# MOBILITY COMMITTEE AGENDA

CITY OF NOVI
**November 21, 2024 | 6:00 PM**
Council Conference Room
Novi Civic Center | 45175 Ten Mile Road
(248) 347-0445

**CALL TO ORDER**

**ROLL CALL -** Mayor Fischer, Council Member Smith, Council Member Thomas, Gary Becker, Joe Tolkacz, Jay Dooley, Ed Roney

**APPROVAL OF AGENDA**

**APPROVAL OF MINUTES**

October 17, 2024 Minutes

**MATTERS FOR COMMITTEE DISCUSSION**

Neighborhood Sidewalk Program Update

CIP Non-Motorized Projects

Novi Road Sidewalk, 8 to 9 Mile Rd

a. Northville – Novi pathway connection
b. Sidewalk gap infill on west side of Novi Rd
c. Northville Riverwalk update

**REVIEW OF ACTION ITEMS**

**PUBLIC COMMENT**

**ADJOURNMENT**

***NOTICE: People with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk (248) 347-0456 at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.***

# MOBILITY COMMITTEE

**Meeting Minutes**
**October 17, 2024 at 6:00 p.m.**
**Council Conference Room**
**(248) 347-0475**

**CALL TO ORDER**
The meeting was called to order at 6:00 pm.

**ROLL CALL**

| | |
|---|---|
| **Present:** | Brian Smith (Chair), Justin Fischer, Ericka Thomas, Gary Becker, Joe Tolkacz, Jay Dooley |
| **Absent:** | Ed Roney (excused) |
| **Staff Present:** | Jeffrey Herczeg, Director, DPW<br>Aaron Staup, Construction Engineer, DPW<br>Lindsay Bell, Senior Planner, Community Development<br>Wesley Scallions, Public Works Management Intern, DPW |

**APPROVAL OF AGENDA**
There was a motion to approve the agenda. The motion was seconded and passed 6-0.

**APPROVAL OF MINUTES**
There was a motion to approve the minutes from September 5th, 2024. The motion was seconded and passed 6-0.

**DISCUSSION**
Director Herczeg provided a recap of what has gone on since the last Committee meeting. City staff worked to address any questions stemming from the presentation given at the last meeting as well as prepare recommendations for the group which are included in the memo. Herczeg continued, explaining that the budget for this program needs to be narrowed down and a policy needs to be established.

Mayor Fischer asked if the response he received in regards to his target numbers of $650,000 or $750,000 and the cycle length included the 20% 'back out' of engineering fees. Mngt. Intern Scallions clarified that the figures provided were not impacted by this and, at a funding level of $650,000 annually, a ten-year cycle length is still realistic. Chair Smith verified that this would mean ten districts where 1-inch or greater deflections and panels with above 25% rubbilization are addressed.

Chair Smith stated that he likes the Hold Harmless language for trees; gives residents the option of trying to save a tree. Director Herczeg spoke on the Hold Harmless agreements, stating that they are better for City staff as further issues can be avoided and certain factors affecting liability can be controlled – the resident would be taking responsibility. Herczeg continued, stating that they are helpful and non-negotiable in executing a

program. Engineer Staup added that three of these agreements had been sent out already to residents requesting them and that all three opted against entering into the agreement. Mayor Fischer verified with Director Herczeg that the City Attorney's office was comfortable with this as a policy and procedure. Director Herczeg clarified that City staff isn't being reckless with tree removal – only trees that are a real problem are being removed. Member Becker asked if there were some trees where the City says there is no need for removal, only root disruption – Director Herczeg answered in the affirmative. Engineer Staup confirmed that majority of trees are that way. Member Becker verified with Director Herczeg that root removal would not trigger the hold harmless. Director Herczeg explained that we would decide when a hold harmless is needed. It would be in situations of wrong tree, wrong place, one with a massive root system doing more damage than just the sidewalk, and if we were to root prune, it might cause the tree to be one-sided, toppling or if health state is a problem.

Director Herczeg suggested consideration of the 3/4" or 1" deflection criteria. When the contractor is already mobilized, there isn't much difference between 3/4" and 1". More of the City may be covered but it might mean going back more often if 3/4" turns into 1" or greater. Mayor Fischer confirmed with Director Herczeg that we wouldn't be back when it hits 1", if a 3/4" or 7/8" deflection was skipped it's going to take a lot longer to get to 2". If it got to 2" someone could call and trigger the reactive program. Director Herczeg explained that where we got 3/4" when we started talking about the pilot program was from the ADA suggestion that 1/2" is tolerable, so we would start at 3/4". But what we found when we went out was that a 3/4" was next to panels that might not need replacement, and it can cause some doubt where people are asking why are you doing this one and not that one. Mayor Fischer stated he would hate to see where you have nearly perfect sidewalk in one location and there's just one panel that's 3/4", I would just leave that. Is there a way to have some leeway? If it's part of bigger chunk that's being fixed then address it. But if it's isolated, wait until the next cycle. Director Herczeg agreed that those could be called in the field during construction.

Chair Smith asked what's the cost of taking out a tree versus replacing panels if it's obviously a tree problem. Engineer Staup replied there are two different pay items setup for 8 – 18" and for 19" and greater. Regardless of root system, it's all one cost. The last bid was around $600 dollars per tree for 8 – 18" and almost $1000 for bigger which includes stump grinding. Chair Smith confirmed with Engineer Staup and Intern Scallions that cost per panel is $247.50. Engineer Staup confirmed that root pruning cost is incidental to the sidewalk. Chair Smith asked how roots are handled. Engineer Staup replied that you have to make a clean cut on it because normally the contractor will come in with an excavator and start yanking while everything comes up with it, mailboxes, sprinkler lines, and its not healthy for the tree, so they cut through it as they go. Chair Smith asked if that's something we can do independent of the panel. Engineer Staup replied no, a lot of times we can't see under the panel so we don't know what we have until it's removed.

Mayor Fischer confirmed the current budget is $200,000 from general fund and $200,000 from a road fund with Director Herczeg. Mayor Fischer stated it would have to go through the budget process and asked about funding; if a split is recommended and if the committee recommends support of the additional position, how would that be funded? Director Herczeg replied that it seems like it belongs in the local road fund, 204 Municipal, which we transfer between local and major. Director Herczeg continued, that there was

a tree fund discussion, because there's a lot of tree removal, that can be used too, but that's another discussion on whether that is a sustainable fund right now. This year we had a two-year $800,000 budget and low bid came back about $500,000, so we had a surplus. So right now we're trying to create a list of reactive locations and combine those to get the unit price. The two-year program is recommended for efficiency of bidding and program management. We could be doing $500,000/year with a million-dollar budget and if we get a favorable bid, we could get a lot more done. So I wouldn't be too focused on the dollar amount. Once the program has momentum, reactive maintenance comes down, we make progress, people now understand the program. If we see we're not spending enough, we can up the budget and have that discussion with Finance and Council.

Mayor Fischer confirmed what he's asking is between the $250,000 plus potentially another $100,000 for staffing, that's $350,000, if we approve it here am I going to here in April that it was a big burden and we have to offset other things, or do you think its containable in the grand scheme of things? Director Herczeg replied he doesn't think we'd have to cancel any projects, but the one question is about the additional staff. We need to look a little deeper on current staffing level. The team that does the in-house maintenance on non-motorized is 6 full time and 2 permanent part time, one of which is not filled and the other is a student who plans on leaving. This position isn't necessarily in that group, probably an Engineering or administrative position. So there's some shuffling that needs to happen and an option will be presented at budget time. Mayor Fischer confirmed with Director Herczeg that adjusting the budget is a possibility. Mayor Fischer stressed that he doesn't want any decisions made here to create problems and that Director Herczeg should let the committee or council know if there's any problems or potential budget issues as they come up. Director Herczeg replied that we can look at the CIP and what can be reduced or cut, but I don't see any large projects being cut. I also don't want to be dismissive of the boardwalks that are $3M in the CIP, but I can provide an analysis for the next meeting.

Mayor Fischer said he likes the two-year bid package for cost savings and program management, and it seems like a good fit with the Neighborhood Road Program that's been implemented. The dollar amount over 10 years is reasonable. If staff is recommending this, and this can be implemented successfully, than I'm fully on board with it. Mayor Fischer asked what else is needed from the committee to be implemented successfully. Engineer Staup replied an issue came up recently with bad tree roots that extended beyond the sidewalk on private property of one homeowner. It was a tree we removed, we did the sidewalk work, we damaged some of the irrigation that was adjacent to the sidewalk and fixed that. But he has irrigation problems and large roots that go most of the way up to his porch and he's wanting us to care of those roots and take care of the irrigation system that was damaged. We're trying to maintain that no, we aren't going to do that, but they said it's a city tree that's causing this issue. The tree is gone but the roots remain. Not sure the species. Director Herczeg said when it happens with City utilities, it's a case-by-case scenario because if it is a right-of-way tree and it has gotten in your lead where it causes you to have to get a new sewer line then we'll take the tree down and we'll have a conversation about it. I don't know if we're going to pay for a $30,000 basement back up. There's a lot of weird scenarios that can come of it. Chair Smith asked what the problem is with the roots just being there. Director Herczeg and Engineer Staup replied that the roots are wrapped around the homeowner's irrigation. We would have to go straight up the middle of this yard to get all these roots.

Mayor Fischer commented that this is more a conversation for Tom and Council then this committee, for a couple of reasons, but primarily precedent setting. We could get in a situation where if we start saying, yeah, we'll do this because of the tree, there's going to be people calling where we're not even touching their sidewalks and now we're fixing all the irrigation in the City. Mayor Fischer's recommendation is to ask Tom what he thinks on liability and take that up to Council level. Engineer Staup replied he planned on asking the City Forester, he may have ran into this situation before.

Director Herczeg commented that he thinks we are good with the parameters for the program. We'll address it with some kind of policy and ordinance change, if needed. I'd like to put the draft language for the website out now, since we're currently doing the program, to answer some of the questions. Mayor Fischer replied if you identify the two years, summer 2025 and summer 2026, if you can get the highlights of what areas we're hitting in that second year, so people even have the second year, and I assume this would go in the Better Road's Ahead emails, too, to give people a heads up, that might be good communication. Chair Smith added that he'd like to see something about the first two years of the pilot program, we covered X percentage of sidewalk in Novi, what has happened and what led to the new policy. Director Herczeg said there's a neighborhood or two that's doing their own program, which is great, that's helpful. Unless there's something significant that we want removed or don't agree with as a committee, I think we're in a position now to create a program, put some real numbers to it and report back. Engineer Staup reported there is one small sub left in this year's program, Yerkes Manor on 8 Mile Rd. All the other four subs are done, minus restoration. There are going to be some irrigation concerns in the spring because a lot of people have winterized their system, so we won't know if they're truly fixed or not until the spring. But construction wise, we're wrapping up probably by the end of next week. Director Herczeg commented that change order work would happen in the spring. Director Herczeg asked if in that case, would the new program not start until 2026. Engineer Staup replied that it depends, if we use the same contractor, it could run together at the same time.

Mayor Fischer confirmed with Director Herczeg that nothing further is needed at this time from the Committee to proceed with the program. Director Herczeg will bring an informal informational memo to the next meeting as part of the agenda. Committee members agreed with what had been discussed. Chair Smith made a motion for staff to go forward with the plan as presented and to provide feedback at the next meeting in the form of a memo.

Intern Scallions confirmed with the Committee that the meetings would be scheduled for the third Thursday of each month to coincide with the Parks and Rec meetings. Director Herczeg requested the Committee discuss the topic for the next meeting now so staff can prepare. Chair Smith recommended looking at the active mobility plan and making sure our priorities that we currently have in sidewalks matches up with that, how closely things are aligned in terms of the CIP. Chair Smith acknowledged that some of the high priority areas are very hard to implement, like 9 Mile between Novi and Taft for example, but maybe we can accomplish an innovative way around it or fit something there. Mayor Fischer asked if we have a placeholder in the CIP for some of those specific segments? Director Herczeg replied that if they are, they aren't in the 3-year plan, but we can do a quick look at the CIP and cross reference with what's in the active mobility plan. Chair Smith agreed to add it to the agenda.

Chair Smith mentioned he was approached by people in Northville regarding the potential Northville Riverwalk connection to Novi's Rotary Park. Member Hines said he was going to ask about that also because they came to a Walkable Novi Committee meeting about a year ago and a refresh of that would be good. Chair Smith agreed that maybe we can have Nancy Darga come in and give us an update. Planner Bell brought up the RCOC Novi Rd project between 8 Mile Rd to 9 Mile Rd and how that would be part of the Novi-Northville connection. The Rotary Park is complicated with the conservation easement. The RCOC Novi Rd project isn't doing much in terms of active mobility, aside from a HAWK crossing at Galway. Director Herczeg replied that it's a federal project so non-motorized would be non-participating, we can approach RCOC about it but it's a complicated project. Mayor Fischer asked Director Herczeg for clarification on that. Director Herczeg replied that it's federally funded, similar to 10 Mile Rd where we had non-participating cost for the sidewalk that we requested, and RCOC accommodated us, but we had to pay for it. Engineer Staup commented that the west side would be very difficult to build with the slope and trees would have to be cleared out and might need to build retaining wall. Engineer Staup clarified the segment gap is from Timber Ridge south to almost Guernsey. Director Herczeg confirmed RCOC is designing that project in house so we can reach out to the designer. Planner Bell commented that it seems like the time to do it. Chair Smith confirmed with Director Herczeg that no bike lanes are proposed. Director Herczeg commented that it's going to be a continuous 2-lane northbound because of the amounts of ingress/egress. Chair Smith commented that it would be good to have something through there but the Riverwalk is complicated with railroad tracks. Planner Bell mentioned that she thought Nancy Darga was also looking into one of the grants and she may need some participation from the Novi side. Chair Smith concurred and asked if committee members had any other topics for discussion. There were none and Chair Smith made a motion to adjourn. Member Thomas and Member Hines supported the motion.

**REVIEW OF ACTION ITEMS**
Action items were not reviewed.

**PUBLIC COMMENT**
No members of the public were present.

**ADJOURNMENT**

A motion was made to adjourn. The motion was seconded.

The meeting was adjourned at 6:41 pm.

# MEMORANDUM

**TO:** MOBILITY COMMITTEE

**FROM:** JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS

**SUBJECT:** NEIGHBORHOOD SIDEWALK PROGRAM

**DATE:** NOVEMBER 21, 2024

---

At direction of the Mobility Committee, staff developed the **Neighborhood Sidewalk Replacement Program (NSP)** to address deflected/deteriorated sidewalk panels across the city. The attached draft criteria are ready for final review. Please note the following:

- **Program requires no ordinance changes**
  - Reactive maintenance of 2 inches or greater will still be addressed as needed

- **Determine level of minimum deflection (¾ inch or 1 inch)**
  - Attached spreadsheet estimates spending differences based on deflection criteria

- **Program District Map is being developed by GIS team**
  - 10 "Districts" will determine location and schedule of work

- **Program is in proposed 2024/25 CIP budget**
  - Moved to 204 Municipal Street Fund (Road Millage capture) from 101 General and the 203 Local Roads
  - No impact or movement of other capital projects to accommodate the program

- **Requires no City Council action**
  - Will be part of the budget process and (CIP Committee, Planning Commission, City Council approval)

- **Additional Engineering Technician requested in budget**
  - Minimal impact to General Fund, position is funded by transfers from special revenue funds

# Neighborhood Sidewalk Maintenance Program

## Background

Novi is committed to being a safe community for all people. Approximately 165 miles of sidewalk exists in the public right-of-way along local roads within the City. According to Section 21-57 of the City Code of Ordinances, property owners are responsible for maintaining sidewalk adjacent to their property in a proper state of repair and free from hazardous conditions, however, property owners do not always maintain sidewalks properly. Per state law, the City provides reactive maintenance to sidewalk deflections of 2-inches or greater which are reported to the City, at no cost to the property owner. The development of a sidewalk maintenance program that systematically addresses sidewalk repairs throughout the City before they reach reactive maintenance will provide residents with safer and more uniform conditions for non-motorized travel.

## Framework

The City will be divided into 10 districts, with the maintenance program addressing one district per year. Like the Neighborhood Roads Program, the Neighborhood Sidewalk Repair Program (NSRP) will be packaged for bids as a two-year program. The NSRP will only address maintenance of concrete sidewalks on local public roads, asphalt pathways and sidewalks on City major or minor and County roads are excluded from this policy. The NSRP will be fully funded by the City.

## Inspections

Inspections will be conducted by an Engineering Technician housed in the Department of Public Works Engineering Division or by an authorized representative from one of the City's engineering consulting firms ('inspector'). Prior to each two-year bid cycle, the districts being addressed in the upcoming cycle will be inspected and all panel locations meeting the replacement criteria will be recorded. The inspector will also record locations of trees suspected of causing sidewalk damage. Panels and trees requiring removal will be marked prior to construction.

## Replacement Criteria and Guidelines

Sidewalk shall be replaced based on the type and severity of conditions encountered during inspection of that district. Sidewalk slabs that meet one or more of the following criteria shall be replaced as part of the program:

- A vertical lift or deflection of ¾ or1-inch or greater
- A surface area of 25% or more shows signs of crumbling, pitting, spalling or other deterioration.
- Tree root damage
- Excessive cracking, or cracks with ¾ or 1-inch horizontal separation or greater.
- Other hazardous conditions as determined by the inspector.

DRAFT

Not included in the criteria is:

- Ponding or drainage issues not related to sidewalk panel deficiencies

**Street Tree Removal and Replacement**

Street trees proposed for removal or root trimming by the inspector will be approved by the City Forester. Only trees approved for removal by both the inspector and City Forester will be removed by the contractor. Roots within the limits of sidewalk removal and replacement will be removed via a straight cut with a hand saw, chain saw, pruning shears, or similar, not with an excavator.

**Hold Harmless Agreement**

The City may encounter property owners who oppose the removal of trees located in the City's public right-of-way. In these cases, the property owner will be required to sign a Hold Harmless Agreement for the tree to remain and for the tree roots to be cut back instead. The Hold Harmless Agreement places responsibility for any damages or injuries that may arise from the cutting or removal of tree roots onto the property owner. The agreement also requires the property owner to maintain liability coverage through their insurance at their own expense.

**Restoration**

Any lawn or landscaping disturbed by the contractor's construction operations will be restored to satisfactory condition. Property owners will be advised ahead of construction to mark any underground utilities that would not be known to the City, such as irrigation systems. Irrigation systems which are damaged or moved will be repaired or adjusted as needed by the City's contractor. If other damages are reported, repairs will be made at the discretion of the inspector.

DRAFT

**2024 NSRP (Spring 2025 Hartwell Change Order) Candidate Estimates**

| | Based on 1-inch Deflection | | | | Based on 3/4-inch Deflection | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Subdivision/Street** | **Construction Costs** | **Consultant Costs** | **Construction Estimates (OTD)** | **SF / Sidewalk Mile** | **Construction Costs** | **Consultant Costs** | **Construction Estimates (OTD)** | **SF / Sidewalk Mile** | **Estimated Tree Removal** |
| Anthony Dr. | $ 19,902.85 | $ 3,200.00 | $ 23,102.85 | 3216.00 | $ 22,916.30 | $ 4,000.00 | $ 26,916.30 | 4211.00 | 8.00 |
| Westridge Downs | $ 58,975.40 | $ 8,000.00 | $ 66,975.40 | 2983.00 | $ 72,909.65 | $ 9,600.00 | $ 82,509.65 | 4236.00 | 27.00 |
| Simmons Orchard | $ 167,001.63 | $ 24,000.00 | $ 191,001.63 | 2089.00 | $ 218,324.70 | $ 32,000.00 | $ 250,324.70 | 3076.00 | 50.00 |
| Cordoba Dr. | $ 16,165.60 | $ 3,200.00 | $ 19,365.60 | 2033.00 | $ 18,470.65 | $ 4,000.00 | $ 22,470.65 | 2718.00 | 6.00 |
| Woods of Novi | $ 63,761.50 | $ 8,000.00 | $ 71,761.50 | 1959.00 | $ 85,332.50 | $ 12,000.00 | $ 97,332.50 | 3220.00 | 32.00 |
| Briarwood of Novi | $ 71,683.98 | $ 12,000.00 | $ 83,683.98 | 1845.00 | $ 104,410.35 | $ 20,000.00 | $ 124,410.35 | 3030.00 | 21.00 |
| Glenmoor St. | $ 22,559.90 | $ 3,200.00 | $ 25,759.90 | 1831.00 | $ 26,857.60 | $ 4,000.00 | $ 30,857.60 | 2659.00 | 8.00 |
| Westmont Village | $ 55,834.90 | $ 8,000.00 | $ 63,834.90 | 1776.00 | $ 71,921.30 | $ 12,000.00 | $ 83,921.30 | 2453.00 | 7.00 |
| Chatsford St. | $ 15,853.20 | $ 2,400.00 | $ 18,253.20 | 1709.00 | $ 18,555.90 | $ 4,000.00 | $ 22,555.90 | 2679.00 | 7.00 |
| Wintergreen Sub. | $ 40,810.00 | $ 3,200.00 | $ 44,010.00 | 1545.00 | $ 53,873.50 | $ 9,600.00 | $ 63,473.50 | 1550.00 | 8.00 |
| Mockingbird Sub. | $ 41,553.05 | $ 8,000.00 | $ 49,553.05 | 1497.00 | $ 54,873.50 | $ 9,600.00 | $ 64,473.50 | 2401.00 | 11.00 |
| Roma Ridge | $ 62,367.80 | $ 12,000.00 | $ 74,367.80 | 1346.00 | $ 88,951.23 | $ 16,000.00 | $ 104,951.23 | 2111.00 | 11.00 |
| Addington Sub. | $ 71,253.05 | $ 8,000.00 | $ 79,253.05 | 1275.00 | $ 113,582.70 | $ 16,000.00 | $ 129,582.70 | 2264.00 | 15.00 |
| Shoreline Dr. | $ 24,737.90 | $ 4,000.00 | $ 28,737.90 | 1127.00 | $ 31,025.06 | $ 6,400.00 | $ 37,425.06 | 1524.00 | 5.00 |
| Windridge Place Sub. | $ 21,489.05 | $ 2,400.00 | $ 23,889.05 | 710.00 | $ 31,513.90 | $ 4,000.00 | $ 35,513.90 | 1550.00 | 1.00 |
| **TOTALS** | **$ 753,949.81** | **$ 109,600.00** | **$ 863,549.81** | **26941.00** | **$ 1,013,518.84** | **$ 163,200.00** | **$ 1,176,718.84** | **39682.00** | **217.00** |
| | | | | **1796.07 Average** | | | | **2645.47 Average** | |

| | 2024 Available Balance | Rollover from Base | |
|---|---|---|---|
| 204-446.00-975.023 | $ 13,071.02 | $ 210,000.00 | |
| 101-441.20-975.023 | $ - | $ - | |
| **TOTALS** | **$ 13,071.02** | **$ 210,000.00** | **$ 223,071.02** |

City of Novi
Capital Improvement Program
FY 2025-26 Budget

Department of Public Works- Proposed (November 2024)

| New Request? | Who Did Request? | ID # | Project Name | | CIP Category | GL Fund # | BUDGET FY 2024-25 YR 1 | PROJECTED FY 2025-26 YR 2 | PROJECTED FY 2026-27 YR 3 | FORECAST FY 2027-28 YR 4 | FORECAST FY 2028-29 YR 5 | FORECAST FY 2029-30 YR 6 | Total Budget |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NO | Department of Public Works | ENG068 | Neighborhood Sidewalk Repair Program (General Fund portion) | | | | | | | | | | |
| | | | *OLD REQUEST* | CIP | Sidewalks & Pathways | GENERAL FUND 101 | ~~$ 200,000~~ | ~~$ 200,000~~ | ~~$ 200,000~~ | ~~$ 200,000~~ | ~~$ 200,000~~ | ~~$ 200,000~~ | ~~$ 1,200,000~~ |
| | | | *NEW REQUEST (101)- Budgeting 100% of the Neighborhood Sidewalk Repair Program from the Municipal Street Fund (204)* | | | | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | *NET CHANGE- General Fund 101* | | | | $ (200,000) | $ (200,000) | $ (200,000) | $ (200,000) | $ (200,000) | $ (200,000) | $ (1,200,000) |
| NO | Department of Public Works | ENG068 | Neighborhood Sidewalk Repair Program (Street Fund portion) | | | | | | | | | | |
| | | | *OLD REQUEST* | CIP | Sidewalks & Pathways | MUNICIPAL STREET FUND 204 | ~~$ 200,000~~ | ~~$ 200,000~~ | ~~$ 200,000~~ | ~~$ 200,000~~ | ~~$ 200,000~~ | ~~$ 200,000~~ | ~~$ 1,200,000~~ |
| | | | *NEW REQUEST(204)- Budgeting 100% of the Neighborhood Sidewalk Repair Program from the Municipal Street Fund (204); increasing total budget to 650K* | | | | $ 650,000 | $ 650,000 | $ 650,000 | $ 650,000 | $ 650,000 | $ 650,000 | $ 3,900,000 |
| | | | *NET CHANGE- Municipal Street Fund (204)* | | | | $ 450,000 | $ 450,000 | $ 450,000 | $ 450,000 | $ 450,000 | $ 450,000 | $ 2,700,000 |
| NO | Department of Public Works | ENG098 | Boardwalk Repair and Replacement Program | | | | | | | | | | |
| | | | *OLD REQUEST* | CIP | Sidewalks & Pathways | MUNICIPAL STREET FUND 204 | ~~$ -~~ | ~~$ -~~ | ~~$ -~~ | ~~$ -~~ | ~~$ -~~ | ~~$ 3,704,601~~ | ~~$ 3,704,601~~ |
| | | | *NEW REQUEST-Pulling forward; Inspections performed in 2023; Recommend ~$3M of repairs every 3-5 years* | | | | $ - | $ 274,224 | $ 3,217,717 | $ - | $ 250,000 | $ 2,750,000 | $ 6,491,941 |
| | | | *NET CHANGE* | | | | $ - | $ 274,224 | $ 3,217,717 | $ - | $ 250,000 | $ (954,601) | $ 2,787,340 |
| NO | Department of Public Works | ENG099 | West Park Drive Widening for Bike Lanes (West Road to Pontiac Trail) | | | | | | | | | | |
| | | | *OLD REQUEST* | CIP | Sidewalks & Pathways | MUNICIPAL STREET FUND 204 | ~~$ -~~ | ~~$ -~~ | ~~$ -~~ | ~~$ -~~ | ~~$ 1,088,396~~ | ~~$ -~~ | ~~$ 1,088,396~~ |
| | | | *NEW REQUEST-REMOVING-Adding this to the project scope was not supported at the time of the design award (July 22, 2024 CC Meeting)* | | | | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | *NET CHANGE* | | | | $ - | $ - | $ - | $ - | $ (1,088,396) | $ - | $ (1,088,396) |
| NO | Department of Public Works | ENG069 | Segment 4020 (Off-road paved) -- Meadowbrook Road (Village Wood Lake Park to Chattman Drive) - 5' sidewalk & 8' pathway along with boardwalk over wetlands | | | | | | | | | | |
| | | | *OLD REQUEST* | CIP | Sidewalks & Pathways | MUNICIPAL STREET FUND 204 | ~~$ -~~ | ~~$ -~~ | ~~$ -~~ | ~~$ (390,802)~~ | ~~$ -~~ | ~~$ -~~ | ~~$ (390,802)~~ |
| | | | *NEW REQUEST- Pushing out to prioritize other projects* | | | | $ - | $ - | $ - | $ - | $ - | $ 414,602 | $ 414,602 |
| | | | *NET CHANGE* | | | | $ - | $ - | $ - | $ (390,802) | $ - | $ 414,602 | $ 23,800 |

City of Novi
Capital Improvement Program
FY 2025-26 Budget

Department of Public Works- Proposed (November 2024)

| New Request? | Who Did Request? | ID # | Project Name | CIP Category | | GL Fund # | BUDGET FY 2024-25 YR 1 | PROJECTED FY 2025-26 YR 2 | PROJECTED FY 2026-27 YR 3 | FORECAST FY 2027-28 YR 4 | FORECAST FY 2028-29 YR 5 | FORECAST FY 2029-30 YR 6 | Total Budget |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NO | Department of Public Works | ENG070 | Segment 101c &104b -- Napier Road (East side; ITC Community Sports Park entrance drive to Villa Barr Art Park) - 8' Pathway | | | | | | | | | | |
| | | | *OLD REQUEST* | CIP | Sidewalks & Pathways | MUNICIPAL STREET FUND 204 | ~~$ -~~ | ~~$ -~~ | ~~$ -~~ | ~~$ 345,555~~ | ~~$ -~~ | ~~$ -~~ | ~~$ 345,555~~ |
| | | | *NEW TOTAL- Pushing out; Considering timing with the RCOC 9 Mile/ Napier Roundabout project* | | | | $ - | $ - | $ - | $ - | $ - | $ 377,598 | $ 377,598 |
| | | | *NET CHANGE* | | | | $ - | $ - | $ - | $ (691,110) | $ - | $ 377,598 | $ (313,512) |
| NO | Department of Public Works | ENG030 | Segment 66 -- Grand River Avenue (South side; Sixth Gate to Main Street) - 8' Pathway | | | | | | | | | | |
| | | | *OLD REQUEST* | CIP | Sidewalks & Pathways | MUNICIPAL STREET FUND 204 | ~~$ -~~ | ~~$ -~~ | ~~$ -~~ | ~~$ 142,389~~ | ~~$ -~~ | ~~$ -~~ | ~~$ 142,389~~ |
| | | | *NEW TOTAL- No change; will time with other projects in that area* | | | | $ - | $ - | $ - | $ 142,389 | $ - | $ - | $ 142,389 |
| | | | *NET CHANGE* | | | | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | GENERAL FUND 101 | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | MUNICIPAL STREET FUND 204 | $ 650,000 | $ 924,224 | $ 3,867,717 | $ 792,389 | $ 900,000 | $ 4,192,199 | $ 11,326,530 |
| | | | | | | NON-MOTORIZED REQUESTS TOTAL | $ 650,000 | $ 924,224 | $ 3,867,717 | $ 792,389 | $ 900,000 | $ 4,192,199 | $ 11,326,530 |

# MEMORANDUM

**TO:** MOBILITY COMMITTEE

**FROM:** REBECCA RUNKEL, PROJECT ENGINEER

**SUBJECT:** NOVI ROAD, 8 MILE RD TO 9 MILE RD SIDEWALK

**DATE:** NOVEMBER 14, 2024

---

The topic of a sidewalk or pathway connection between Northville and Novi came up at the last Mobility Committee meeting on October 17, 2024. A Northville resident, Nancy Darga, had presented a potential Riverwalk connection to the Walkable Novi Committee on June 10, 2022 (2022 memo attached) connecting Northville's Mill Pond Trail to Novi's Rotary Park. Since then, other options have been explored. The topic will be on the next Mobility Committee agenda for discussion, with Nancy Darga in attendance to give an update. Related to the Northville – Novi connection is whether filling in the sidewalk gap on the west side of Novi Road between Galway Dr and Timber Ridge Estates is feasible.

The Road Commission of Oakland County (RCOC) is completing the design of a Novi Road Rehabilitation project between 8 Mile Rd and 9 Mile Rd. The project includes asphalt pavement rehabilitation with widening for a center left turn lane, reconstruction of the curve between 8 Mile Rd and Allen Rd, storm sewer reconstruction, and the addition of a high intensity activated crosswalk (HAWK) pedestrian crossing signal north of Galway Dr. The road work requires the RCOC to obtain 8 highway easements and 5 temporary easements from 13 property owners along the corridor. The project is receiving federal funding through the Oakland County Federal Aid Committee (FAC) and is approved and let through the Michigan Department of Transportation (MDOT). The remaining costs not covered by federal funding will be split between the RCOC, Novi, and the City of Northville via a tri-party agreement.

Aside from the HAWK crossing north of Galway Dr, the road project does not include construction of new sidewalk. The RCOC held a public meeting on October 23, 2024, where several requests were made to add a sidewalk connection from the City of Northville to the Guernsey Farms Dairy. The RCOC is in discussions with Northville about the addition of sidewalk between Galway Dr and Allen Dr. Galway Dr and Allen Dr both have sidewalk, so connecting the streets would provide pedestrians with a route between Novi and Northville, with the HAWK crossing providing access to Guernsey and the east side of Novi Rd. The total length of new sidewalk would be approximately 0.1 miles, all located within public right-of-way. If the connection gets added, that will leave an approximately 0.25-mile gap on the west side of Novi Rd between Galway Dr and Scenic Ln. A continuous 5-foot sidewalk exists on the east side of Novi Rd between 9 Mile Rd and 21300 Novi Rd (Guernsey Farms Dairy). A combination of 8-foot pathway and 5-foot sidewalk exists on the west side of Novi Rd from 9 Mile Rd to the south edge of Timber

Ridge Estates subdivision (approximately 0.2 miles). Limited right-of-way exists between Galway Dr and Scenic Ln. The RCOC determined that two permanent easements and five temporary construction easements would need to be obtained to fill in the gap.

City staff inquired with the RCOC about the feasibility of adding the sidewalk gap between Galway Dr and Scenic Ln to the road project. Because the project is federally funded, the RCOC must follow MDOT's requirements and timeline. To stay on schedule, RCOC is planning a May 2025 MDOT bid letting so that utility relocations and curve reconstruction between 8 Mile Rd and Allen Rd can take place in 2025. The remaining road widening, rehabilitation and storm sewer reconstruction would occur in spring/summer 2026. **At this point in design, it would not be possible to add the sidewalk gap to the RCOC project**, primarily due to the unpredictable length of time it would take to obtain the additional easements following MDOT's real estate requirements. The easements would need to be executed and approved by MDOT prior to final project submission (documents would need to be submitted to MDOT by the end of March/early April for a May bid letting).

RCOC provided City staff with a preliminary sketch of the sidewalk layout along with a rough estimate, attached. Should the City decide to pursue the easements and construct the sidewalk gap separately from the road project, the total cost estimate is as follows:

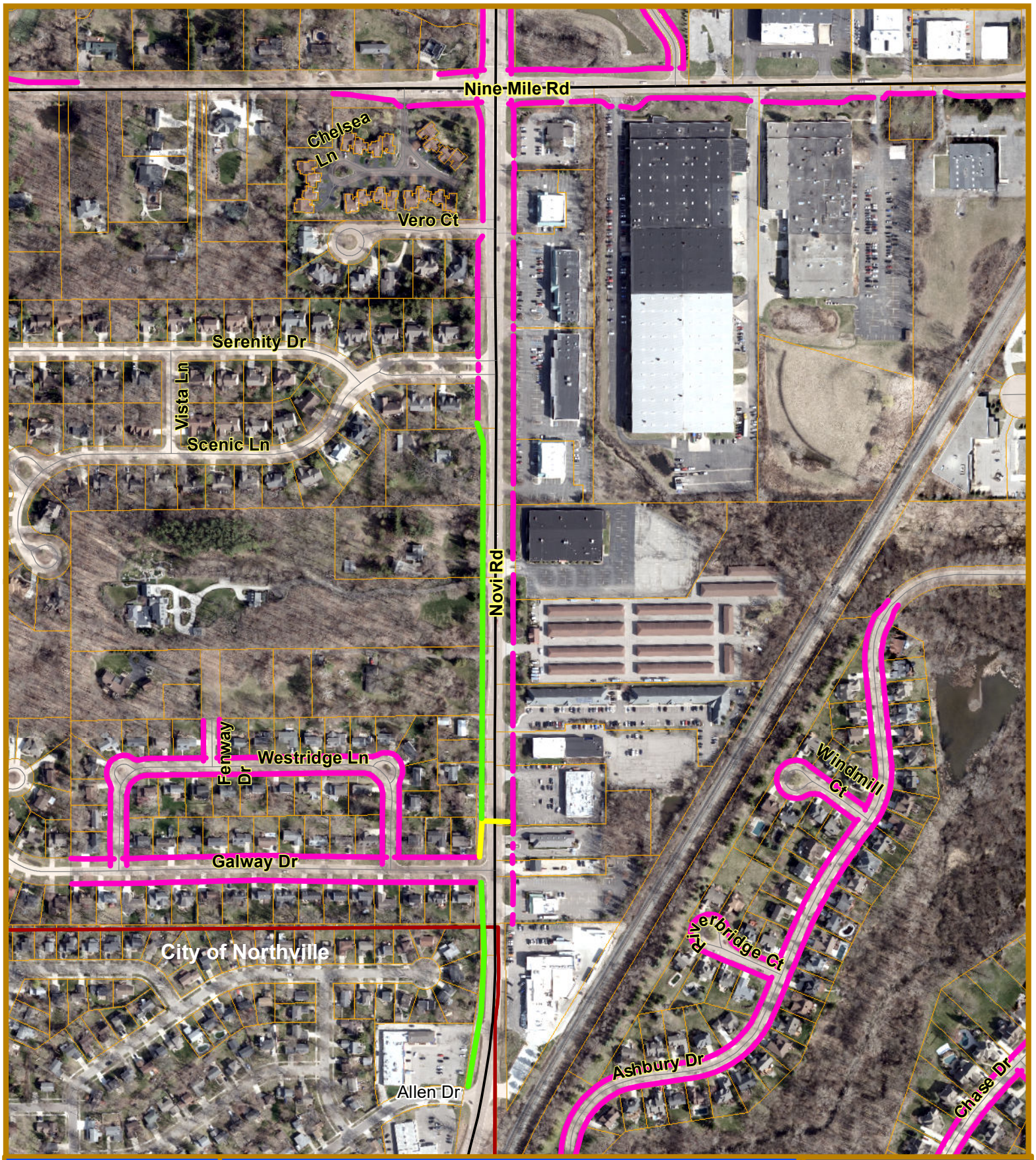
| | |
|---|---|
| Design | $18,000 |
| Easements | $30,000 |
| Tree/Landscaping Replacement | $20,000 |
| Construction Administration | $24,000 |
| Construction | $140,000 |
| **TOTAL** | **$232,000*** |

*Cost based on RCOC unit prices for the road project and likely would be higher as a standalone project/or packaged bid with other City programs.

**RCOC estimates that 92 trees would need to be removed for this segment of sidewalk. All the homes in this segment that face Novi Rd have trees providing screening from the road, as shown below**. Although the City could offer tree/landscaping replacement, residents opposed may be unwilling to grant needed easements, which could create additional delays, legal fees, and easement costs.

West side of Novi Road, just north of Galway (August 2024)

Staff is seeking the Mobility Committee's feedback on whether to fill in this sidewalk gap at this time. Should the Committee wish to proceed with construction, staff would obtain a design proposal from one of its consultants and prepare an agenda item for City Council's consideration.




Map Author: Runkel
Date: 11/8/2024

**MAP INTERPRETATION NOTICE**

Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate and should not be construed as survey measurements performed by a licensed Michigan Surveyor as defined in Michigan Public Act 132 of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map.

# Novi Road, 8 to 9 Mile Rd

## Non-Motorized Facilities

- Existing Sidewalk or Pathway
- New Sidewalk for HAWK Crossing
- Sidewalk Gaps in Consideration
- Municipal Boundary


**City of Novi**
Engineering Division
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org


0 85 170 340 510
Feet
1 inch = 402 feet

Preliminary Sidewalk Detail Estimate - Detail Cost Estimate

Project ID: 57291 - Novi Road - 8 Mile to 9 Mile (Sidewalk Galway Dr to Scenic Driveway)

| Line Num | Ref. ID | Description | Units | Quantity | Price | Ext. Amount |
|---|---|---|---|---|---|---|
| 0005 | 1100001 | Mobilization (=<10% of Total) | LS | 1.00 | 12,529.16 | 12,529.16 |
| 0010 | 2050016 | Excavation, Earth | Cyd | 167.74 | 25.00 | 4,193.53 |
| 0015 | 2010001 | Clearing Modified RCOC | Syd | 849.67 | 7.00 | 5,947.69 |
| 0020 | 2020004 | Tree, Rem, 6 inch to 18 inch | Ea | 92.00 | 250.00 | 23,000.00 |
| 0025 | 2020008 | Stump, Rem, 6 inch to 18 inch | Ea | 4.00 | 300.00 | 1,200.00 |
| 0030 | 3027011 | _ Aggregate Base, 4 inch, 21AA, RCOC | Syd | 849.67 | 15.00 | 12,745.04 |
| 0035 | 8030044 | Sidewalk, Conc, 4 inch | Sft | 7,046.19 | 6.00 | 42,277.13 |
| 0040 | 8030046 | Sidewalk, Conc, 6 inch | Sft | 600.84 | 8.00 | 4,806.69 |
| 0045 | 2050010 | Embankment, CIP (Compacted in Place) | Cyd | 463.13 | 20.00 | 9,262.62 |
| 0050 | 2057011 | _ Turf Establishment, THM Seed, Regular Mulch, Performance, RCOC | Syd | 685.89 | 10.00 | 6,858.92 |
| 0055 | | Drainage ($15k) | LS | 1.00 | 15,000.00 | 15,000.00 |
| | | | | | **Total** | **137,820.78** |

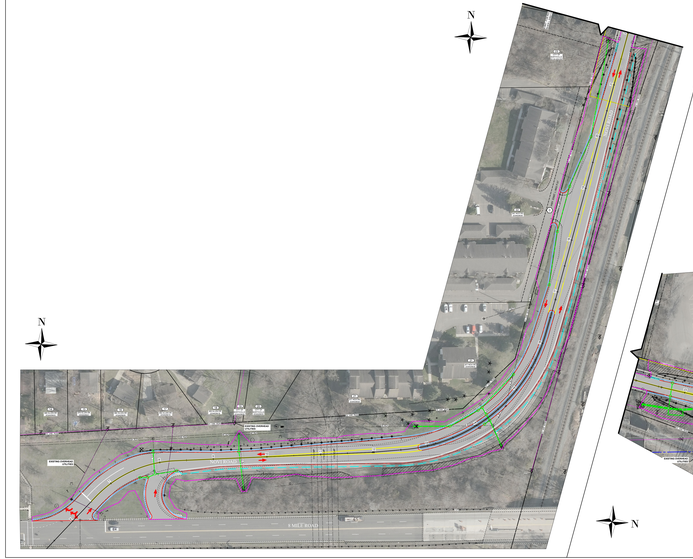
Assumptions:
Does not include PE/CE.
Does not include highway or temporary easements.
Does not include damages outside of the ROW.

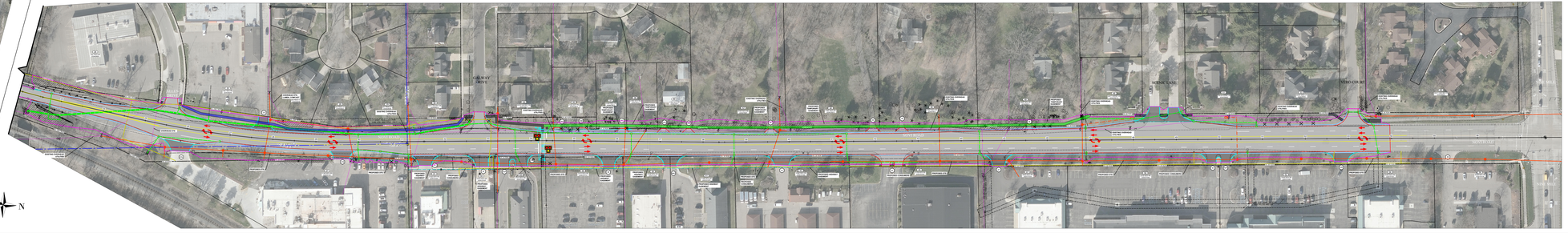
# NOVI ROAD

## EIGHT MILE ROAD TO NINE MILE ROAD

N

SCALE: 1" = 30'
10/21/2024




## LEGEND

- PROPOSED BACK OF CONCRETE CURB
- PROPOSED EDGE OF ASPHALT PAVEMENT
- PROPOSED GRAVEL SHOULDER
- PROPOSED CONCRETE SIDEWALK
- PROPOSED LANE LINES
- MUNICIPALITY BORDER
- EXISTING OVERHEAD UTILITIES
- PROPOSED DTE AERIAL
- PROPOSED DTE UTILITY POLE
- PROPOSED CONSUMERS ENERGY GAS LINE
- SLOPE STAKE LINE (PROPOSED)
- EXISTING STORM STRUCTURES
- PROPOSED STORM STRUCTURES
- EXISTING STORM PIPES
- PROPOSED STORM PIPES
- PROPOSED STREET LIGHT
- PROPOSED HMA
- PROPOSED CONCRETE
- PROPOSED TREE AND VEGETATION CLEARING
- PROPOSED TREE TO BE REMOVED
- PROPOSED TRAFFIC DIRECTION ARROWS
- PROPOSED HIGH-INTENSITY ACTIVATED CROSSWALK (HAWK) SIGNAL LOCATION

## PROJECT DESCRIPTION

0.92 MILES OF COLD MILL AND HMA OVERLAY WITH SPOT CURB REPAIR. ADDITION OF SECOND LEFT TURN LANE FROM ALLEN DRIVE TO NINE MILE ROAD. FULL RECONSTRUCTION OF SECOND CURVE SOUTH OF NINE MILE ROAD. ADDITION OF TURN LANES. OTHER IMPROVEMENTS INCLUDE SIDE STREET AND COMMERCIAL APPROACH RECONSTRUCTION, STORM SEWER REPAIR, ADDITION OF PEDESTRIAN CROSSWALK SIGNAL INSTALLATION, AND PERMANENT SIGNAGE AND PAVEMENT MARKINGS.

# MEMORANDUM

**TO:** WALKABLE NOVI COMMITTEE

**FROM:** LINDSAY BELL, *AICP*, SENIOR PLANNER

**SUBJECT:** NORTHVILLE RIVERWALK CONNECTION

**DATE:** JUNE 10, 2022

---

At our next meeting we will have representatives from Northville as well as a SEMCOG planner attending to discuss the prospect of connecting the proposed Northville Riverwalk trail to Novi's trail system. The purpose of this memo is to give committee members background information on the planning efforts of Northville, identify some of the obstacles to connecting the two trail systems, and suggest future action to consider.

"In 2020, the Northville City Council established the Rouge Restoration Task Force and the Sustainability Team. Since then, the teams have been closely following proposed developments in the City to ensure that they achieve the community's goals for economic development, clean water, recreational opportunities, walkability, and regional connectivity. The 'Walkability' sub-team from the Sustainability Team and the sub-team from the River Task Force recently came together as a Mobility Network Team to review our work on routing, connectivity, and traffic. With a sense of urgency, the group was formed in the spirit of collaboration to meet our mutual goal of creating a 'Livable' community." (*From the Mobility Report presented to Northville City Council, December 6, 2021*)

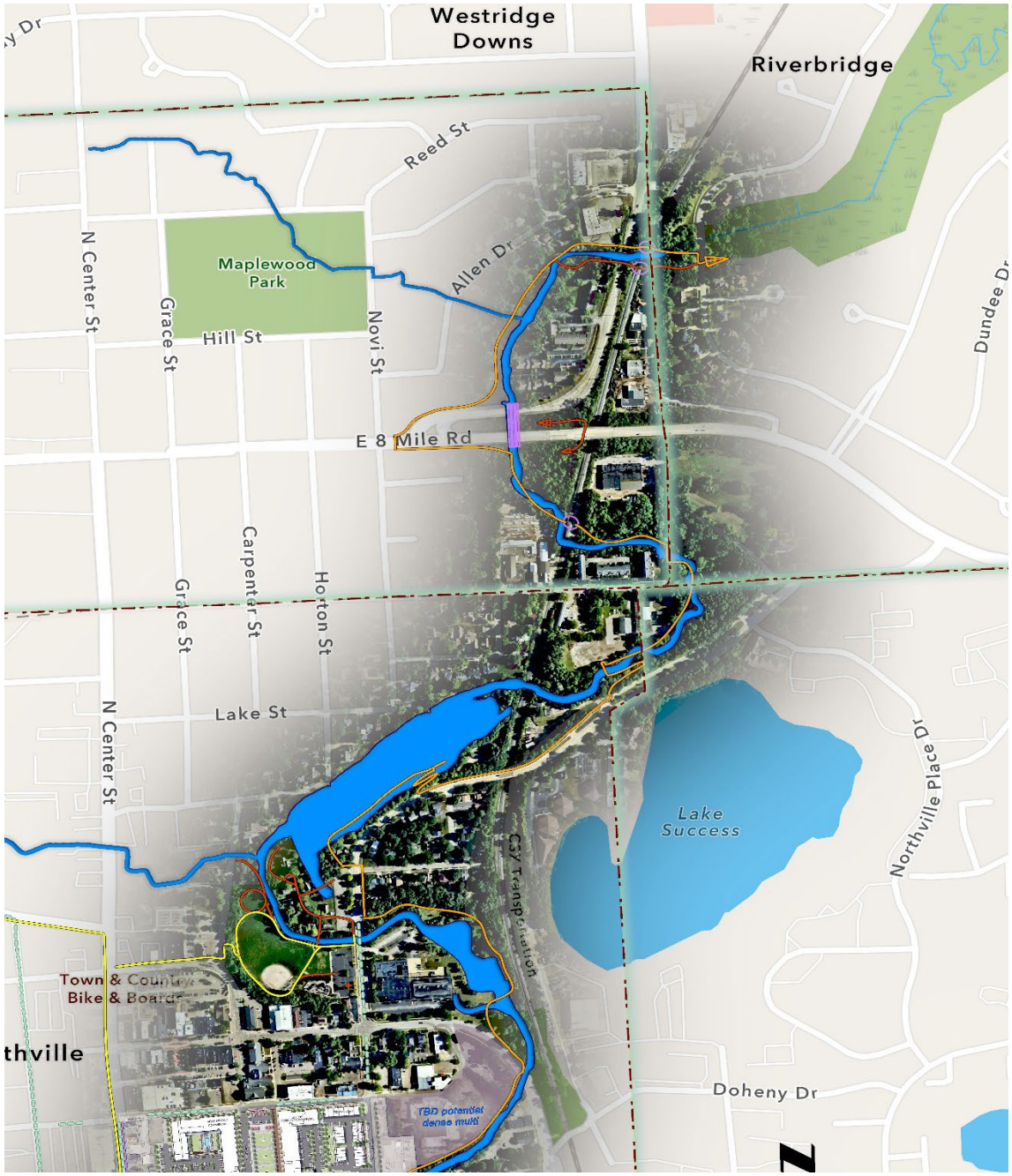
The resident we will be meeting with belongs to the River Task Force and the Mobility Network Team – Ms. Nancy Darga is the chair of the River Task Force. The Mobility Network Team presented to the Northville City Council after they had completed a Mobility Network Study. The Team requested Council hire a consultant to address "specific critical action areas" that the group had discerned to have priority.

The Northville River Restoration and Riverwalk Task Force drafted a Framework Plan for "projects that will boost the ecological health of this Michigan community and Wayne County, improving quality of life." Within this plan, some of the key projects included regional walking and biking trails and green infrastructure, as well as projects to improve and protect water quality in the river. The specific key project that Ms. Darga hopes to cooperate with Novi on is connecting the Mill Pond Riverwalk Trail to Rotary Park. In the report this project is noted as being "complex due to topography, bridges and railroad crossings."

The Mill Pond Trail to Rotary Park project can be found on page 38 of the Framework Plan. The following excerpt describes the current (as of January 2022) conditions of this project:

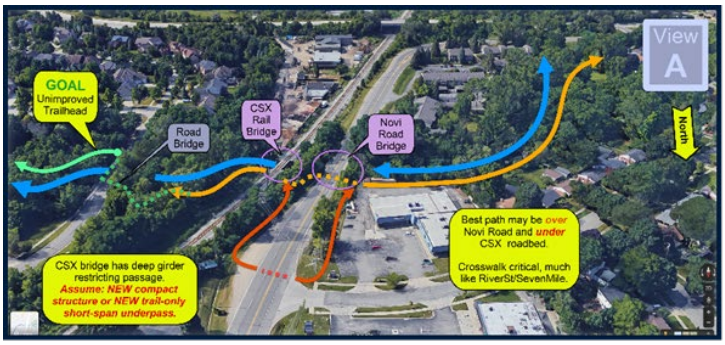
> "This project is in the early stages of feasibility analysis. This aspirational project seeks to extend the Northville Riverwalk from Mill Race Village, north to Novi's

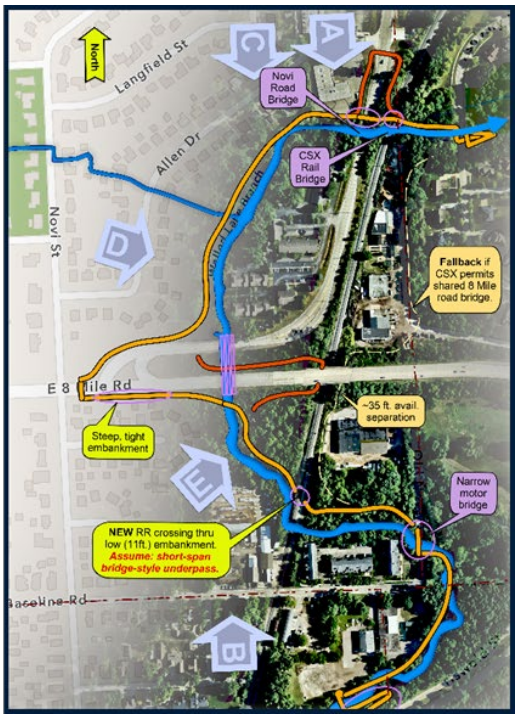
Rotary Park. Project 11a (Wayne County) envisions a boardwalk that begins at the east side of Upper Mill Pond and continues north to Eight Mile Road. Project 11b consists of a trail running from Eight Mile Road to Rotary Park. The project involves multiple complex crossings over and under bridges, overpasses and railroad crossings."

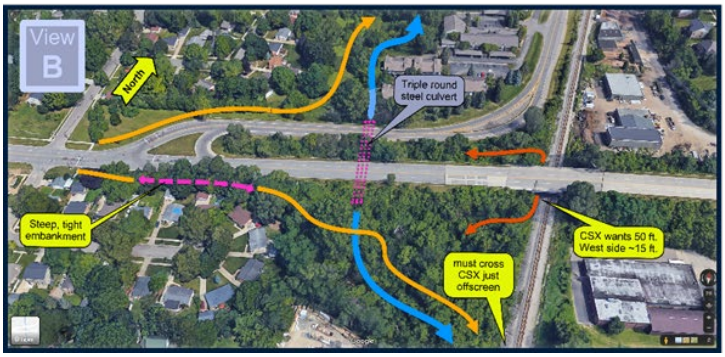


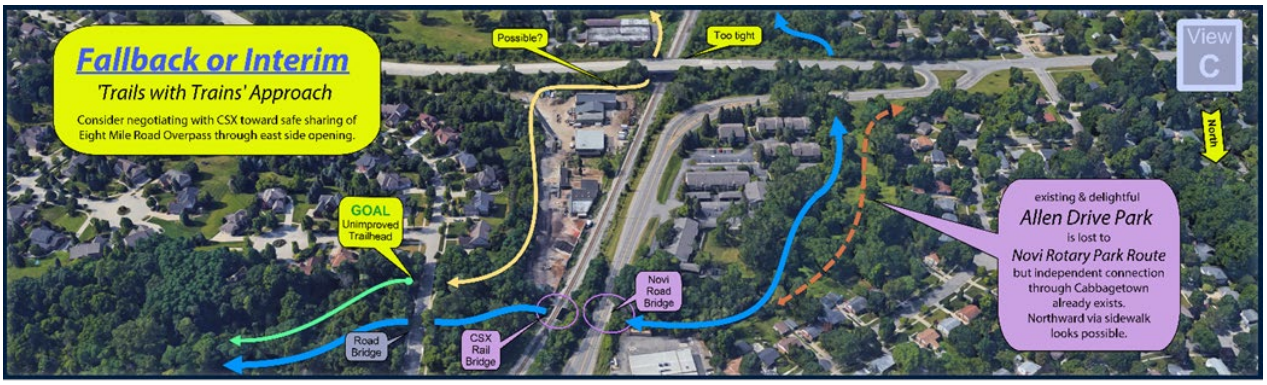

John Roby, another member of the Task Force, has provided a substantial amount of information through an [interactive map] detailing existing and proposed shared paths, bike lanes, and other bike and pedestrian-oriented infrastructure in Northville. Above is the portion of the proposed Mill Pond Trail connecting to Rotary Park. The orange line is

the proposed path with red showing possible alternatives and pink circles showing possible points of difficulty. This includes the shared Riverwalk that is proposed to follow along the Walled Lake Branch of the Middle Rouge River and connect to Novi's Rotary Park. The following images identify potential routes and barriers to the trail system in the area of Novi Road and Eight Mile to access Rotary Park.



The above image shows key destinations and connecting points that Mr. Roby called attention to in relation to the proposed pedestrian pathways. He points out connections to residential subdivisions and existing trails with key destinations such as the Parmenter Cider Mill, Guernsey Dairy, downtown Northville, and nearby parks, all of which are attractive destinations for residents of both communities. In addition, other framework projects would provide connections to Maybury Park, the new Legacy Park on Seven Mile Road, and the established Hines Drive trail network.

Other information that could be studied are interim routes to Rotary Park, including along Griswold to Ashbury Drive, which would avoid railroad crossings and a bridge over Novi Road. However, this would take the path away from the river and through residential streets. Land already in public ownership by Novi and Northville is also an important consideration. A conservation easement was granted to MDEQ over a good portion of Rotary Park, which will complicate getting an improved pathway constructed. If the ecological conditions this easement protects are sensitive it could be determined the trail connection should be made elsewhere.

In terms of next steps, Northville is in the process of applying for a grant to fund an update of their non-motorized plan through Wayne County's Connecting the Rouge initiative, which is a regional planning effort that seeks to connect communities via a trail system throughout the Rouge River valley. While no funding for capital improvements is available through the effort, the planning would include prioritization and implementation recommendations for the most critical segments in the network. It is thought that coordinated efforts of multiple jurisdictions can help win grant bids and align priorities. In

addition, grants for implementation of projects are more likely to be awarded if a community has an adopted plan in place.

As Novi is getting ready to issue a Request for Proposals to begin its Non-Motorized Plan update, the River Trail connection project could be further studied to come up with recommendations for implementation. If Novi's Walkable Novi Committee sees this as a worthwhile effort staff will make sure it is highlighted in the RFP scope of work.

Please feel free to contact me at 248-347-0484 or lbell@cityofnovi.org if you need further information.

Other Resources:

Rails with Trail's Report from the Rails to Trails Conservancy