impacts under Section 4(f) of the US Department of Transportation Act of 1966.
- Public review and comment period: October 9, 2024 through November 5, 2024.





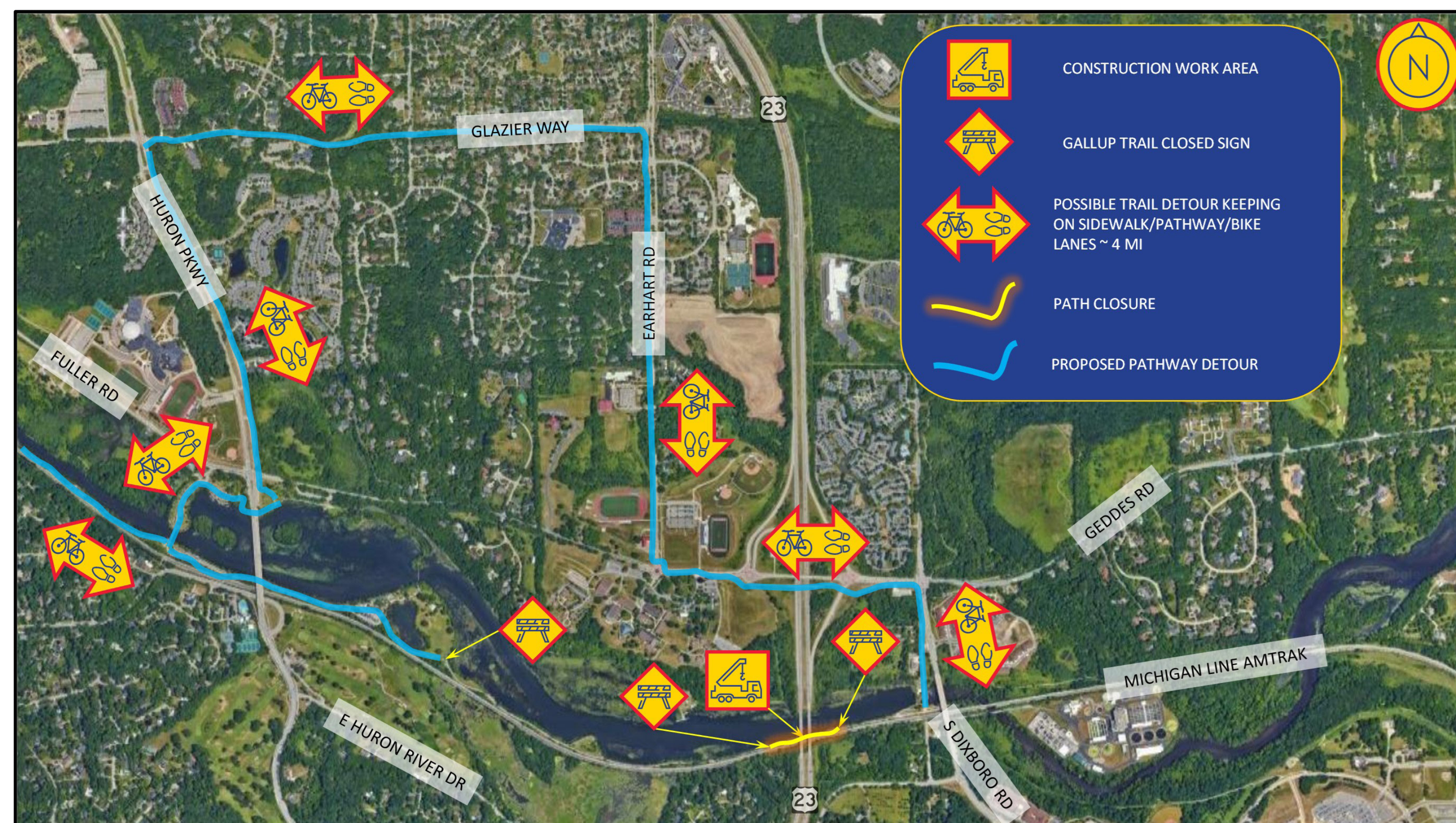
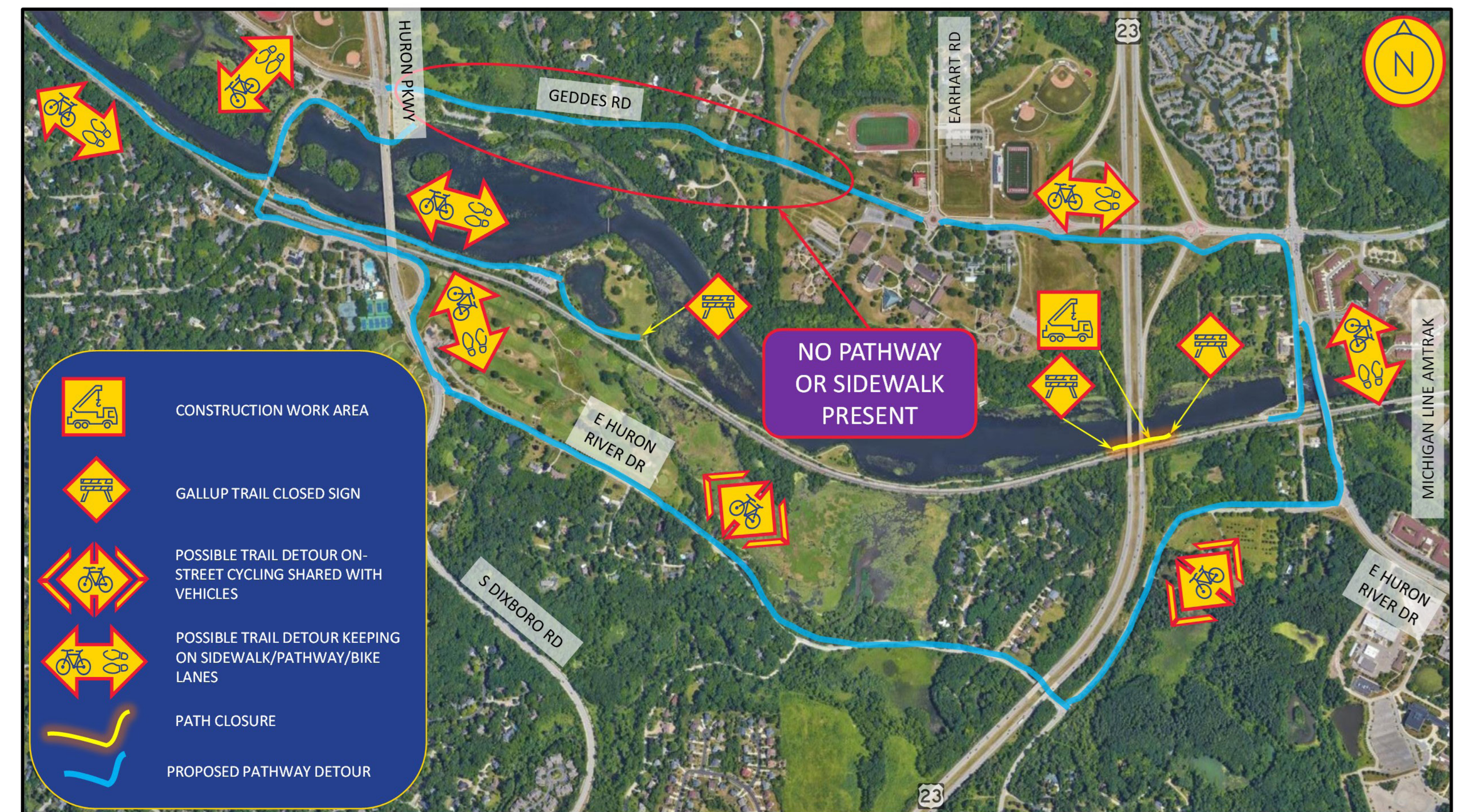
# CONSIDERED AND DISMISSED DETOUR ROUTES

## FULL TRAIL CLOSURE, AND DETOURS FOR PEDESTRIANS AND BIKES

**Geddes:** Portions of Geddes Road have no bike or pedestrian facilities.

**East Huron River Drive:** Portion of East Huron River Drive do not have bike or pedestrian facilities and no shoulder. East Huron River Drive bridge will be replaced, requiring closures during bridge work activities.

**Glazier Way:** Long detour (approximately 4 miles) - not considered a practical alternative



## OTHER CONCEPTS CONSIDERED BUT DISMISSED

**Transit Detour:** Utilize TheRide Existing Route 3 – Huron River to bypass the closed section of the trail. Determined to be not feasible, as TheRide is not able to provide a dedicated service and each bus is limited to two (2) bicycles.

**Temporarily reroute the pathway closer to the rail tracks:** Not feasible as it would encroach on the required railroad operational clearance (minimum 30 feet from centerline of tracks).

**Non-motorized pathway bridge across the Huron River west of US-23 with a connection to the pathway along Geddes Road:** not viable due to extremely steep grades on the north side of the river.

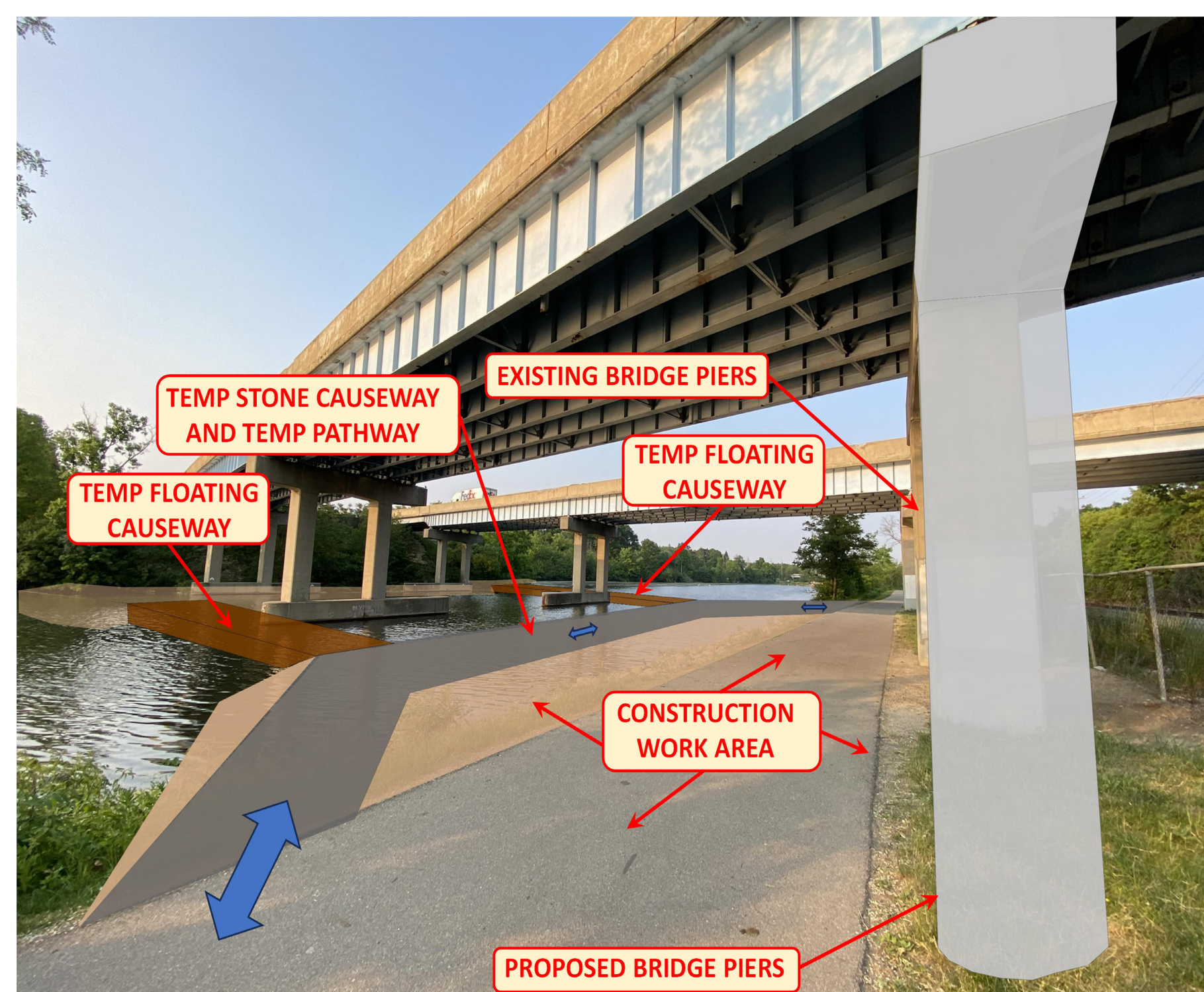
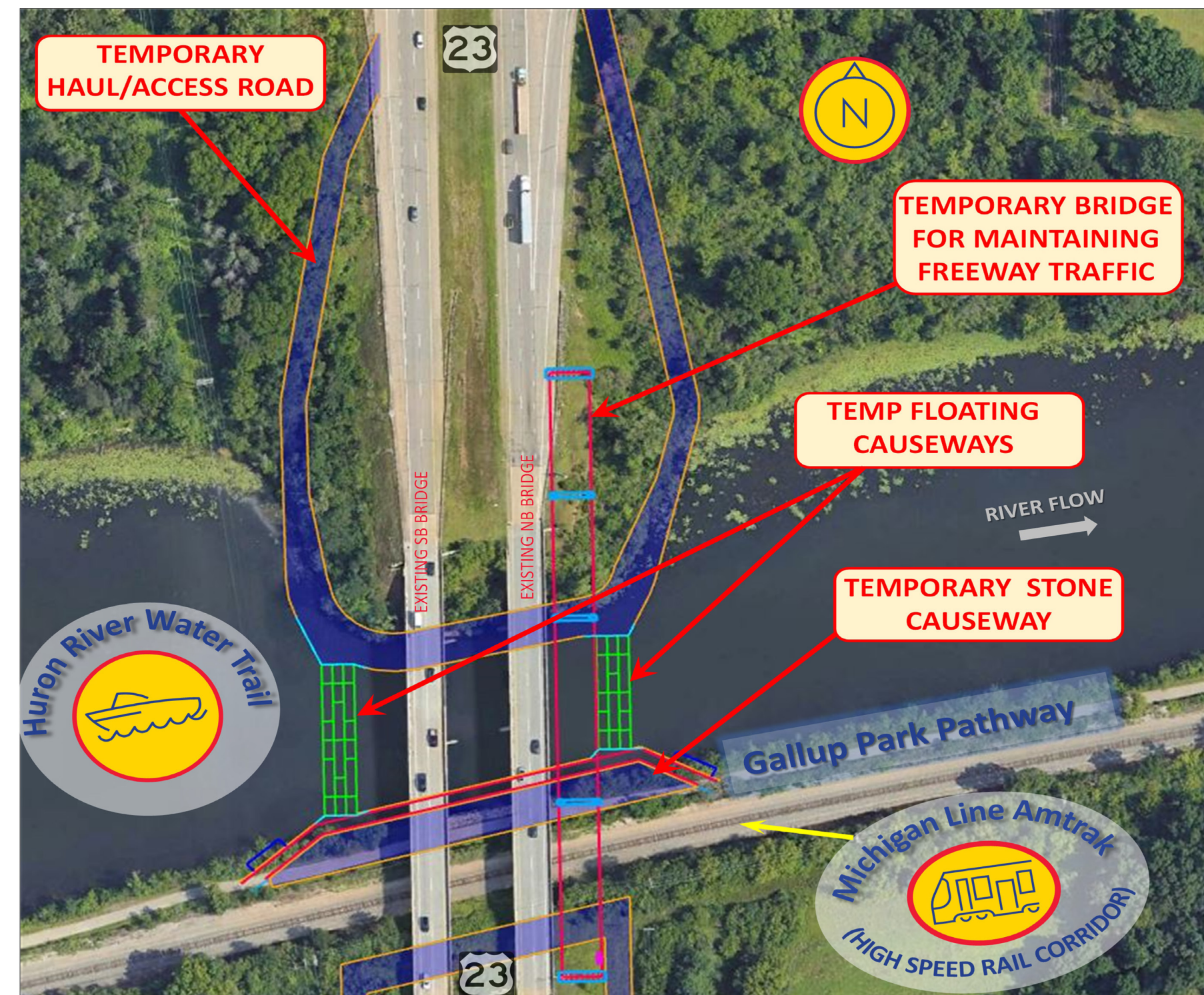
**Culvert or canopy along existing trail in the construction area under US-23:** Not viable since it would cut off construction access to the bridge pier locations on the south bank.

**Temporary rail crossing for construction access:** This option would provide contractor access from the south, with temporary railroad crossings and would eliminate barges extending across the river. Not viable due to laws governing any new crossings of high-speed rail corridors (whether temporary or permanent).



# 2027-2029 CONSTRUCTION SEASON ACCESS PLAN

- Temporary access roads from the north, with floating causeways/barges across the river to access the south bank.
- Pathway temporarily rerouted out onto the causeway, bypassing the work area on the south bank.
- Changeable message signs will be placed at decision points along the pathway indicating closure schedules.



**Intermittent Pathway Closures:** Pathway closure is expected to occur between the 2027 and 2029 construction seasons. Flaggers will be used to control pathway traffic: (1) during construction of the temporary stone causeway and temporary path. (2) intermittently for several minutes to several hours daily for the movement of materials, equipment, and workers to/from the south bank.

**Fully close the pathway from 1 to 14 days during various construction activities including:** Construction of the tie-ins of the temporary pathway with the existing permanent path, placement of spans for a temporary bridge, demolition of existing bridge span/removal of existing beams, placement of proposed beams and installation of false decking, pouring of the bridge deck, and pouring of the concrete barrier.

**Public Notification of Pathway Closure:** Post closure details on appropriate City websites. Include signing at parking areas.

**Pathway access during the winter:** In the winter, the pathway will be fully open, either on the temporary route or back on the original route.

**Water Trail access** restricted during the construction season, temporary portage to be provided along the temporary path.

