BIRMINGHAM CITY COMMISSION AGENDA
JANUARY 8, 2024
MUNICIPAL BUILDING, 151 MARTIN
7:30 P.M.

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Elaine McLain, Mayor

II. ROLL CALL

Alexandria Bingham, City Clerk

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS.

IV. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

V. CONSENT AGENDA

All items listed on the consent agenda are considered to be routine and will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of the items unless a Commissioner or citizen so requests, in which event the item will be removed from the general order of business and considered under the last item of new business.

A. Resolution to approve the City Commission regular meeting minutes of December 18, 2023.

B. Resolution to approve the warrant list, including Automated Clearing House payments, dated December 20, 2023 in the amount of $1,378,750.34.

C. Resolution to approve the warrant list, including Automated Clearing House payments, dated January 4, 2024 in the amount of $1,091,382.32.

D. Resolution to amend the 2024 Schedule of Fees, Charges, Bonds and Insurance to include a change in the Birmingham Museum's research fee from $25 to $30 per hour.

E. Resolution to install all-way stop control at the intersections of Columbia St and Villa Rd and Columbia St and Haynes St. Further, to direct the Chief of Police and the City Clerk to sign the traffic control orders on behalf of the City.

F. Resolution to enter into a lease agreement with Birmingham Tower Partners, LLC in the amount of $850.00 per year with annual inflationary adjustments for an encroachment of 360 sq. ft. of right-of-way for private residential balconies at 479 S. Old Woodward.

G. Resolution to accept the resignation of Cynthia Rose from the Board of Review, to thank her for her service and direct the City Clerk to begin the process of filling the vacancy.

H. Resolution to award the Redding Road Sewer and Water Main Improvements Project #9-23(S) to FDM Contracting, Inc. in the amount of $2,957,637.00 and a 5% construction contingency for a total of $3,105,518.85. In addition, to authorize the Mayor and City Clerk to sign the agreement on behalf of the City contingent upon execution of the agreement and meeting all insurance and bonding requirements by FDM Contracting, Inc. Funding for this project has been budgeted in the following accounts:

Fund Account	Fund ID Number	Project Award	5% Contingencies	Total
Major Street Fund	202.0-449.001-981.0100	$1,167,173.89	$58,358.69	$1,225,532.59
Sidewalk Fund	101.0-444.000-981.0100	$101,927.92	$5,096.40	$107,024.31
Sewer Fund	590.0-537.000-981.0100	$913,043.84	$45,652.19	$958,696.03
Water Fund	591.0-544.000-981.0100	$775,491.35	$38,774.57	$814,265.92

AND
To approve the appropriation and amendment of the fiscal year 2023/2024 budget as follows:

Sewer Fund:
Revenues:

590.0-000.000-400.0000	Draw from Net Position	$548,700
Total Revenue		$548,700

Expenditures:

590.0-537.000-981.0100	Public Improvement	$548,700
Total Expenses		$548,700

Water Fund:
Revenues:

591.0-000.000-400.0000	Draw from Net Position	$324,270
Total Revenue		$324,270

Expenditures:

591.0-544.000-981.0100	Public Improvement	$324,270
Total Expenses		$324,270

VI. CITY MANAGER'S REPORT

VII. UNFINISHED BUSINESS

VIII. NEW BUSINESS

A. Public Hearing of Necessity - Edgewood Road Project #6-24 (S) Water and Sewer Lateral Special Assessment District

1. WHEREAS, Notice was given pursuant to Section 94-7 of the City Code, to each owner or party-in-interest of property and lots to be assessed, by first class mail, and by publication in a newspaper generally circulated in the City; and

   WHEREAS, The City Commission has conducted a public hearing and has determined to proceed with the project of replacing sewer services 50 years of age or older or of material that are not acceptable for City standards and replacing water services that are less than 1 inch in diameter on Edgewood Road between E. Lincoln Street and E. Southlawn Blvd.; and

   WHEREAS, The City has previously established a policy requiring replacement of sewer services 50 years of age or older or of material that are not acceptable for City standard and water services less than 1 inch in diameter and the City street is open for repairs or reconstruction; and

   WHEREAS, The City Commission, after the public hearing, has determined that the Edgewood Road Project, the replacement of sewer services that are 50 years of age or older or of material that are not acceptable for City standards, the replacement of water services that are less than 1 inch in diameter, is a necessity and is in the best interest of the City; and

   WHEREAS, The Commission has approved the detailed plans and estimates of cost prepared by the City Engineer; and

   WHEREAS, Formal bids have been received and the actual cost of sewer service and water service replacement has been determined; and

   WHEREAS, The City Engineer has determined the boundaries of sewer service lateral and water service laterals located within the limits of the following streets shall be installed as part of the Edgewood Road Project (Contract #4-23(S)): Edgewood Road – E. Lincoln Street to E. Southlawn Blvd.; and

   WHEREAS, The formula used in making the assessment is 100% of the contractor's charge for replacing the lateral service that is 50 years of age or older or constructed of materials that are not acceptable for City standard and water service that is less than 1 inch in diameter within the public right-of-way between the utility and the property line (calculated at the rate of $170.00 per foot of sewer service pipe and $110.00 per foot of water service pipe).

   THEREFORE LET IT BE RESOLVED, The City Commission has determined that the scope of the public improvement as described is in the best interest of the City and will benefit the properties listed in the assessment roll, and the City Commission directs the Manager to prepare a Special Assessment Roll and present the same to the City Commission for confirmation and further set a Public Hearing and give notice on January 22, 2024.

   Sewer Lateral SAD

Parcel ID / Sidewell Number	Street Address
19-36-402-049	280 E. Lincoln
19-36-403-032	400 E. Lincoln
19-36-402-023	1204 Edgewood
19-36-402-024	1212 Edgewood
19-36-402-025	1236 Edgewood
19-36-402-027	1260 Edgewood
19-36-402-028	1272 Edgewood
19-36-402-030	1300 Edgewood
19-36-402-032	1332 Edgewood
19-36-402-033	1348 Edgewood
19-36-402-035	1416 Edgewood
19-36-402-036	1450 Edgewood
19-36-402-038	1486 Edgewood
19-36-402-039	1498 Edgewood

Water Lateral SAD

Parcel ID / Sidewell Number	Street Address
19-36-402-023	1204 Edgewood
19-36-402-027	1260 Edgewood
19-36-402-029	1288 Edgewood
19-36-402-030	1300 Edgewood
19-36-402-032	1332 Edgewood
19-36-402-035	1416 Edgewood
19-36-402-036	1450 Edgewood
19-36-402-037	1472 Edgewood
19-36-402-039	1498 Edgewood

B. Resolution to direct the Engineering Department to proceed with final design of the Arlington Street and Shirley Project to include the planned improvements to the sewer and water systems, and the full reconstruction of the streets within the project area that will meet the City standards for an improved street with a 5 foot sidewalk on each side of the road as indicated in Exhibit A.

C. Resolution to approve the proposed design for N. Old Woodward and Oakland Ave between Woodward Ave and N. Old Woodward Ave with enhanced green space along Oakland Ave, a permanent bus stop loading area with an island, and a permanent bump out at the northwest corner of N. Old Woodward and Willits St. as pictured in Exhibit A.

D. Commission Items for Future Discussion. A motion is required to bring up the item for future discussion at the next reasonable agenda, no discussion on the topic will happen tonight.

E. Commission discussion on items from a prior meeting.
   1. Speed Mitigation Report
   2. Adding Brandon Street to the Shirley & Arlington Project

IX. REMOVED FROM CONSENT AGENDA

X. COMMUNICATIONS

XI. REPORTS

A. Commissioner Reports
   1. Notice of Intention to Appoint to the Cable Casting Board
   2. Notice of Intention to Appoint to the Board of Review
   3. Notice of Intention to Appoint to the Parks and Recreation Board

B. Commissioner Comments
C. Advisory Boards, Committees, Commissions' Reports and Agendas
D. Legislation
E. City Staff

INFORMATION ONLY

XI!. ADJOURN

Should you wish to participate in this meeting, you are invited to attend the meeting in person or virtually through ZOOM: **https://zoom.us/j/655079760 Meeting ID: 655 079 760**
You may also present your written statement to the City Commission, City of Birmingham, 151 Martin Street, P.O. Box 3001, Birmingham, Michigan 48012-3001 prior to the hearing.

NOTICE: Individuals requiring accommodations, such as mobility, visual, hearing, interpreter or other assistance, for effective participation in this meeting should contact the City Clerk's Office at (248) 530-1880 (voice), or (248) 644-5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.
Las personas que requieren alojamiento, tales como servicios de interpretación, la participación efectiva en esta reunión deben ponerse en contacto con la Oficina del Secretario Municipal al (248) 530-1880 por lo menos el día antes de la reunión pública. (Title VI of the Civil Rights Act of 1964).

Birmingham City Commission Minutes
December 18, 2023
Municipal Building, 151 Martin
7:30 p.m.
Vimeo Link: https://vimeo.com/895978107

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Elaine McLain, Mayor, opened the meeting with the Pledge of Allegiance.

II. ROLL CALL

City Clerk Bingham called the roll.

Present: Mayor McLain
MPT Schafer
Commissioner Baller
Commissioner Haig
Commissioner Host
Commissioner Long
Commissioner Longe

Absent: None

Staff: City Manager Ecker; City Clerk Bingham, Assistant City Engineer Borton, Assistant City Manager Clemence, Planning Director Dupuis, Assistant City Manager Fairbairn, Communications Director Gamboa, Finance Director Gerber, Police Chief Grewe, City Attorney Kucharek, Parks and Recreation Manager Laird, Department of Public Services Director Zielinski

III. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS, AWARDS, APPOINTMENTS, RESIGNATIONS AND CONFIRMATIONS, ADMINISTRATION OF OATHS, INTRODUCTION OF GUESTS AND ANNOUNCEMENTS

Appointments
12-285-23 Board of Review

The Commission interviewed Guy DiPlacido for the appointment.

MOTION: Nomination by Commissioner Longe:
To appoint Guy DiPlacido to the Board of Review as a regular member to serve a three-year term to expire December 31, 2026.

VOICE VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller

Commissioner Haig
Commissioner Host

Nays, None

12-286-23 Board of Ethics

The Commission interviewed Judy Doyle for the appointment.

MOTION: Nomination by Commissioner Baller:
To appoint Judy Doyle as an alternate member to the Board of Ethics to serve a three-year term to expire June 30, 2026.

VOICE VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig
Commissioner Host

Nays, None

12-287-23 Multi-Modal Transportation Board

The Commission interviewed Z. Rosie Koul for the appointment.

MOTION: Nomination by Commissioner Baller:
To appoint Z. Rosie Koul as a regular member to the Multi-Modal Transportation Board to serve the remainder of a three-year term to expire March 24, 2025.

VOICE VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig
Commissioner Host

Nays, None

CC Bingham swore in the appointees.

IV. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

V. CONSENT AGENDA

DRAFT

12-288-23 Consent Agenda

MOTION: Motion by Commissioner Baller, seconded by Commissioner Longe:
To move the Consent Agenda with the exception of Items D, I, and J.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Host
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig

Nays, None

A. Resolution to approve the City Commission meeting minutes of November 27, 2023.

B. Resolution to approve the City Commission Workshop meeting minutes of December 4, 2023.

C. Resolution to approve the City Commission meeting minutes of December 4, 2023.

E. Resolution to approve the warrant list, including Automated Clearing House payments, dated December 14, 2023 in the amount of $1,662,667.77.

F. Resolution to amend the Schedule of Fees, Charges, Bonds and Insurance as presented and to adopt the revised Public Records Policy, effective January 1, 2024.

G. Resolution to set a public hearing date of January 22, 2024 to consider the Special Land Use Permit, Final Site Plan and Design Review application for 34350 Woodward Ave & 909-911 Haynes Street – Fred Lavery Porsche.

H. Resolution to set a public hearing date of January 22, 2024 to consider the lot combination of 34350 Woodward Ave and 909-911 Haynes Street, Fred Lavery Porsche, parcel # 19-36-281-022 and parcel # 19-36-281-030.

K. Motion to adopt an ordinance amendment to Chapter 114, Utilities, Article II.-Water Supply Systems, Division 3.-Fire Protection, Sec. 114-93 to prohibit the obstruction of fire lanes and fire hydrants and add that a violation of this section will result in a civil infraction with a $500 fine.

12-289-23 Warrant List Dated 12/07/2023 (Item D)

The Mayor noted a payment for $100 made to the 48th District Court.

MOTION: Motion by Commissioner Longe, seconded by Commissioner Baller:
To approve the warrant list, including Automated Clearing House payments, dated December 7, 2023 in the amount of $1,661,581.50.

ROLL CALL VOTE: Ayes, Mayor McLain

DRAFT

Commissioner Host
Commissioner Longe
Commissioner Haig
MPT Schafer
Commissioner Long
Commissioner Baller

Nays, None

12-290-23 Edgewood Road Project #6-24 (S) Set Public Hearing Dates for Hearing of Necessity and Confirmation of the Roll for Water and Sewer Laterals Special Assessment District (S.A.D.) (Item I)

Commissioner Baller recommended that all projects be planned based on the City's newer evaluation criteria. Since this project was planned based on prior criteria, he recommended that this project not be advanced.

Commissioner Long advocated for the project, noting that the redundancy in the water lines would be beneficial and that the opportunity to add a retention pond in St. James Park would also be beneficial.

Staff answered informational questions from the Commission.

It was noted that the most appropriate time to discuss the necessity of this project would be at the hearing of necessity, so that the public would have an opportunity to participate.

MOTION: Motion by Commissioner Baller, seconded by Commissioner Host:
To set the Public Hearing of Necessity for the replacement and improvement of water and sewer laterals meeting the requirements for assessment for all properties within the project area on Edgewood Road between Lincoln and E. Southlawn on Monday, January 8, 2024, at 7:30 P.M.;

If necessity is determined on January 8, 2024, to meet on Monday, January 22, 2024, at 7:30 P.M., for the purpose of conducting the public hearing to confirm the Assessment of the Roll for the replacement and improvement of water and sewer laterals meeting the requirements for assessment, for all properties within the project area on Edgewood Road between Lincoln and E. Southlawn.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Host
Commissioner Longe
Commissioner Haig
MPT Schafer
Commissioner Long
Commissioner Baller

Nays, None

12-291-23 Clarification to Recently Amended Ordinance Chapter 114, Utilities,

Sec. 93 Obstructing Hydrants/Fire Lanes (Item J)

Staff answered informational questions from the Commission.

Commissioner Haig clarified that he wanted to make sure that evidence of a violation would be provided for protection of the City's interests.

He was advised that photographs of this type of violation would be taken as evidence.

MOTION: Motion by Commissioner Haig, seconded by Commissioner Longe:
To adopt an ordinance amendment to Chapter 114, Utilities, Article II.-Water Supply Systems, Division 3.-Fire Protection, Sec. 114-93 to prohibit the obstruction of fire lanes and fire hydrants and add that a violation of this section will result in a civil infraction with a $500 fine.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Host
Commissioner Longe
Commissioner Haig
MPT Schafer
Commissioner Long
Commissioner Baller

Nays, None

VI. CITY MANAGER'S REPORT

CM Ecker presented the report and added that Toys for Tots was collecting new, unwrapped toys for children through December 21, 2023 at the Fire Department and at City Hall.

Staff answered informational questions from the Commission.

Commissioner Baller commended the City and PC Grewe for their leadership regarding Woodward noise concerns.

The Mayor explained that aspects of the Woodward noise remediation process were still being negotiated at the State Legislative level. The Mayor encouraged residents to contact State Senator McMorrow via the Senator's website to share concerns regarding noise on Woodward.

Commissioner Host commended Staff on the welcome packets for new residents and encouraged the City to coordinate with the Birmingham newcomers group to welcome new residents.

VII. UNFINISHED BUSINESS

VIII. NEW BUSINESS

12-292-23 Public Hearing for 377 Hamilton Row – Birmingham Sushi Cafe – Special Land Use Permit, Final Site Plan & Design Review PH – 377 Hamilton Row – Bham Sushi SLUP

DRAFT

The Mayor opened the public hearing at 8:28 p.m.

PD Dupuis presented the item. Chris Tower, attorney, spoke on behalf of the applicant.

Seeing no public comment, the Mayor closed the public hearing at 8:33 p.m.

Staff answered informational questions from the Commission.

Commissioners made the following comments in the course of discussion:

- When changes are made to an establishment, the establishment should also be required to come into compliance with all present ordinances.

MOTION: Motion by Commissioner Baller, seconded by Commissioner Host:
To approve the Special Land Use Permit, Final Site Plan and Design Review application for 377 Hamilton Row – Birmingham Sushi Cafe.
AND
To authorize the City Clerk to complete the Local Approval Notice at the request of Kim Fam Birmingham Sushi, Inc., and to approve the transfer of the Class C Liquor License from D&D Hospitality, LLC. to Kim Fam Birmingham Sushi, Inc. with a new SDM Liquor License, Sunday Sales permit (AM and PM) and Outdoor Service area on public property to Kim Fam Birmingham Sushi, Inc. that will be located at 377 Hamilton Row, Birmingham, Oakland County, MI.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig
Commissioner Host

Nays, None

12-293-23 Public Hearing to amend Article 4, Section 4.54 of the Zoning Ordinance to add flexibility to screening requirements for waste receptacles and ground-mounted mechanical/electrical equipment

The Mayor opened the public hearing at 8:38 p.m.

PD Dupuis presented the item.

Seeing no public comment, the Mayor closed the public hearing at 8:42 p.m.

Commissioners made the following comments in the course of discussion:

- The Planning Board and Staff were to be thanked for their expertise and work on the item.

MOTION: Motion by Commissioner Host, seconded by Commissioner Haig:

To adopt an ordinance to amend Article 4, Section 4.54 of the Zoning Ordinance to add flexibility to screening requirements for waste receptacles and ground-mounted mechanical/electrical equipment.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig
Commissioner Host

Nays, None

12-294-23 Public Hearing – Parks and Recreation Master Plan

The Mayor opened the public hearing at 8:43 p.m.

PRM Laird introduced the item. Paul Urbiel and Jane Dixon of McKenna presented the item.

Seeing no public comment, the Mayor closed the public hearing at 9:10 p.m.

Staff and McKenna answered informational questions from the Commission.

Commissioners made the following comments in the course of discussion:

- This Plan was modern, focused on inclusivity and sustainability, was a pleasure to read, and thorough. It was both aspirational and included strategic goals, and included flexibility in terms of certain aspects and funding sources;
- The Parks and Recreation Board, DPS Staff, and McKenna team deserved to be commended for their work on the Plan;
- The recommended flexibility in funding sources was valuable;
- The Plan seemed to focus more heavily on parks than it did on the potential recreation aspect, including events;
- While residents may be satisfied with the City's present recreational offerings, if they were informed of other local municipalities' more robust recreational offerings they may be interested in a increase in recreational offerings as well;
- This Plan recognized that the City's parks attract people from the metro area, which is something to be embraced. When people visit Birmingham to access the parks, they also spend money in Birmingham, and it sets the City apart; and,
- The south well site was previously designated a park by the Commission, and was designated a commercial destination by the 2040 Plan, so this Plan should acknowledge the potential overlap and lack of conflict between the two uses at that site.

MOTION: Motion by Commissioner Long, seconded by Commissioner Host:
We have completed our public hearing for the Parks and Recreation Master Plan, and the Commission suggests that references to the south well site minipark also include a notation that this site is identified as a potential commercial destination in the 2040 Plan.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig
Commissioner Host

Nays, None

12-295-23 Parks and Recreation Master Plan Adoption

MOTION: Motion by Commissioner Haig, seconded by Commissioner Longe:
To adopt a resolution to approve the 2024-2028 Parks and Recreation Master Plan, and further to direct the City Clerk to certify the resolution with signature.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig
Commissioner Host

Nays, None

12-296-23 Citywide Wayfinding & Signage Master Plan

PD Dupuis presented the item. Staff and the Corbin design team (Corbin) answered informational questions from the Commission.

Commissioners made the following comments in the course of discussion:

- This Plan could be seen as an exercise in branding as much as wayfinding. The kiosks may be somewhat anachronistic. It would be helpful to get a broad variety of public feedback on the proposals included in the Plan. Corbin should include all of the signage in town within its purview, including the signage in the parking decks, signage explaining how on-street parking works around town, the signage in the parks, and City Hall's address. A banner across Main Street to indicate upcoming events would be appropriate to add to this Plan. This Plan should not be approved presently; rather, the Committee should be encouraged to continue its work and to return with an updated Plan;
- It was appropriate to have experts in the field make recommendations on best practices for wayfinding and branding. The golf courses should receive more wayfinding and signage. While technology can be helpful for wayfinding, out-of-town visitors and older residents would likely derive benefit from the kiosks. This Plan could be approved with the understanding that other work to create aligned wayfinding and signage in the City would occur in the future; and,
- Rescoping this project to have it include all signage within the City would be appropriate. The kiosks are likely to be beneficial, and including a QR code on the kiosks would expand

their usefulness. Soliciting some broad public feedback on the proposals could be appropriate. Approval of the concept of the Plan could occur, to provide guidelines for future wayfinding and signage projects in the City.

A number of Commissioners agreed that no private businesses should be featured on the wayfinding and signage, that the Haynes Square signage recommendations should be eliminated, that wayfinding and signage for the Rouge River should be included, that the Ad Hoc Committee should be made permanent for the purpose of reviewing wayfinding and signage projects within the City.

The Commission also commended the Committee and Corbin for their work on the Plan.

MOTION: Motion by Commissioner Haig, seconded by Commissioner Host:
To adopt the concepts contained within Citywide Wayfinding and Signage Plan for the City of Birmingham.

Commissioner Schafer said this would be a great first step, that it should be expanded upon, that certain smaller aspects could be changed, and that creating a permanent Committee would be appropriate.

It was noted that this motion would allow City administration to proceed with initiating some of the projects recommended in the Plan.

Commissioner Host spoke in support of the Plan and in support of a permanent Committee being established.

Commissioner Baller commended the Committee.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig
Commissioner Host

Nays, None

Fiscal Year 2022-2023 Audit Presentation

FD Gerber introduced the item. Timothy St. Andrew and Philip Femminineo of Plante Moran presented the item. Staff and the Plante Moran team answered informational questions from the Commission.

It was noted that the Mayor would submit some updated information regarding the Cable Board.

12-297-23 Funding Agreement for the 48th District Court

CM Ecker and CA Kucharek presented the item and answered informational questions from the Commission.

Commissioners made the following comments in the course of discussion:

- The City's payments to the Court have exceeded the City's revenues from the Court in 2023, and that has been the case in the last few years as well;
- If the City were to opt out of the 48th District Court funding agreement, the City would have to find a way to provide court services elsewhere. Despite the fact that the City currently invests more into the 48th District Court than it receives in revenues, the cost of funding a new court somewhere else would likely exceed that loss;
- While some of the political subdivisions presently make a profit from the Court's operation, Birmingham does not. Given that no option on the table would substantially relieve this inequity, it would likely not benefit the City to continue pursuing relief of the inequity at this time. Option three would also not serve the City well. In looking at the average case load, Bloomfield Hills has a case load more similar to the subdivisions than to the funding units. Litigation against Bloomfield Hills would likely not be beneficial for that reason; and,
- This is a complex situation without a simple solution. CM Ecker has made progress in communicating with the other subdivisions and funding units, and it is possible that a more equitable situation could be achieved. The City must have court services available for its residents. Options one or two would be more appropriate than option three.

It was noted that the Commission could choose to combine options one and two for a two-part motion, if deemed appropriate.

MOTION: Motion by Commissioner Longe, seconded by MPT Schafer:
To adopt a resolution to continue to participate in the current funding agreement with Bloomfield Township and West Bloomfield Township;

AND

To adopt a resolution to approve an Addendum to the existing funding agreement with Bloomfield Township and W. Bloomfield Township and to authorize the Mayor and City Clerk to sign the agreement on behalf of the City, subject to the approval of the Political Subdivision Distribution / Funding Agreement by all four political subdivisions.

Commissioner Host said he would not support the motion, opining that the City needs to be fiscally responsible, that the situation was unfair, and that the 48th District Court needed to reduce its expenses.

Commissioner Long explained that the expenses of opting out of the current funding agreement would likely represent amounts in significant excess of the City's present loss in funding the 48th District Court. He noted that in addition, the costs to provide court services separately from the 48th District Court would also likely be in excess of that loss. He noted that this topic is re-evaluated by the Commission annually and that the City could choose to proceed differently at the end of 2024 if no increase in equity is achieved through negotiations in the coming year. He observed that the Court is implementing electronic filing, which is likely to result in savings for the Court. Commissioner Long also noted that the City has increased its utilization of the Court's

services in an attempt to address noise on Woodward, and that it was prudent to proceed with the present motion for the Court's upcoming budget year as a result.

Commissioner Haig requested that the Court pursue financial support from the State for the Court-implemented, State-mandated activities currently funded by the funding units.

Commissioner Longe noted that the motion regarded an agreement between municipal parties. She noted that the present motion could be passed, and that the Commission could then explore other potential options for relief from the County or State level as a further action.

Public Comment
Staff answered a question from a member of the public regarding the leadership of the other involved municipalities.

Mark Barron, resident of Birmingham and judge at the 48th District Court, made a number of comments regarding the preceding discussion.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig

Nays, Commissioner Host

The Commission recessed briefly, and returned from recess.

Commission Items for Future Discussion

12-298-23 Adding Brandon to the Shirley-Arlington Improvement Project

MOTION: Motion by Commissioner Baller, seconded by Commissioner Long:
To include Brandon in the Shirley-Arlington improvement project.

Commissioner Host said this was a reasonable request.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig
Commissioner Host

Nays, None

Commission Discussion On Items From A Prior Meeting

DRAFT

Commissioner Baller thanked Staff for the reports on bistro compliance and sport courts.

12-299-23 Closed Session Pursuant to MCL § 15.268 Sec. 8(e) of the Open Meetings Act

MOTION: Motion by Commissioner Long, seconded by Commissioner Host:
To meet in closed session to discuss pending litigation pursuant to MCL § 15.268 Sec. 8(e) of the Open Meetings Act regarding John Reinhart, et al v City of Birmingham; U.S. District Court Case No.: 2:22-cv-11074-MAG-DRG, and The New 555 Commercial, LLC, The New 555 Residential, LLC, Manorwood Properties, LLC and Associates of 555, LP v City of Birmingham, State of Michigan Department of Licensing & Regulatory Affairs, Michigan Administrative Hearing System, Michigan Tax Tribunal Docket No.: 22-000772-TT, Property Nos.: 08-19-36-210-001, 08-19-36-210-003, and 08-19-36-210-005, which was appealed to the Michigan Court of Appeals bearing Docket 364563, and currently appealed to the Michigan Supreme Court bearing Docket No.: 165973.

AND

To meet in closed session to discuss pending litigation pursuant to MCL § 15.268 Sec. 8(e) of the Open Meetings Act regarding Caroline Ashleigh, et al v City of Birmingham, Oakland County Circuit Court Case No.: 23-202347-NZ.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig
Commissioner Host

Nays, None

It was noted that the closed session would be entered into after all other agenda items were completed, and that action would be taken after the closed session.

The Commission went into closed session at 12:07 a.m.

The Commission returned from closed session at 12:34 a.m.

12-300-23 Action Subsequent to the Closed Session

MOTION: Motion by Commissioner Host, seconded by Commissioner Long:
To direct the City Manager and the City Attorney to engage the services, based upon further due diligence, of an attorney the City has been speaking to from Plunkett Cooney, in regards to retaining their services to defend the City on a lawsuit from 13 residents against the City for sewer backup claims. The City Manager and City Attorney would speak with the attorney, Audrey Forbush, on December 19, 2023 to gain more information. If the City Manager and City Attorney

find that satisfactory, the City Manager and City Attorney will enter into an agreement to engage Plunkett Cooney's services. If the City Manager and City Attorney find the answers to the due diligence are not to their satisfaction, then the City Manager and City Attorney would return to the Commission at a later date with other suggestions.

The Mayor thanked Staff for their work.

ROLL CALL VOTE: Ayes, Mayor McLain
Commissioner Longe
MPT Schafer
Commissioner Long
Commissioner Baller
Commissioner Haig
Commissioner Host

Nays, None

VIII. REMOVED FROM CONSENT AGENDA

IX. COMMUNICATIONS

A. Letter from Jim Mirro dated November 15, 2023

X. REPORTS

A. Commissioner Reports

The Mayor reported back from a phone call with State Senator McMorrow, meetings of the MML's Women in Government, the Woodward MDOT meeting with CM Ecker, and a meeting of the South Oakland County Mayor's Association.

MPT Schafer reported back from the first board meeting of Birmingham Youth Assistance.

B. Commissioner Comments

Commissioner Haig sought clarification from Staff regarding the Open Meetings Act and individual Commissioner-resident conversations.

Staff provided clarification.

Commissioner Long described his interaction with an individual resident and his response to said interaction. He noted that, contrary to the Commissioner's verbally stated wishes, the resident left documentation in the Commissioner's mailbox after their interaction. The Commissioner explained that he subsequently provided the unopened documentation to the City Clerk. He explained that any conversations between an individual resident and an individual Commissioner regarding items that will come before the Commission should occur exclusively during an open meeting of the Commission. The Commissioner explained how correspondence could be appropriately provided to the Commission. The Commissioner said that all Commissioners should

be able to trust that their colleagues are behaving with these guidelines in mind, in order to preserve debate for open meetings and in order for the Commission to do its best work.

The Mayor said that Commissioners being approached by residents outside of open meetings to discuss matters before the Commission is a safety issue. She noted that Commission decisions need to occur within an open meeting, and that Commissioners need to avoid being lobbied regarding items that will be before the Commission.

Commissioner Longe noted that her home was visited by the same individual resident referenced by Commissioner Long, and stated that she declined meeting with the resident and receiving documentation from the resident. She explained that having an individual conversation with the resident could have created the public impression of unfairness. She noted that the Commission could have a publicly-noticed special meeting outside of City Hall, if deemed appropriate, where all interested parties could provide input.

Commissioner Long and Longe emphasized that Commissioners are required not only to avoid actual violations of their legal and ethical obligations, but also to avoid giving the potential impression of a violation of their legal and ethical obligations.

MPT Schafer noted that her home was visited twice by the same individual resident referenced by Commissioners Long and Longe, and stated that she did not interact with said resident.

Commissioner Host suggested that the Commission might find it appropriate to have a special meeting regarding the topic.

It was stated that Jim Mirro submitted a packet before the evening's Commission meeting, that the packet was provided to the City Clerk and the City Manager, and that both the packet and a separate letter from another resident regarding the Shirley-Arlington matter would be included in the Commission's next agenda packet.

It was noted that when such correspondence for the Commission is submitted to the City Clerk, it should be specified that the correspondence is for the Commission.

Commissioner Baller said there were lessons to be learned from this process, and that Commissioners could remain informed by watching the City's public meetings. He said he wanted the process to improve each time it occurs.

The Mayor said process, preparation, and training would create consistency.

C. Advisory Boards, Committees, Commissions' Reports and Agendas
D. Legislation
E. City Staff

INFORMATION ONLY

XI. ADJOURN

The Mayor adjourned the meeting at 12:37 a.m.

Alexandria Bingham, City Clerk

Laura Eichenhorn, City Transcriptionist

DRAFT

City of Birmingham
Warrant List Dated 12/20/2023

Meeting of 01/08/2024

Check Number	Early Release	Vendor #	Vendor	Amount
PAPER CHECK				
295644	*	000855	48TH DISTRICT COURT	466,481.00
295645		BDREFUND	ADCO CONSTRUCTION SERVICES	100.00
295646		BDREFUND	ALLEN BROTHERS INC.	100.00
295647		BDREFUND	Allied Construction and Restoration	200.00
295649		002638	AMERICAN ALLIANCE OF MUSEUMS	195.00
295650	*	008977	JOBMATCH LLC DBA APPLICANTPRO	150.00
295651		007033	APPLIED IMAGING	900.00
295652		BDREFUND	ARANEAE INC	100.00
295653		BDREFUND	ARMANDO GIUSEPPE INC	1,450.00
295654		BDREFUND	ARNOLD ROOFING & CONSTRUCTION INC	100.00
295656		BDREFUND	ASPEN CONSTRUCTION INC	500.00
295657		BDREFUND	ASTAPOVICH, ELENA	200.00
295658		006759	AT&T	139.64
295659		009609	BALIAN LEGAL, PLC	720.00
295660		BDREFUND	BARBAT, MASON	200.00
295661		BDREFUND	BARONE CONSTRUCTION	200.00
295662		003012	BATTERIES PLUS BULBS	125.98
295663		009682	BERESFORD COMPANY	80.00
295665		000522	BIG BEAVER PLUMBING,HEATING INC.	180.00
295666		000524	BIRMINGHAM LOCKSMITH INC	602.50
295667		BDREFUND	BLOOMFIELD CONSTRUCTION CO	100.00
295668		003526	BOUND TREE MEDICAL, LLC	1,231.60
295669		BDREFUND	BOYCE, REX AND JANELLE	1,000.00
295670		BDREFUND	BRICKWORKS PROPERTY RESTORATION	100.00
295671		008799	BUTCHER & BUTCHER CONSTRUCTION CO	5,926.00
295672		BDREFUND	CAPELLA CARE LLC	100.00
295673		007732	CAPITAL TIRE, INC.	564.00
295674	*	000571	CAR TRUCKING INC	1,750.00
295675		009597	CAROL BACAK-EGBO	200.00
295676	*	000444	CDW GOVERNMENT INC	4,260.00
295677		BDREFUND	CEDAR RESTORATION INC	100.00
295678		BDREFUND	CEDAR RESTORATION, INC.	100.00
295680		BDREFUND	COASTAL DESIGN & BUILD	1,460.00
295681	*	000627	CONSUMERS ENERGY	1,575.08
295682		009656	CORBIN DESIGN, INC	6,453.90
295684		009309	DEALER AUTO PARTS	13.25
295685		BDREFUND	DIMAMBRO CONSTRUCTION LLC	100.00
295686	*	007498	RONALD L. DIX	95.00
295688		BDREFUND	DRYMEDIC RESTORATION NOVI LLC	500.00
295689	*	000179	DTE ENERGY	36.52
295690	*	000179	DTE ENERGY	159.11
295691	*	000179	DTE ENERGY	34.16

City of Birmingham
Warrant List Dated 12/20/2023

Check Number	Early Release	Vendor #	Vendor	Amount
295692	*	000179	DTE ENERGY	42.96
295693	*	000179	DTE ENERGY	135.42
295694	*	000180	DTE ENERGY	9,044.71
295695	*	009340	DVM UTILITIES	45,414.68
295697		007136	FERGUSON ENTERPRISES, INC.	89.04
295698	*	007314	FLEIS AND VANDENBRINK ENG. INC	788.00
295699		007212	FOSTER BLUE WATER OIL	732.85
295700	*	009387	FRAILBERG & PERNIE PLLC	792.00
295701	*	MISC	GAY GLICKOFF	380.00
295702	*	004604	GORDON FOOD	223.14
295703		BDREFUND	GREAT LAKES LANDSCAPE DESIGN, INC	100.00
295706		BDREFUND	HANSONS GROUP LLC	200.00
295708		BDREFUND	HM HOMES LLC	2,525.00
295709	*	001956	HOME DEPOT CREDIT SERVICES	1,385.57
295710		009029	HORIZON COMMUNICATIONS CO. INC	2,212.10
295711		BDREFUND	HORTON, JASON M	1,200.00
295712	*	006801	HOWLEY AGENCY SALES	173.02
295713		000948	HYDROCORP	4,455.00
295715		BDREFUND	INFINITY HOMES & CO	100.00
295718		009551	INTERMEDIA. NET INC	769.23
295719		000342	INTERSTATE BATTERIES OF SE MICH	1,276.79
295720	*	009401	IRENE S WASSEL	420.00
295721		000344	J.T. EXPRESS, LTD.	1,149.75
295722	*	009559	JENETTE MAITZ	862.75
295723		008564	JERRY'S TIRE INC	4,643.76
295724	*	009403	JUSTIN ZAYID	960.00
295725	*	000362	KROGER COMPANY	59.90
295726	*	009386	LAW OFFICE OF BRIAN P. FENECH	1,080.00
295727		008518	LERMA, INC	75.00
295729		BDREFUND	LIVEWELL CUSTOM HOMES LLC	2,500.00
295730		003934	MADISON GENERATOR SERVICE INC	449.00
295731		009546	MASTERS TELECOM	68.79
295732	*	000646	STATE OF MICHIGAN	230.00
295733	*	004368	STATE OF MICHIGAN	10.00
295735		BDREFUND	MORGAN HELLER & ASSOCIATES	500.00
295737		BDREFUND	NORTHERN SIGN CO INC	200.00
295738		002853	OAKLAND COMMUNITY COLLEGE	450.00
295740		009151	PARAGON LABORATORIES INC	496.00
295743		BDREFUND	PRM CUSTOM BUILDERS LLC	1,150.00
295744	*	006625	PTS COMMUNICATIONS, INC	78.00
295745		BDREFUND	RANDAZZO MECHANICAL HTG CLG	385.00
295746		008852	REDGUARD FIRE & SECURITY INC	690.00
295747		BDREFUND	SACHSE CONSTRUCTION	500.00

City of Birmingham
Warrant List Dated 12/20/2023

Meeting of 01/08/2024

Check Number	Early Release	Vendor #	Vendor	Amount
295748	*	002806	SAM'S CLUB/SYNCHRONY BANK	220.82
295749	*	006590	SECURE DOOR, LLC	159.00
295750		009796	SHERWIN WILLIAMS COMMERCIAL	919.38
295751		008815	SHI INTERNATIONAL CORP.	880.47
295752	*	008396	REBEKAH SPRINGER	170.19
295754		002809	STATE OF MICHIGAN	967.78
295755	*	MISC	STATE OF MICHIGAN	45.00
295756	*	009590	THE CINCINNATI INSURANCE COMPANY	20,164.00
295757		BDREFUND	THOMAS SEBOLD & ASSOCIATES, IN	500.00
295758		009785	TOTAL ENERGY SYSTEMS, LLC	515.50
295759		009552	TRAFFIC & SAFETY CONTROL SYSTEMS	40,684.00
295760		BDREFUND	TRI-PUPS INC	200.00
295761		004379	TURNER SANITATION, INC	21.45
295762		BDREFUND	UNITED MASONRY & HARDSCAPE LLC	600.00
295763	*	001279	US FIGURE SKATING ASSOC.	52.50
295764	*	000293	VAN DYKE GAS CO.	184.80
295765	*	000158	VERIZON WIRELESS	365.98
295766	*	000158	VERIZON WIRELESS	308.16
295767	*	000158	VERIZON WIRELESS	89.88
295768		BDREFUND	Vibe of Birmingham, LLC	10,000.00
295770		BDREFUND	WALLSIDE INC	500.00
295771		BDREFUND	WILLS & HIMLE WILLS REVOC LVNG TRST	1,000.00
295772		BDREFUND	WINSTON AND SONS HOME IMPROVEMENT L	200.00
295773		BDREFUND	WOODCRAFT DESIGN AND BUILD	300.00
295774	*	008391	XEROX CORPORATION	48.25
295775		BDREFUND	YBARRA, ARMANDO G	5,000.00
			SUBTOTAL PAPER CHECK	$671,677.36
EFT TRANSFER				
" "		009126	AMAZON CAPITAL SERVICES INC	5,717.57
" "	*	009126	AMAZON CAPITAL SERVICES INC	363.46
" "		009472	ANCESTRY.COM	169.00
" "		000881	APWA	775.00
" "		009778	ARBOR DAY FOUNDATION	(3.90)
" "		001843	ASCE/MEMBERSHIP	289.00
" "		009521	AWS	356.10
" "		CC MISC	BOTANICAL PAPERWORKS	525.12
" "		009638	BUZZSPROUT.COM	12.00
" "	*	008955	COMCAST	956.09
" "		007774	COMCAST BUSINESS	465.16
" "		006172	CONSTANT CONTACT, INC.	2,050.30
" "		009562	EGLE	102.00
" "		009622	ELECTROCYCLE, INC.	110.00
" "		009363	ETSY, INC	612.40

City of Birmingham
Warrant List Dated 12/20/2023

Check Number	Early Release	Vendor #	Vendor	Amount
" "		009427	GO DADDY	23.17
" "		009571	GOOGLE	(11.74)
" "	*	005990	ICC INC	160.00
" "		005710	JET'S PIZZA	486.57
" "	*	005710	JET'S PIZZA	44.98
" "		CC MISC	JIMMY JOHNS	37.14
" "	*	000362	KROGER COMPANY	154.47
" "		CC MISC	LIGHTS FOR CHRISTMAS	430.00
" "		004855	MAMC	781.00
" "		004663	MGIA-MICHIGAN GREEN INDUSTRY ASSOC.	270.00
" "		001169	MJ AWARDS	127.20
" "		001854	NATIONAL RECREATION & PARK	600.00
" "		006117	OAKLAND PRESS	28.00
" "		004457	PAPA JOE'S MARKET	1,014.25
" "	*	005637	PAYPAL INC.	160.00
" "		009528	PENSKE TRUCK LEASING	314.20
" "		002518	PITNEY BOWES INC	219.87
" "		000801	POSTMASTER	239.19
" "		009756	THE DETROIT NEWS	14.99
" "		009789	VISTAPRINT	104.39
" "		009126	AMAZON CAPITAL SERVICES INC	393.97
" "	*	008955	COMCAST	266.25
" "		003814	INTERNATIONAL ASSC OF ARSON INVEST	103.00
" "		002076	MEMA	50.00
" "		005271	MICHIGAN FIRE INSP SOCIETY	83.00
" "		001010	NFPA	2,917.38
" "		CC MISC	PEARSON EDUCATION	124.36
" "		CC MISC	RADIOPARTS	250.94
" "		CC MISC	THE BIRMINGHAM TAILOR	100.00
" "		005637	PAYPAL INC.	40.00
" "		CC MISC	MENARDS	509.94
" "		003567	NFPA	4,002.30
" "	*	009593	BLUE CROSS BLUE SHIELD OF MICHIGAN	86,770.73
			SUBTOTAL EFT TRANSFER	$113,308.85
ACH TRANSACTION				
9685	*	002284	ABEL ELECTRONICS INC	1,314.88
9686	*	008847	ABS- AUTOMATED BENEFIT SVCS, INC	700.00
9687		003708	AIRGAS USA, LLC	357.51
9688	*	009576	ARAMARK REFRESHMENT SERVICES	90.92
9689	*	009383	BATTI LAW PLLC	720.00
9691	*	000517	BEIER HOWLETT PC	18,070.59
9692	*	000517	BEIER HOWLETT PC	25,633.25

City of Birmingham
Warrant List Dated 12/20/2023

Meeting of 01/08/2024

Check Number	Early Release	Vendor #	Vendor	Amount
9693	*	000518	BELL EQUIPMENT COMPANY	2,379.00
9694		006683	BIRMINGHAM LAWN MAINTENANCE, INC	6,559.00
9694	*	006683	BIRMINGHAM LAWN MAINTENANCE, INC	21,864.00
9695	*	007624	BIRMINGHAM OIL CHANGE CENTER, LLC	57.97
9696	*	000542	BLUE WATER INDUSTRIAL PRODUCTS INC	76.50
9697	*	003282	LISA MARIE BRADLEY	364.00
9698		000605	CINTAS CORPORATION	225.73
9699		000605	CINTAS CORPORATION	28.65
9700	*	009752	CITY OF BIRMINGHAM #255	5,046.08
9703		001367	CONTRACTORS CONNECTION INC	57.25
9704	*	009195	CROWN CASTLE FIBER LLC	4,648.40
9705	*	007359	DETROIT CHEMICAL & PAPER SUPPLY	82.45
9706	*	000565	DORNBOS SIGN & SAFETY INC	127.71
9707	*	000929	CONNIE FOLK	750.00
9708	*	000243	GRAINGER	520.46
9709	*	009382	HB LAW, PLLC	360.00
9711		000331	HUBBELL ROTH & CLARK INC	5,956.06
9711	*	000331	HUBBELL ROTH & CLARK INC	309.13
9712	*	009390	IDUMESARO LAW FIRM, PLLC	2,352.00
9713	*	007870	J.C. EHRLICH CO. INC.	65.88
9714		000261	J.H. HART URBAN FORESTRY	30,556.95
9715	*	009619	JACKLYN CONTRACTING, LLC	179,166.81
9716	*	002576	JAX KAR WASH	5,538.20
9717		003458	JOE'S AUTO PARTS, INC.	5,747.89
9717	*	003458	JOE'S AUTO PARTS, INC.	1,658.23
9719	*	007827	HAILEY R KASPER	651.00
9720	*	004085	KONE INC	2,086.45
9721	*	002438	LAIRD PLASTICS INC	748.50
9722	*	009392	LAMB LEGAL CONSULTING SERVICES	720.00
9724	*	008611	MCCI, LLC	13,084.20
9727	*	007755	NETWORK SERVICES COMPANY	773.98
9728	*	006359	NYE UNIFORM COMPANY	152.50
9729	*	009395	ORLANDO LAW PRACTICE PC	360.00
9730	*	002767	OSCAR W. LARSON CO.	1,576.48
9731	*	003351	PAMAR ENTERPRISES INC	50,047.21
9732	*	006027	PENCHURA, LLC	253.00
9733		008866	PRECISION CONCRETE CUTTING INC	190,028.70
9734	*	009794	PRINTING SYSTEMS INC.	769.99
9735		009301	SECURE-CENTRIC INC	1,512.00
9737		009783	WINDCAVE INC	1,715.00
9738		009128	WITMER PUBLIC SAFETY GROUP INC	411.62
9739	*	009379	YELLOW DOOR LAW	7,488.00
			SUBTOTAL ACH TRANSACTION	$593,764.13

City of Birmingham
Warrant List Dated 12/20/2023

Meeting of 01/08/2024

Check Number	Early Release	Vendor #	Vendor	Amount
			GRAND TOTAL	$1,378,750.34

All bills, invoices and other evidences of claim have been audited and approved for payment.

Mark Gerber
Finance Director/ Treasurer

*-Indicates checks released in advance and prior to commission approval in order to avoid penalty or to meet contractual agreement/obligation.

City of Birmingham
Warrant List Dated 01/04/2024

Check Number	Early Release	Vendor #	Vendor	Amount
PAPER CHECK				
295776	*	TAXMISC	1157 LAKE PARK RESIDENTIAL TRUST	1,448.42
295777	*	009346	ACCUFORM PRINTING & GRAPHICS, INC	11,853.00
295778		006638	ACTION MAT & TOWEL RENTAL, INC	40.00
295779		BDREFUND	ADVANCED RENOVATIONS INC	300.00
295780		003233	ALL SEASON GUTTERS INC	500.00
295781		009126	AMAZON CAPITAL SERVICES INC	53.88
295782		BDREFUND	ARMANDO GIUSEPPE INC	1,000.00
295783		000500	ARTECH PRINTING INC	1,583.00
295783	*	000500	ARTECH PRINTING INC	65.00
295784		006759	AT&T	394.28
295785		006759	AT&T	158.12
295786	*	006759	AT&T	3,141.92
295787	*	003703	AT&T MOBILITY	874.62
295788		009213	BAYSCAN TECHNOLOGIES	746.00
295789		009568	BEDROCK EXPRESS LTD	657.80
295790		BDREFUND	BEGININ, IVANKA Y	100.00
295791		003526	BOUND TREE MEDICAL, LLC	133.02
295791	*	003526	BOUND TREE MEDICAL, LLC	491.36
295792		008959	CASS COLLISION CLAWSON, INC	2,681.12
295793		BDREFUND	CLAVENNA, CARLO F	100.00
295794		008006	CLEAR RATE COMMUNICATIONS, INC	1,650.85
295795	*	000627	CONSUMERS ENERGY	6,084.12
295796		008512	COOL THREADS EMBROIDERY	124.99
295796	*	008512	COOL THREADS EMBROIDERY	563.95
295797		000575	DEMCO, INC	308.46
295798	*	009800	DIVISION 6 FABRICTAION & INSTALLATI	1,860.00
295799	*	000179	DTE ENERGY	183.87
295800	*	000179	DTE ENERGY	524.12
295801	*	000179	DTE ENERGY	76.79
295802	*	000179	DTE ENERGY	31.57
295803	*	000179	DTE ENERGY	3.95
295804		000179	DTE ENERGY	14.87
295805	*	000179	DTE ENERGY	1,728.94
295806	*	000179	DTE ENERGY	47.99
295807	*	000179	DTE ENERGY	334.85
295808	*	000179	DTE ENERGY	6,732.05
295809	*	000179	DTE ENERGY	1,677.23
295810	*	000179	DTE ENERGY	5,449.21
295811	*	000179	DTE ENERGY	3,313.90
295812	*	000179	DTE ENERGY	14.87
295813	*	000179	DTE ENERGY	1,729.72
295814	*	000179	DTE ENERGY	47.68

City of Birmingham
Warrant List Dated 01/04/2024

Check Number	Early Release	Vendor #	Vendor	Amount
295815	*	000179	DTE ENERGY	147.67
295816	*	000179	DTE ENERGY	59.60
295817	*	000179	DTE ENERGY	591.45
295818	*	000179	DTE ENERGY	445.75
295819	*	000179	DTE ENERGY	5,720.06
295820		002704	MICHAEL J DUL & ASSOC INC	736.10
295821	*	000274	E-Z-GO DIVISION OF TEXTRON INC	160.00
295822	*	001495	ETNA SUPPLY	2,430.00
295823	*	TAXMISC	FARHAT ENTERPRISES INC	1,045.88
295824		000585	FARMINGTON COMM. LIBRARY	2,811.37
295825	*	007314	FLEIS AND VANDENBRINK ENG. INC	17,170.62
295826	*	TAXMISC	GERALD VOLAS	9,672.51
295827	*	009556	MADELINE GOLD	250.75
295828	*	008007	GREAT LAKES WATER AUTHORITY	8,273.72
295829	*	006666	GRID 4 COMMUNICATIONS INC.	226.91
295830		000249	GA BUSINESS PURCHASER LLC	322.00
295831	*	000726	GUARDIAN ALARM	413.16
295832		BDREFUND	HESSLING, JOSEPH W	100.00
295833	*	001956	HOME DEPOT CREDIT SERVICES	1,521.24
295834		001090	INGRAM LIBRARY SERVICES	3,472.41
295835		BDREFUND	INTERCITY NEON	300.00
295836	*	009559	JENETTE MAITZ	1,906.25
295837		008564	JERRY'S TIRE INC	2,417.88
295837	*	008564	JERRY'S TIRE INC	1,208.94
295838		000347	JOHN R. SPRING & TIRE CENTER INC.	1,676.26
295839		004904	KONICA MINOLTA BUSINESS SOLUTIONS	2,380.45
295840		004904	KONICA MINOLTA BUSINESS SOLUTIONS	300.00
295841	*	000362	KROGER COMPANY	33.07
295842	*	007096	CANDACE KUK-LAFERLE	602.00
295843	*	008188	LEARN TO SKATE USA	857.50
295844		009375	LITHIA MOTORS, INC SUPPORT SERVICES	1,052.11
295845		BDREFUND	LIVE WELL CUSTOM HOME LLC	1,000.00
295846		BDREFUND	LYNCH CUSTOM HOMES	1,000.00
295847	*	007910	MACALLISTER RENTALS	3,319.50
295848	*	002648	MARC DUTTON IRRIGATION INC	350.00
295849		000888	MCKENNA ASSOCIATES INC	45,134.88
295850	*	TAXMISC	MICHAEL RAAD & SANDY LAHOUD	11,535.35
295851	*	003001	MICHIGAN ASSOCIATION OF MAYORS	315.00
295852	*	004687	MICHIGAN DEPT. OF TRANSPORATION	68,925.84
295853	*	006227	MICHIGAN RECREATIONAL CONSTRUCTION	36,036.75
295854		000230	MIKE SAVOIE CHEVROLET INC	550.22
295855		008319	MKSK INC	2,375.00
295856		002671	MMA	100.00

City of Birmingham
Warrant List Dated 01/04/2024

Check Number	Early Release	Vendor #	Vendor	Amount
295857	*	MISC	MML LIABILITY AND PROP POOL	462.49
295858	*	007163	MOBILE HEALTH RESOURCES	2,528.61
295859		BDREFUND	NELSON BROS SWR & PLBG SVC INC	1,000.00
295860		006723	NEWMIND GROUP, INC	5,628.00
295861	*	005431	NILFISK, INC.	966.46
295862		008687	NORTH BREATHING AIR, LLC	315.00
295863		BDREFUND	NORWOOD HOMES LTD	200.00
295864	*	009791	OAKLAND COUNTY REGISTER OF DEEDS	30.00
295865	*	009478	ODP BUSINESS SOLUTIONS, LLC	223.47
295866	*	009578	OLIVIA PARKIN	629.00
295867		BDREFUND	PERFORMANCE ROOF SYSTEMS LLC	100.00
295868		BDREFUND	PERRY, JOSHUA	100.00
295869	*	TAXMISC	PLANTE MORAN TRUST	4,241.40
295870		009364	POWERPHONE	4,478.70
295871	*	009614	PROGRESSIVE PLUMBING SUPPLY CO	45.04
295872		BDREFUND	RENEWAL BY ANDERSEN	500.00
295873		BDREFUND	RODRIGUEZ, FRANCIS	100.00
295874		BDREFUND	ROGERS DESIGN BUILD SVS LLC	100.00
295875	*	002806	SAM'S CLUB/SYNCHRONY BANK	154.82
295876	*	001551	SESAC	581.00
295877		009548	SHARE CORPORATION	278.30
295878		BDREFUND	SMOLYANOV HOME IMPROVMENT	100.00
295879		007907	SP+ CORPORATION	1,158.00
295880		005863	SUCCESS COMMUNICATIONS, INC.	845.00
295881	*	006749	SUPERIOR SCAPE, INC	53,042.00
295882	*	009254	THOMAS M MARKUS	900.00
295883	*	009552	TRAFFIC & SAFETY CONTROL SYSTEMS	311.00
295884		BDREFUND	TRI PHASE COMMERCIAL CONST LLC	500.00
295885	*	004379	TURNER SANITATION, INC	315.00
295886		BDREFUND	VALENTI, MICHAEL	200.00
295887	*	000293	VAN DYKE GAS CO.	308.00
295888	*	000158	VERIZON WIRELESS	962.84
295889	*	000158	VERIZON WIRELESS	904.74
295890		000299	WEINGARTZ SUPPLY CO.	172.98
295891		009026	WELLS FARGO VENDOR FIN SERV	843.47
			SUBTOTAL PAPER CHECK	$380,999.04
ACH TRANSACTION				
9742	*	008649	ROBERT ABRAHAM JR.	750.00
9743	*	007510	GRANT ANKNEY	750.00
9744	*	008009	TREVOR BAKER	750.00
9745	*	009042	RANDY BEARDEN	750.00
9746		000518	BELL EQUIPMENT COMPANY	303,647.00
9746	*	000518	BELL EQUIPMENT COMPANY	634.31

City of Birmingham
Warrant List Dated 01/04/2024

Check Number	Early Release	Vendor #	Vendor	Amount
9747	*	006683	BIRMINGHAM LAWN MAINTENANCE, INC	1,783.80
9748	*	009095	STEVEN BONORA	750.00
9749	*	009304	DUSHAWN BRANDY	750.00
9750	*	009355	SHAUN BROWN	750.00
9751	*	009122	CLAIRE CHUNG	552.00
9752		000605	CINTAS CORPORATION	363.78
9753	*	000605	CINTAS CORPORATION	178.02
9754		000605	CINTAS CORPORATION	28.65
9755	*	000605	CINTAS CORPORATION	166.86
9756		002668	CONTRACTORS CLOTHING CO	955.19
9757		009579	COVERTTRACK GROUP INC	1,163.30
9758	*	007638	MARSHALL CRAWFORD	750.00
9759		009181	DELTA TEMP SERVICES INC	423.00
9759	*	009181	DELTA TEMP SERVICES INC	423.00
9760	*	006999	CHRISTOPHER DEMAN	750.00
9761	*	000565	DORNBOS SIGN & SAFETY INC	488.24
9762	*	003801	JANA ECKER	500.00
9763	*	007538	EGANIX, INC.	720.00
9764	*	001230	FIRE SYSTEMS OF MICHIGAN LLC	579.50
9765	*	009357	BRENDT FREDERICK	750.00
9766	*	007289	BRIAN FREELS	750.00
9767	*	007807	G2 CONSULTING GROUP LLC	3,793.88
9768	*	008648	HUNTER GILLICK	750.00
9769	*	000243	GRAINGER	996.66
9770	*	008105	JASON GRANROTH	750.00
9771	*	001672	HAYES PRECISION INC	90.00
9772	*	009382	HB LAW, PLLC	360.00
9773		000331	HUBBELL ROTH & CLARK INC	15,760.54
9774	*	003824	THOMAS I. HUGHES	750.00
9775	*	009303	TREVOR HULBERT	750.00
9776	*	008851	INSIGHT INVESTMENT	7,016.62
9777		000261	J.H. HART URBAN FORESTRY	31,890.68
9778		009249	JCC CREATIVE LLC	600.00
9779		009298	JCR SUPPLY INC	689.15
9780	*	003458	JOE'S AUTO PARTS, INC.	565.50
9781	*	007244	CHRISTOPHER JUDKINS	750.00
9782	*	007827	HAILEY R KASPER	364.00
9783		006370	KLM SCAPE & SNOW LLC	70,160.00
9784	*	007511	ADAM KNOWLES	750.00
9785	*	009287	KYLE KRAFT	750.00
9786	*	005550	LEE & ASSOCIATES CO., INC.	1,308.20
9787	*	007977	KAREN LINGENFELTER	294.00
9788	*	003527	LOWER HURON SUPPLY CO INC	78.78

Meeting of 01/08/2024

City of Birmingham
Warrant List Dated 01/04/2024

Check Number	Early Release	Vendor #	Vendor	Amount
9789	*	009582	MARC SCHWARTZ	750.00
9790	*	009555	STEVEN MCINERNEY	750.00
9791		002013	MIDWEST TAPE	1,868.37
9792	*	007306	MARK MISCHLE	750.00
9793	*	009096	RYAN NEUVILLE	750.00
9794	*	007856	NEXT	31,658.00
9795	*	006359	NYE UNIFORM COMPANY	220.00
9796	*	009204	OWEN BACHUSZ	750.00
9797	*	003963	DAVID PAPANDREA	750.00
9798	*	001753	PEPSI COLA	455.05
9799		008866	PRECISION CONCRETE CUTTING INC	74,696.31
9800		006729	QUENCH USA INC	417.12
9801	*	008875	JESSICA RAK	750.00
9802	*	003554	RKA PETROLEUM	12,812.58
9803	*	000478	ROAD COMM FOR OAKLAND CO	9,346.98
9804	*	001181	ROSE PEST SOLUTIONS	208.00
9805		006832	SAFEWARE INC.	29,191.74
9806	*	007898	JEFFREY SCHEMANSKY	750.00
9807	*	009305	JEREMY SHULTZ	750.00
9808	*	006591	MICHAEL SLACK	750.00
9809	*	007899	NICHOLAS SLANDA	750.00
9810	*	003466	ALAN SOAVE	750.00
9811		000254	SOCRRA	76,801.00
9812	*	007245	NICK SOPER	750.00
9813	*	009356	JUSTIN STRASSBURG	775.00
9814	*	002037	TOTAL ARMORED CAR SERVICE, INC.	281.45
9815	*	009708	JEREMY TURNER	750.00
9816	*	005806	ULINE	172.02
9817	*	000969	VIGILANTE SECURITY INC	155.00
9818	*	007900	RYAN WISEMAN	750.00
			SUBTOTAL ACH TRANSACTION	$710,383.28
			GRAND TOTAL	$1,091,382.32

All bills, invoices and other evidences of claim have been audited and approved for payment.

Mark Gerber
Finance Director/ Treasurer

*-Indicates checks released in advance and prior to commission approval in order to avoid penalty or to meet contractual agreement/obligation.

BIRMINGHAM
A WALKABLE CITY

MEMORANDUM

Museum

DATE: **December 26, 2023**

TO: **Jana Ecker, City Manager**

FROM: **Leslie Pielack, Museum Director**

SUBJECT: **Amendment to City Fee Schedule' Museum Research Fee**

INTRODUCTION:

The City Commission annually reviews and adopts the Schedule of Fees, Charges, Bonds and Insurance. This includes the amount of any bond required to be posted, amount of insurance required to be carried, or fees to obtain any license to engage in the operation, conduct or carrying on of any trade, profession, business or privilege for which a license or permit is required by the provisions of the Birmingham City Code.

An amendment is requested to the 2024 City fee schedule approved by the City Commission on December 18, 2023. The Birmingham Museum recommends an increase in its hourly research fee from $25 to $30.

BACKGROUND:

The Birmingham Museum provides research services to the public, charged at a rate of $25 per hour. This rate has been unchanged for over ten years. Due to increases in the actual cost to provide the service and to reflect the cost of these services as charged by similar area museums, the Birmingham Museum proposes an increase to its research fee to $30 to reflect increases in actual cost (A), consistency with area institutions (D), and inflation (F).

CHANGE CODES AS LISTED ON THE FEE SCHEDULE	
A	Fee has remained the same for many years
B	Proposed fee covers current costs
C	Pass through costs that reflect actual cost of service
D	Fee consistent with neighboring communities
E	New Fee
F	Increase to cover normal inflationary increase
G	No longer provide this service
H	Other

LEGAL REVIEW:

None.

FISCAL IMPACT:

Increases in Museum revenue from the proposed fee increase will help offset operating costs.

SUSTAINABILITY COMMENTS:

None.

PUBLIC COMMUNICATIONS:

None.

SUMMARY:

As a result of the annual review of City fees, City Departments recommended changes to update the 2024 Fee Schedule, which were approved by the City Commission on December 18, 2023. The Birmingham Museum is requesting an amendment to the 2024 Fee Schedule to reflect a change in its research fee from $25 to $30 per hour, in keeping with actual costs, inflation, and to reflect fees charged by area museums for this service.

ATTACHMENTS:

Proposed Fee Schedule (Museum)

SUGGESTED COMMISSION ACTION:

Make a motion adopting a resolution to amend the 2024 Schedule of Fees, Charges, Bonds and Insurance to include a change in the Birmingham Museum's research fee from $25 to $30 per hour.

MUSEUM	FEE	PROPOSED FEE	CHANGE CODE	STAFF
Limited Use Fee-Allen House				
Cleaning Deposit, returnable	$100.00			
2 hrs. of approved private use - Allen House, first floor only, *with event specific rider and agreement*	$550.00			
Limited Use Fee-Park/Grounds				
Security Deposit, returnable	$100.00			
Up to 20 people-resident	$250.00			
Up to 20 people- non resident	$500.00			
21-100 people-resident	$400.00			
21-100 people-non-resident	$800.00			
Over 100 people	additional fees will apply			
Security Deposit, *returnable*	$250.00			
Insurance: Standard Insurance Requirements and Hold Harmless Agreement				
Research Requests				
Hourly Rate	$25.00	$30.00	A, D, F	Pielack

MEMORANDUM

Police Department

DATE: January 2, 2024

TO: Jana L. Ecker, City Manager

FROM: Ryan J. Kearney, Police Captain

APPROVED BY: Scott A. Grewe, Chief of Police

SUBJECT: Columbia Street Stop Signs

INTRODUCTION:

The City received requests to evaluate traffic safety measures for the intersections along Columbia Street. Residents noted cut-through traffic and speeding south of E. Maple. There is also substantial on-street parking due to the condominium complexes in the corridor contributing to sight-distance issues at the intersections along Columbia.

BACKGROUND:

Columbia is a residential street south of E. Maple between S. Adams Rd and S. Eton St. Columbia shares intersections with Yosemite Blvd, Villa Rd, Hazel St, Bowers St, and Haynes St.

The City's transportation consultants, Fleis & Vandenbrink (F&V), performed a field study on Monday,
November 13, 2023, to review the intersection sight distance concerns noted by residents. The current signage along Columbia is as follows:

- Two-way STOP control is provided at the east/west approaches of Columbia at all study intersections, except Haynes, where a YIELD sign is posted on the Columbia southbound approach.
- A "No Parking Here to Corner" sign is located on the north leg of the intersection of Columbia and Yosemite along the east side of Columbia.
- "No Parking Here to Corner" signs are located on the south leg of the intersection of Columbia and Villa along both sides of Columbia.

The study utilized guidance from the Michigan Manual on Uniform Traffic Control Devices and applicable criteria, including evaluation of the crash history, traffic volumes, and sight distance at the intersections, with the following findings:

1. Speed, volume, and crash history data did not meet the criteria for increased traffic control.
2. The intersection of Columbia and Villa does not have the necessary intersection sight distance to operate as a two-way stop. Line of sight obstructions were identified from the on-street parking both north and south of the intersection on Columbia Street.
3. The intersection of Columbia and Haynes does not have the necessary sight distance to operate as yield-controlled due to line-of-sight obstructions.

The study was presented to the Multi-Modal Transportation Board (MMTB) on December 5, 2023. A motion was made to recommend all-way stop control to the City Commission at the intersections of Columbia and Villa and Columbia and Haynes, which carried 5-0.

LEGAL REVIEW:
N/A

FISCAL IMPACT:
A minimal cost will be associated with the City adding stop signs at the intersections, estimated to be less than $500.00.

SUSTAINABILITY:
N/A

PUBLIC COMMUNICATIONS:
The traffic study was presented at a public meeting before the MMTB on December 5, 2023.

SUMMARY:
Resident complaints were received for safety concerns with speed and sight distance issues at intersections along the Columbia St Corridor. A traffic study was conducted to determine possible mitigation measures, resulting in a recommendation to install all-way stop control at the intersections of Columbia and Villa and Columbia and Haynes due to sight-distance obstructions.

ATTACHMENTS:
1. MMTB packet from December 5, 2023, including memo and F&V traffic study.
2. MMTB Minutes from the December 5, 2023, meeting.

SUGGESTED COMMISSION ACTION:
Make a motion adopting a resolution to install all-way stop control at the intersections of Columbia St and Villa Rd and Columbia St and Haynes St. Further, to direct the Chief of Police and the City Clerk to sign the traffic control orders on behalf of the City.

MEMORANDUM

Police Department

DATE: November 30, 2023

TO: Multi-Modal Transportation Board

FROM: Brooks Cowan, City Planning
Ryan Kearney, Police Captain
Melissa Coatta, Engineering Department
Brad Strader, MKSK
Julie Kroll, Fleis & Vandenbrink

SUBJECT: Columbia Street Corridor– All-Way Stop Intersection Evaluations

INTRODUCTION

The City received resident requests to evaluate traffic safety measures for the intersections along Columbia Street.

BACKGROUND

Columbia is a residential street south of E Maple between S Adams Rd and S Eton St. Columbia shares intersections with Yosemite Blvd, Villa Rd, Hazel St, Bowers St, and Haynes St.

Residents have noted a large amount of cut-through and speeding traffic from E Maple and substantial on-street parking due to the condominium complexes in the corridor contributing to sight-distance issues at the intersections of Columbia.

EVALUATION

City Traffic Consultants, Fleis & Vandenbrink (F&V) performed a field study on Monday, November 13, 2023, to review the intersection sight distance concerns noted by residents requesting traffic control. The current signage for intersection control is as follows:

- Two-way STOP control is provided on the minor street approaches at all study intersections, except Haynes, where a YIELD sign is posted on the Columbia southbound approach.
- A 'No Parking Here to Corner' sign is located on the north leg of the intersection of Columbia and Yosemite along the east side of Columbia.
- 'No Parking Here to Corner' signs are located on the south leg of the intersection of Columbia and Villa along both sides of Columbia.

The study utilized guidance from the Michigan Manual on Uniform Traffic Control Devices and applicable criteria, including evaluation of the Crash History, Traffic Volumes, and Sight Distance at the intersections, which resulted in the following:

1. The intersection of Columbia and Villa does not have the necessary intersection sight distance to operate as a two-way stop. Line of sight obstructions were identified from the on-street parking both north and south of the intersection on Columbia Street.
2. The intersection of Columbia and Haynes does not have the necessary sight distance to operate as yield-controlled due to line-of-sight obstructions.

RECOMMENDATION

Motion to recommend All-way stop control to the City Commission at the intersections of Columbia St & Villa Rd and Columbia St & Haynes St.

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

MEMO

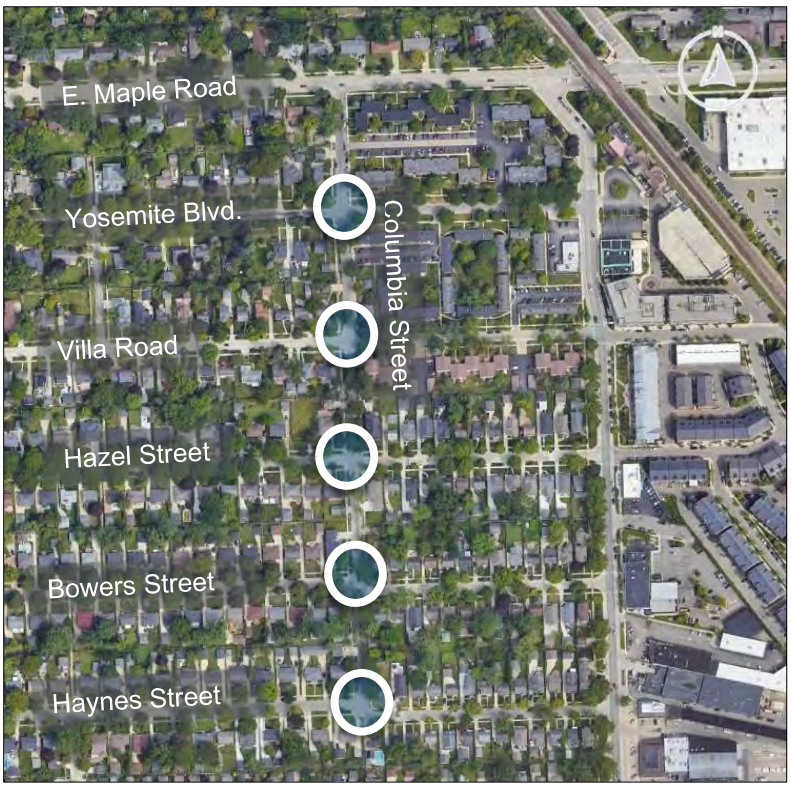
VIA EMAIL: RKearney@bhamgov.org

To:	**Cpt. Ryan Kearney** **Birmingham Police Department**
From:	**Julie M. Kroll, PE, PTOE** **Paul Bonner, EIT** **Fleis & VandenBrink Engineering**
Date:	**November 28, 2023**
Re:	**Columbia Street Corridor** **All Way Stop Intersection Evaluations**

Fleis & VandenBrink (F&V) staff is pleased to present this memo to the City of Birmingham for your use in evaluating the recommended traffic control signing for the Columbia Street intersections, shown in Figure 1 below. This study was performed to determine if All Way Stop Control is recommended at the intersections on Columbia Street south of Maple Road:

1. Columbia Street & Yosemite Boulevard
2. Columbia Street & Hazel Street
3. Columbia Street & Haynes Street
4. Columbia Street & Villa Road
5. Columbia Street & Bowers Street

FIGURE 1: STUDY INTERSECTION LOCATION MAP



27725 Stansbury Boulevard, Suite 195
Farmington Hills, MI 48334
P: 248.536.0080
F: 248.536.0079
www.fveng.com

The guidance regarding regulatory traffic measures is provided in the *Michigan Manual of Uniform Traffic Control Devices (MMUTCD)* Sections 2B.04, 2B.06, and 2B.07. Additional information is provided in the American Association of State Highway and Transportation Officials (AASHTO) *Geometric Design of Highway and Streets (Green Book)*. F&V referenced the *MMUTCD* and additional documents to evaluate the existing intersection conditions and develop recommendations. The results of the analysis and recommendations are included herein.

FIELD REVIEW

F&V staff performed a field review of the study intersections on Monday, November 13, 2023, to review the intersection, sight distance, and concerns as noted by residents requesting traffic control. The photos taken during the field visit are attached.

Key findings from the field review are summarized below:

- Two-Way STOP control is provided on the minor street approaches at all of the study intersections, with the exception of Haynes Street, where a YIELD sign is posted on the Columbia Street southbound approach.
- A No Parking Here To Corner sign is located on the north leg of the intersection of Columbia Street and Yosemite Boulevard along the east side of Columbia Street.
- No Parking Here To Corner signs are located on the south leg of the intersection of Columbia Street and Villa Road along both sides of Columbia Street.

INTERSECTION CONTROL ANALYSIS

The study intersections along Columbia Street are four-leg intersections with two-way stop control on the minor approaches with the exception of the intersection of Columbia Street at Haynes Street is a T-intersection with a YIELD sign along southbound Columbia Street. Section 2B.07 of the *MMUTCD* provides a set of criteria to evaluate in order to determine when the installation of multi-way stop should be considered at an intersection. The applicable criterion includes the evaluation of the *Crash History*, *Traffic Volumes*, and *Sight Distance* at the intersection.

A. TRAFFIC VOLUMES

A. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour, for any 8 hours of an average day.

B. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

C. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

When no single criterion is satisfied, but where Criteria A, B, and the Crash Criteria are all satisfied to 80 percent of the minimum values. Criterion C is excluded from this condition.

- The Birmingham Police Department collected speed and volume data on the Columbia Street corridor.

B. SIGHT DISTANCE

Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

- F&V evaluated intersection sight distance at all of the study intersections in accordance with the guidelines outlined in the AASHTO *Green Book*. Speed data was collected in April 2023 by the Birmingham Police Department that showed an 85th percentile speed of 25 mph that was used in the sight distance evaluation.

C. Crash History

Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

- The Birmingham Police Department provided five (5) years of crash for the Columbia Street corridor.

Columbia Street & Yosemite Boulevard

A. **Traffic Volumes:** The volume data at the intersection does not meet the volume thresholds.

B. **Sight Distance:** The intersection of Columbia Street and Yosemite Boulevard provides the necessary sight distance to continue to operate as a Two-Way Stop controlled intersection.

C. **Crash History:** The most recent five (5) years of crash data for the intersection of Columbia Street and Yosemite Boulevard were evaluated and indicated that only two (2) crashes occurred that could be corrected by changes in traffic control devices.

The results of the analysis show that All-Way Stop control is not recommended for the intersection of Columbia Street and Yosemite Boulevard. The analysis results are summarized below.

Columbia Street & Villa Road

A. **Traffic Volumes:** The volume data at the intersection does not meet the volume thresholds.

B. **Sight Distance:** The results of the sight distance evaluation indicates that the intersection of Columbia Street and Villa Road does not have the necessary intersection sight distance to operate as a two-way stop intersection. Line of sight obstructions were identified from the on-street parking both north and south of the intersection on Columbia Street.

C. **Crash History:** The most recent five (5) years of crash data for the intersection of Columbia Street and Villa Road were evaluated and indicated that no crashes occurred that could be corrected by multi-way stop control.

The results of the analysis show that All-Way Stop control is recommended for the intersection of Columbia Street and Villa Road. The analysis results are summarized below.

Columbia Street & Hazel Street

A. **Traffic Volumes:** The volume data at the intersection does not meet the volume thresholds.

B. **Sight Distance:** The intersection of Columbia Street and Hazel Street provides the necessary sight distance to continue to operate as a Two-Way Stop controlled intersection.

C. **Crash History:** The most recent five (5) years of crash data for the intersection of Columbia Street and Hazel Street were evaluated and indicated that no crashes occurred that could be corrected by multi-way stop control.

The results of the analysis show that All-Way Stop control is not recommended for the intersection of Columbia Street and Hazel Street. The analysis results are summarized below.

Columbia Street & Bowers Street

A. **Traffic Volumes:** The volume data at the intersection does not meet the volume thresholds.

B. **Sight Distance:** The intersection of Columbia Street and Bowers Street provides the necessary sight distance to continue to operate as a Two-Way Stop controlled intersection.

C. **Crash History:** The most recent five (5) years of crash data for the intersection of Columbia Street and Bowers Street were evaluated and indicated that no crashes occurred that could be corrected by multi-way stop control.

The results of the analysis show that All-Way Stop control is not recommended for the intersection of Columbia Street and Bowers Street. The analysis results are summarized below.

COLUMBIA STREET & HAYNES STREET

A. TRAFFIC VOLUMES: The volume data at the intersection does not meet the volume thresholds.

B. SIGHT DISTANCE: The results of the sight distance evaluation indicates that the intersection of Columbia Street and Haynes Street does not have the necessary intersection sight distance to operate as a Yield controlled intersection due to line of sight obstructions.

C. CRASH HISTORY: The most recent five (5) years of crash data for the intersection of Columbia Street and Haynes Street were evaluated and indicated that no crashes occurred that could be corrected by multi-way stop control.

The results of the analysis show that All-Way Stop control is recommended for the intersection of Columbia Street and Haynes Street.

SUMMARY

The results of the multi-way stop evaluation at the study intersection are summarized below:

Multi-Way Stop Sign Criterion (MMUTCD Section 2B.07)		Yosemite	Villa	Hazel	Bowers	Haynes
		Met?	Met?	Met?	Met?	Met?
A. Traffic Volumes	*A. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day.* *B. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but* *C. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.* *When no single criterion is satisfied, but where Criteria A, B, and the Crash Criteria are all satisfied to 80 percent of the minimum values. Criterion C is excluded from this condition.*	No	No	No	No	No
B. Sight Distance	*Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.*	No	**Yes**	No	No	**Yes**
C. Crashes	*Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*	No	No	No	No	No
Multi-Way Stop Control Recommended		**No**	**Yes**	**No**	**No**	**Yes**

RECOMMENDATIONS

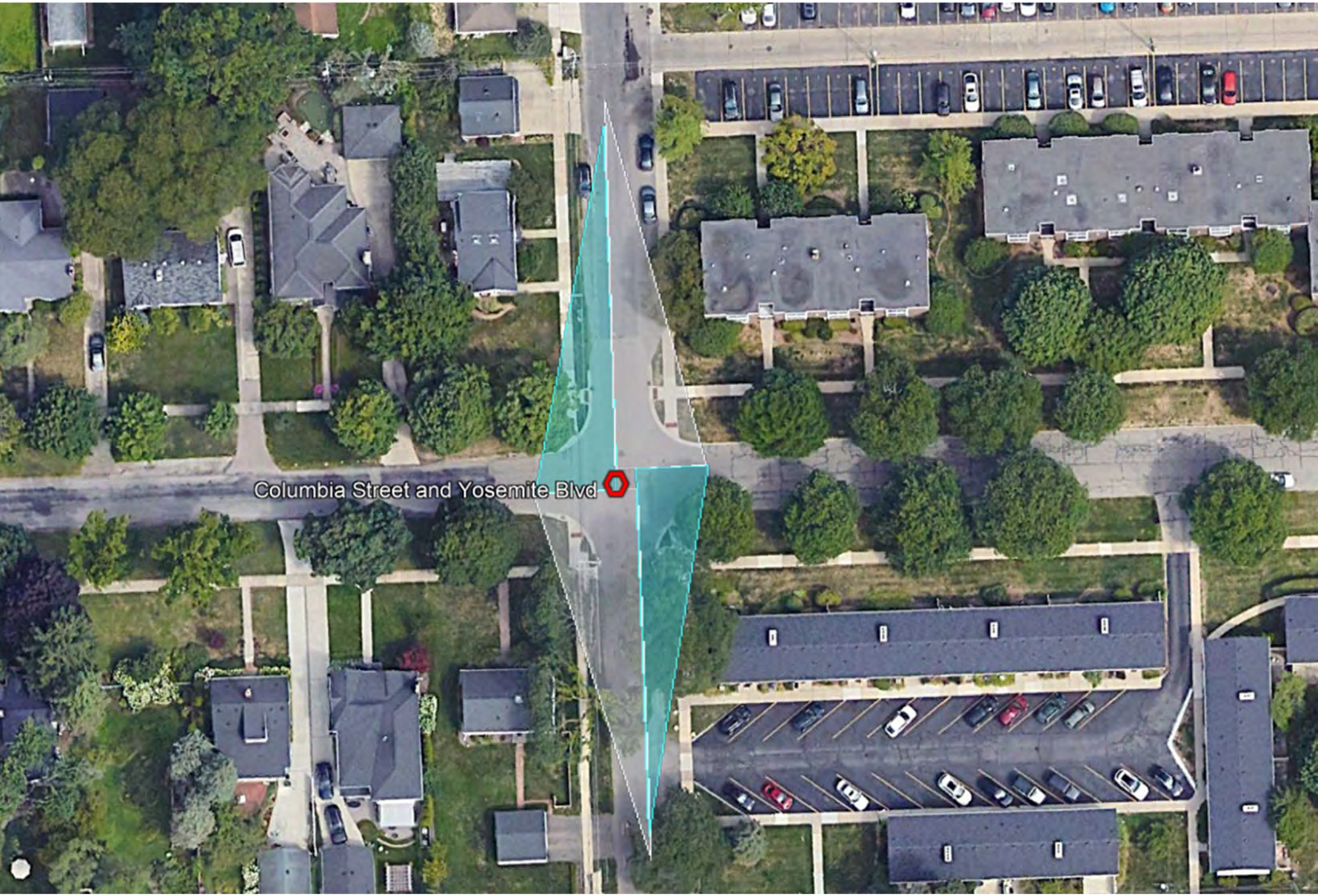
Based on the results of this study, All-Way Stop control is recommended for each of the following intersections:

- Columbia Street & Villa Road, and
- Columbia Street & Haynes Street.

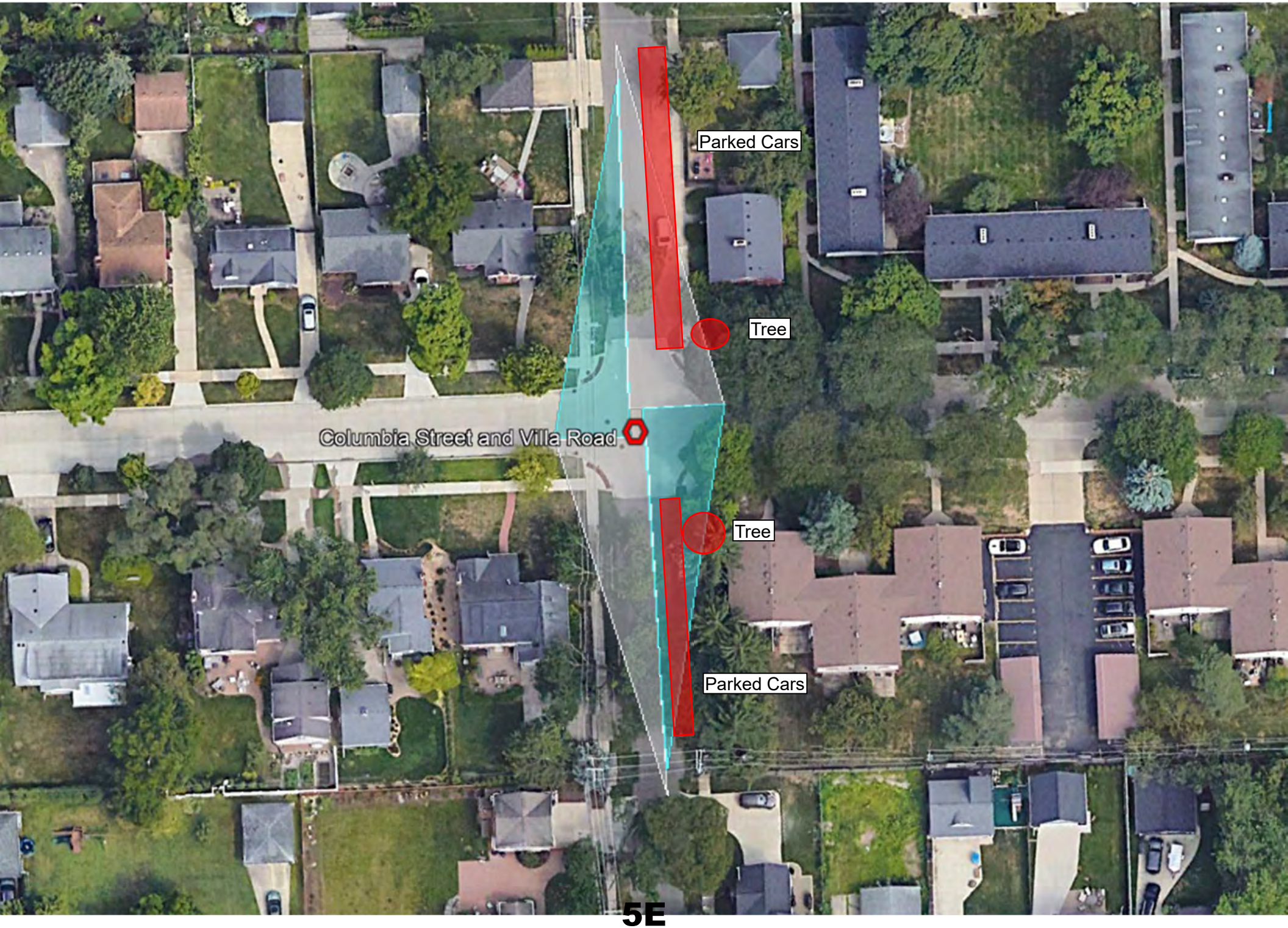
If you have any questions or concerns regarding this engineering analysis, please do not hesitate to contact our office.

cc: Brooks Cowan, City Planner
Melissa Coatta, PE, City Engineer

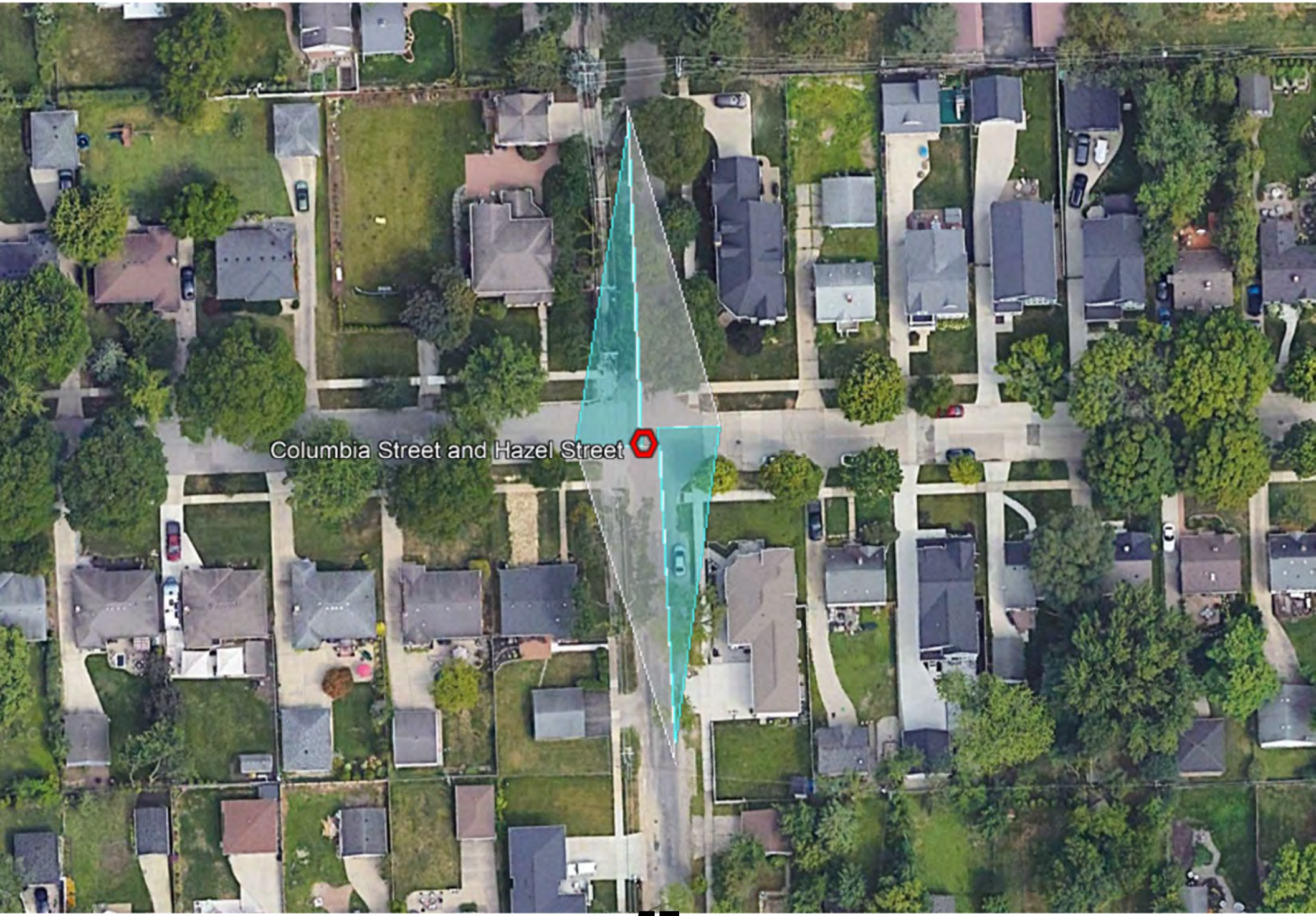
Attachments: Sight Distance Exhibits
Intersection Photos



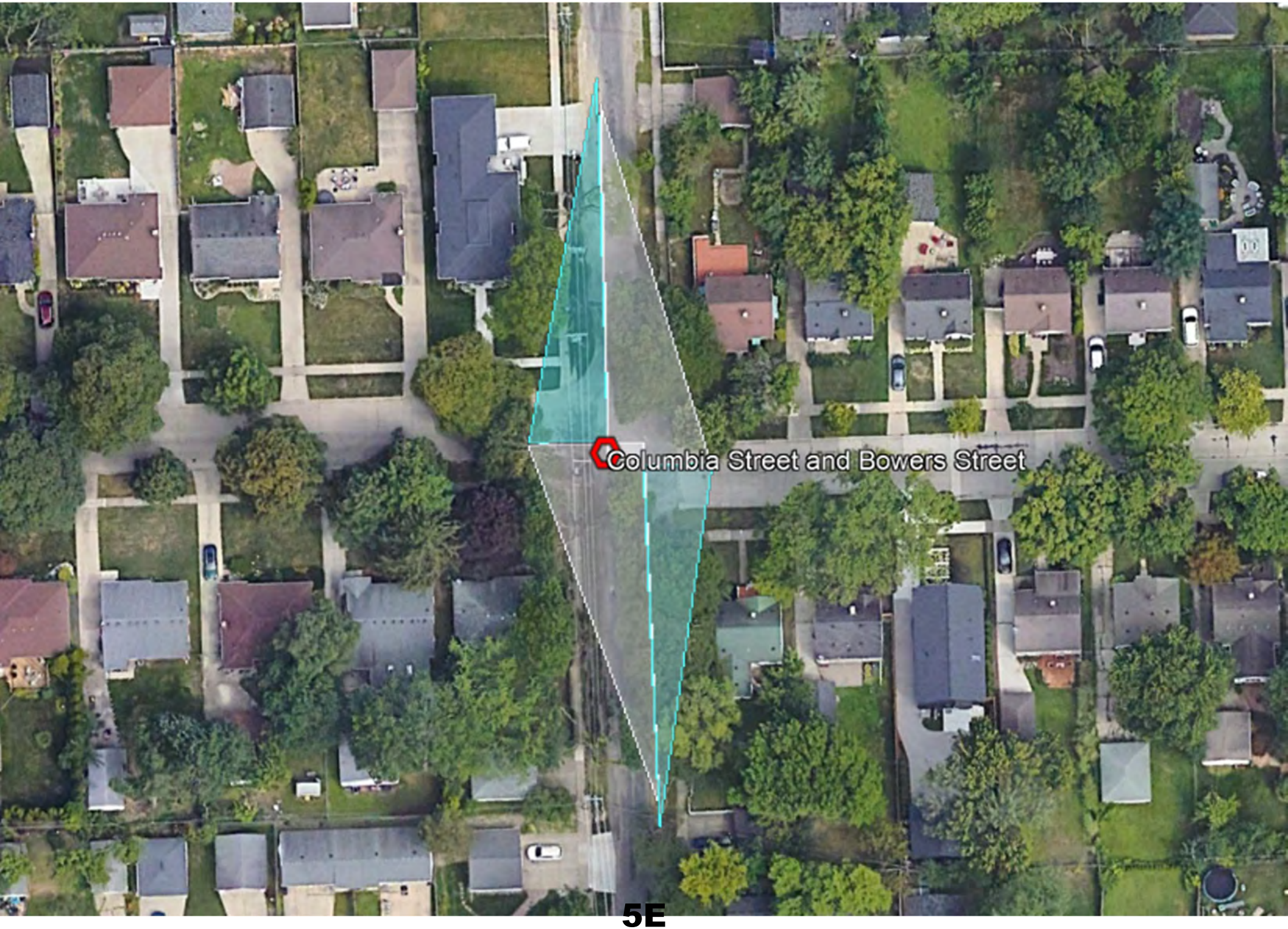
5E


Parked Cars
Tree
Columbia Street and Villa Road
Tree
Parked Cars

5E



5E



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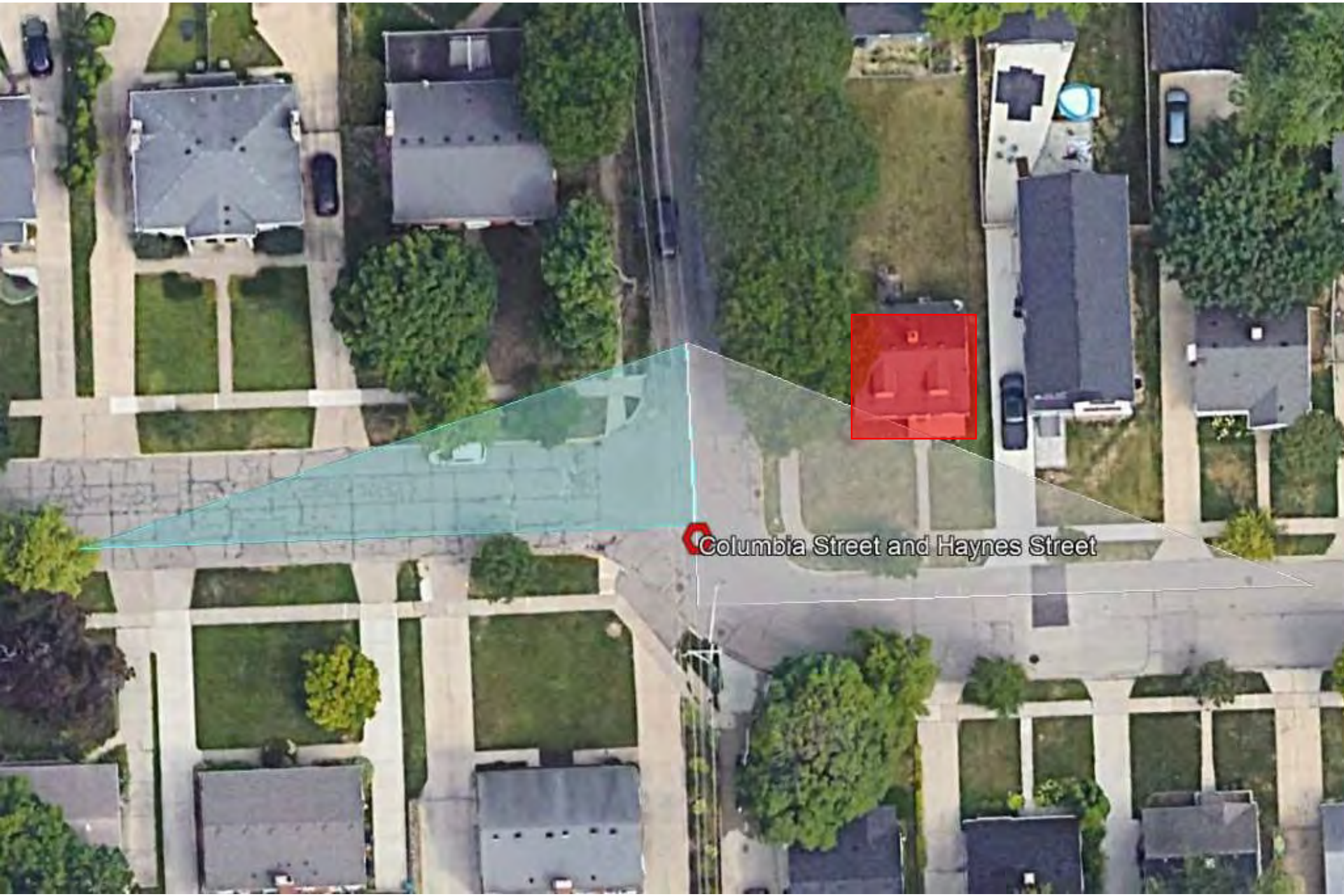
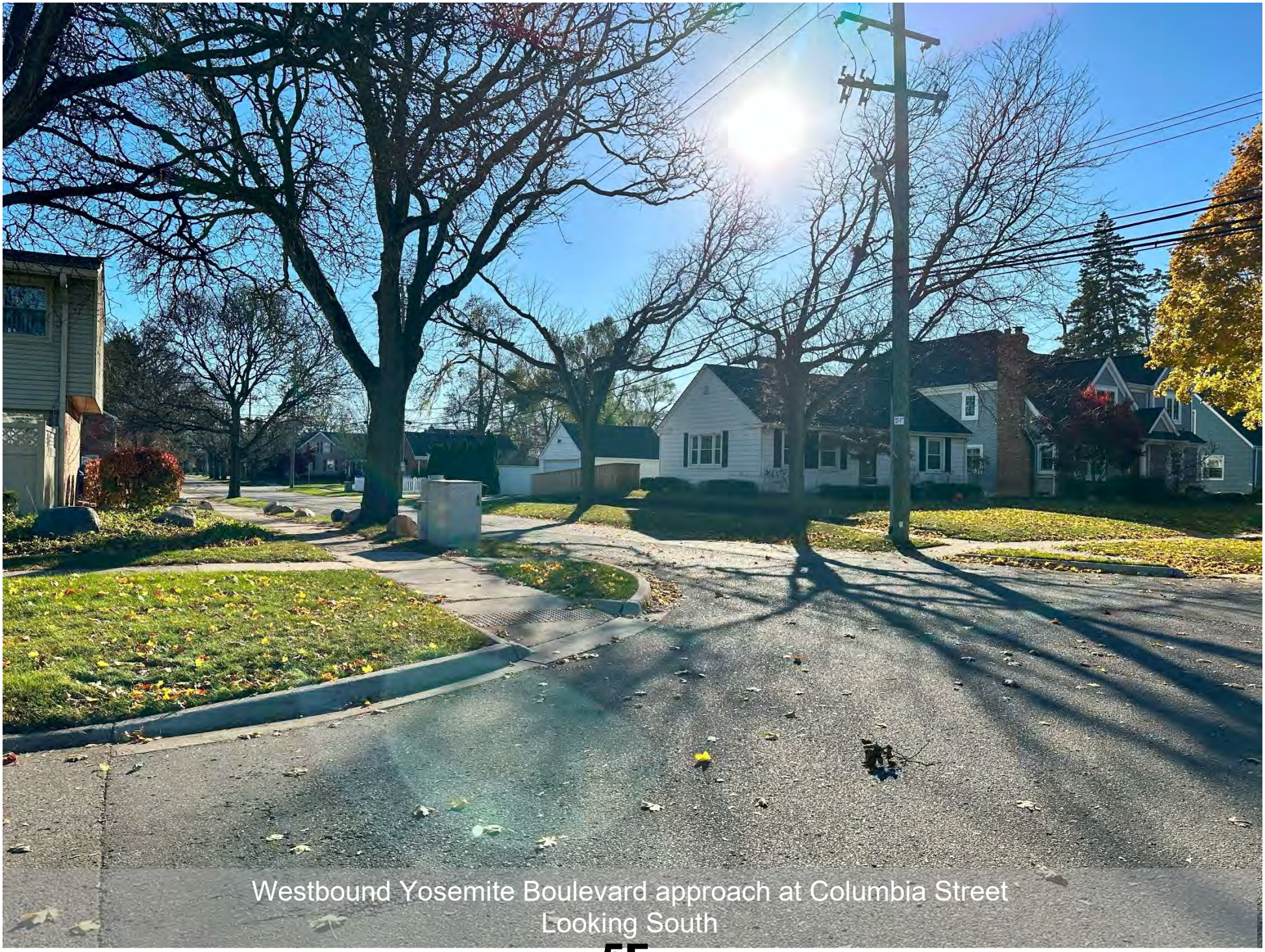


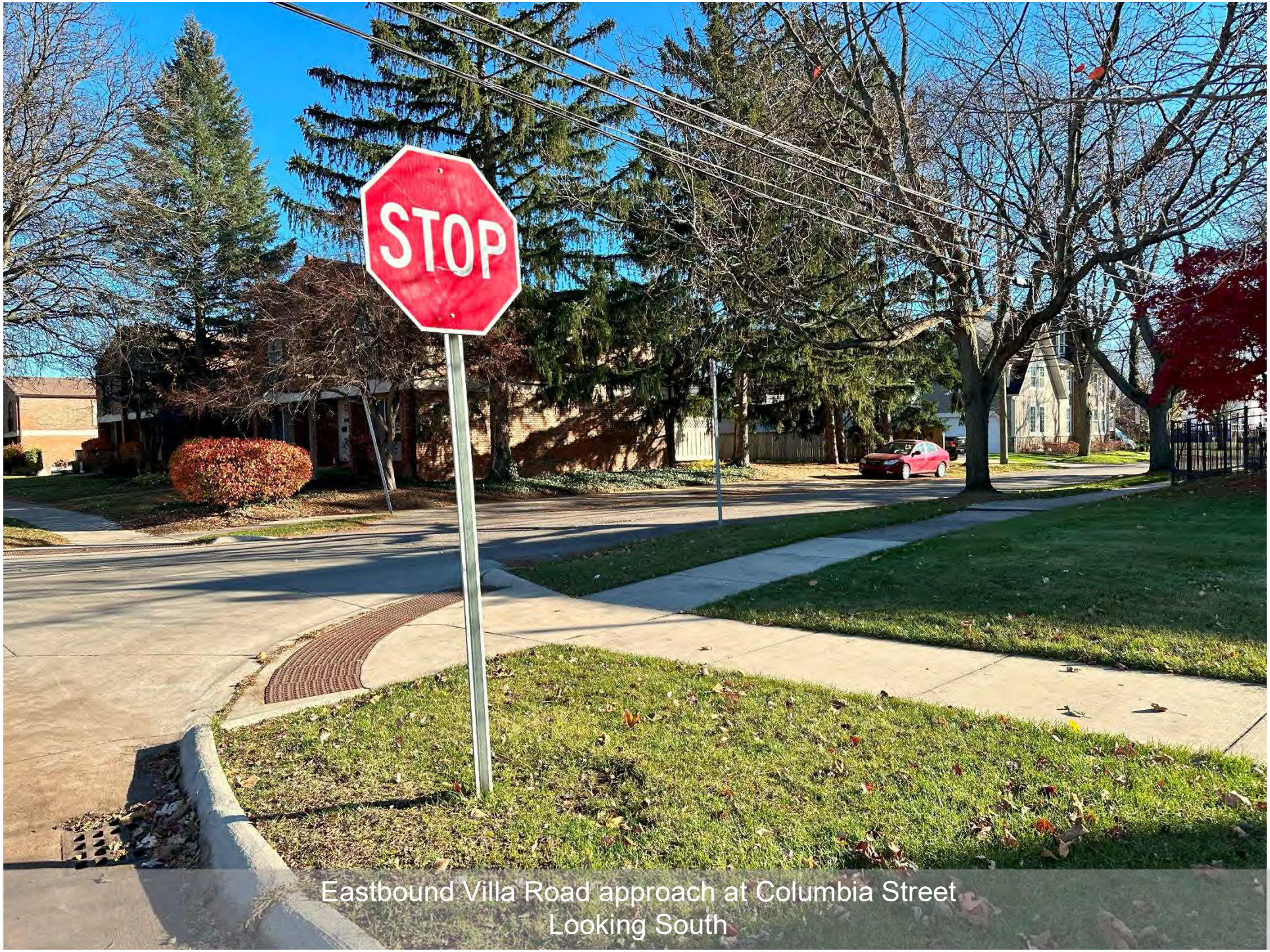
5E

Eastbound Yosemite Boulevard approach at Columbia Street
Looking North

Westbound Yosemite Boulevard approach at Columbia Street
Looking North



Westbound Yosemite Boulevard approach at Columbia Street
Looking South

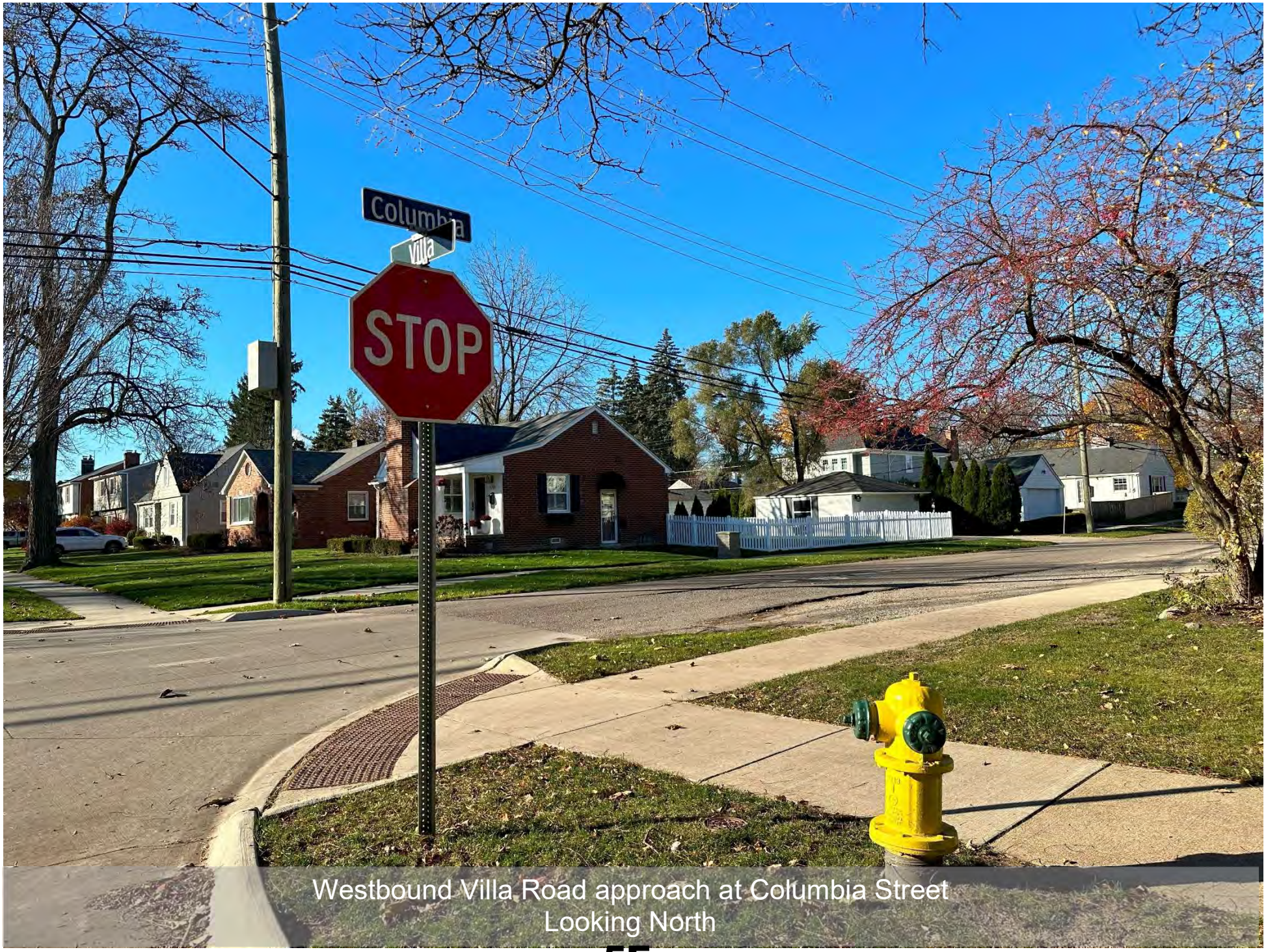


Eastbound Villa Road approach at Columbia Street
Looking South

5E

Eastbound Villa Road approach at Columbia Street
Looking North

5E



Westbound Villa Road approach at Columbia Street
Looking North

Westbound Villa Road approach at Columbia Street
Looking South

5E

Westbound Hazel Street approach at Columbia Street
Looking West

5E

Westbound Hazel Street approach at Columbia Street
Looking South

5E

Eastbound Hazel Street approach at Columbia Street
Looking South

5E

Eastbound Hazel Street approach at Columbia Street
Looking North

5E

Eastbound Hazel Street approach at Columbia Street
Looking North

5E

Eastbound Hazel Street approach at Columbia Street
Looking South

5E

Westbound Bowers Street approach at Columbia Street
Looking North

Westbound Bowers Street approach at Columbia Street
Looking South

5E

Westbound Bowers Street approach at Columbia Street
Looking West

5E

Eastbound Bowers Street approach at Columbia Street
Looking South

5E

Eastbound Bowers Street approach at Columbia Street
Looking North

5E

Eastbound Bowers Street approach at Columbia Street
Looking South

5E

Eastbound Bowers Street approach at Columbia Street
Looking North

5E

Eastbound Haynes Street approach at Columbia Street
Looking North

5E

Westbound Haynes Street approach at Columbia Street
Looking North

5E

Southbound Columbia Street approach at Haynes Street
Looking East

5E

Southbound Columbia Street approach at Haynes Street
Looking South

5E

City of Birmingham

Report a Concern

Admin

Reference #: RAC-2023-00807
Source: GovAlert
Status: Closed
Disposition: No Issue
Date Entered: 10/30/2023 9:27:00 AM
Date In Progress:
Closed Date: 10/31/2023

Concern Details

Type: Street Signage
Description: Why are there no Stop Signs on Columbia? —it's a race track!
Address: N/A , N/A
Block:
Lot:
Location: near 355 Columbia St, Birmingham, MI

Complainant Details

Name: Brad Host
Address:
Email: Braddhost@gmail.com
Phone # (248) 219-2249

Property Owner Details

Name:
Address:
Email:

Work Details

Total Hours: 0.00
Total Material: $0.00
Total Labor: $0.00
Total Cost: $0.00

Status	Date Assigned	Date Completed	Employee Assigned	Work Cost	License Plate #

Violation Details

Notice Date:
Comply Date:

Status	Date Abated	Ordinance	Comments

Summons Details

Summons #	Issue Date	Ordinance	Disposition

Notes

Date & Time	By	Note Type	Note
10/31/2023 1:25:00 PM	Scott Grewe	Internal Note	

City Of Birmingham Multi-Modal Transportation Board
Thursday, December 5, 2023
151 Martin Street, City Commission Room 205, Birmingham, MI

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, December 5, 2023. Chair White convened the meeting at 6:00 p.m.

A. Rollcall

Present: Chair Doug White; Board Members Mark Doolittle, David Hocker, Joe Zane; Alternate Board Members Gordon Davies, Patrick Hillberg

Absent: Vice Chair Tom Peard; Board Member Victoria Policicchio; Student Representatives Sophie Hanawalt, Angie Sharma

Staff: Senior Planner Cowan; City Engineer Coatta, City Transcriptionist Eichenhorn, Police Captain Kearney, Parks & Forestry Foreman McGaughey, Department of Public Services Director Zielinski

DNR: Lawrence Sobson

F&V: Julie Kroll

MKSK: Brad Strader

F. New Business

1. Columbia Ave All-Way Stop Review

SP Cowan introduced the item and Ms. Kroll presented the item. Ms. Kroll answered informational questions from the Board.

Motion by Mr. Zane
Seconded by Chair White to recommend All-way stop control to the City Commission at the intersections of Columbia St & Villa Rd and Columbia St & Haynes St.

Motion carried, 6-0.

VOICE VOTE
Yeas: Doolittle, Davies, White, Hillberg, Zane, Hocker
Nays: None

Brooks Cowan, Senior Planner

Laura Eichenhorn, City Transcriptionist

DRAFT

MEMORANDUM

Planning Division

DATE: December 28, 2023

TO: Jana L. Ecker, City Manager

FROM: Brooks Cowan, Senior Planner

APPROVED: Nicholas Dupuis, Planning Director

SUBJECT: 479 S. Old Woodward – Lease Agreement

INTRODUCTION:
The development at 479 S. Old Woodward is a five story mixed-use building with residential units on floors four and five. The residential units on the fourth floor have balconies that project into the right-of-way, which requires the property owner to enter into a lease with the City of Birmingham for the use of this air space.

BACKGROUND:
On March 22, 2023 (Agenda – Minutes), the Planning Board moved to approve the Final Site Plan and Design review application for the development with several conditions, one of which being that the applicant obtain approval for the balcony projections into the right-of-way from the City Commission through a lease agreement due to the requirements of Article 4, Section 4.74 (D)(4)(c)(ii):

> "Permanent architectural features such as windows, balconies, overhangs and other architectural features that encroach into the right of way above 8' may be approved by the Planning Board, Design Review Board and/or the Historic District Commission provided that they do not extend 2' or more into the right of way or create an obstruction and that the encroachment complies with the design review standards set forth in Article 07 of the Birmingham Chapter 126 - Zoning. Encroachments that extend more than 2' into the right of way will also require the approval of the City Commission through a lease agreement."

The total encroachment of balcony projections beyond 2 ft. was determined to be 360 sq. ft. from 10 balconies that are 18 feet long. This figure was produced by Burgoyne Appraisal Company, who was secured to provide the analysis for fair market value of the air space. The appraisal was reviewed in-depth by the City Attorney.

LEGAL REVIEW:
The City Attorney has reviewed this item as to form and content and has no concerns.

FISCAL IMPACT:
The lease agreement is structured as an $850.00 per year lease payable to the City of Birmingham with annual inflationary adjustments.

SUSTAINABILITY:
There are no sustainability issues in regards to the proposed lease agreement.

PUBLIC COMMUNICATIONS:
No public communications are required for this agenda item.

SUMMARY:
The Planning Division requests that the City Commission consider entering into a lease agreement with Birmingham Tower Partners, LLC in the amount of $850.00 per year with annual inflationary adjustments for an encroachment of 360 sq. ft. of right-of-way for private residential balconies at 479 S. Old Woodward.

ATTACHMENTS:
- Executed Lease Agreement
- Appraisal by Burgoyne appraisal company

SUGGESTED COMMISSION ACTION:
Make a motion adopting a resolution to enter into a lease agreement with Birmingham Tower Partners, LLC in the amount of $850.00 per year with annual inflationary adjustments for an encroachment of 360 sq. ft. of right-of-way for private residential balconies at 479 S. Old Woodward.

LEASE OF AIR PREMISES

THIS LEASE OF AIR PREMISES ("Lease"), dated as of _____, 2024 (the "Commencement Date"), is made by and between **THE CITY OF BIRMINGHAM**, a Michigan municipal corporation ("Landlord"), whose address is 151 Martin Street, Birmingham, Michigan 48009, and **BIRMINGHAM TOWER PARTNERS, LLC**, a Michigan limited liability company ("Tenant"), whose address is 251 East Merrill St., #205, Birmingham, Michigan 48009.

For good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, Landlord and Tenant hereby agree as follows:

SECTION 1 BACKGROUND.

A. Tenant owns real property located in the City of Birmingham (the "City"), Oakland County, Michigan, having a street address of 479 South Old Woodward and more particularly described in Exhibit A hereto (the "BTP Property"). Tenant's final site plan for development of a mixed use residential-commercial building on the BTP Property (the "Project") received final approval from Landlord on March 22, 2023, as depicted on Exhibit B hereto (the "Final Site Plan").

B. The Final Site Plan includes ten (10) balconies for the use and enjoyment of occupants of the fourth floor residential units, some of which encroach approximately four feet (4') into the public sidewalk right-of-way.

C. Landlord's zoning ordinance at Article 4, 4.74SS-01 (D.4.ii and iii) provides that permanent architectural feature such as balconies that encroach into the right-of-way by more than two feet (2') may be approved by the Planning Board, which has been formally granted, and be evidenced by a lease agreement approved by the City Commission.

D. This Lease evidences the terms and conditions upon which the City approves the exclusive rights of Tenant and the occupants of the residential units to construct, use, lease, occupy, maintain, repair, replace and remove any and all balconies extending approximately four (4') into the public right-of-way as depicted in the Final Site Plan (the "Balconies").

E. Landlord and Tenant mutually agree that this Lease is an essential component of the Project.

SECTION 2 DEMISED AIR PREMISES; USE.

A. Landlord hereby grants, demises and lets to Tenant, and Tenant hereby takes and hires from Landlord, on the terms, covenants and agreements hereinafter provided, those portions of the public right-of-way immediately adjacent to the Project into which Tenant constructs the Balconies, and all air space above the lowest physical component of each such Balcony (collectively, the "Demised Air Premises")

B. Tenant, and its architects, contractors, consultants, vendors, licensees, vendors, tenants, occupants, and guests, shall have the exclusive right to use the Demised Air Premises for the construction, operation, use, occupancy, repair, maintenance, alteration, and removal of the Balconies, and for any other legal use or purpose in connection therewith.

C. Title to the Balconies, together with all fixtures, components, attachments, additions, improvements, alterations, and personal property connected thereto or located within the Demised Air Premises shall at all time remain in Tenant and/or its designee(s).

SECTION 3 TERM. The term of this Lease shall commence on the Commencement Date and expire ninety-nine (99) years after the Commencement Date (the "Term"); provided, however, that Tenant and Landlord shall have the right to terminate this Lease at any time upon delivering written notice of termination at least one hundred days prior to the effective date of such termination.

SECTION 4 RENT.

A. Commencing on the Commencement Date and continuing through the Term, Tenant agrees to pay to Landlord, as "Rent", the sum of Eight Hundred Fifty and 00/100 Dollars ($850.00) per year, payable on or before the Commencement Date and January 1 of each calendar year of the Term. Rent shall be paid to the Birmingham City Hall office address first shown above, or at such other place as Landlord from time to time may designate in written notice to Tenant. If this Lease is terminated on a day other than December 31, Rent for such partial calendar year shall be prorated per diem and returned to Tenant. The Lease will be adjusted annually by the Consumer Price Index for the Detroit-Warren-Dearborn area as published by the U.S. Bureau of Labor Statistics. The Lease amount will be adjusted annually by multiplying the current Lease amount by the index for the month of the anniversary date of the Lease and dividing by the index from the same month from the previous year. If no index is published for the month of the anniversary date, the index from the prior month will be used for the purposes of calculating the annual adjustment. This value has been determined by a fair market value analysis (attached as Exhibit C).

B. Any Rent which is not paid within thirty (30) days after receipt by Tenant of written notice from Landlord that the same is overdue will be subject to interest at a per annum rate equal to the prime rate announced in the Wall Street Journal (the "Default Rate") on the date when the Rent became due, but in any event not in excess of the maximum interest rate permitted by law. Such interest shall be due and payable as additional Rent on or before the next yearly installment of Rent is due and will accrue until paid from the date that such Rent was due and payable under this Lease.

SECTION 5 TRANSFER. Tenant may, without Landlord's written consent, assign or transfer any right, title or interest under, in or to this Lease or sublet or license the whole or any portion of the Demised Air Premises, including, without limitation, in connection with a sale of all or any portion of the BTP Property or in pledge or assignment of this Lease or any right, title or interest in all or any part of the Demised Air Premises, to any lender, financial institution or investor.

SECTION 6 INSURANCE.

A. During the Term, Tenant shall maintain or cause to be maintained, at its expense, the following insurance:

(i) Commercial General Liability Insurance on an "Occurrence Basis" with limits of liability not less than $2,000,000.00 per occurrence, combined single limit, Personal Injury, Bodily Injury and Property Damage, and include the following extensions: (A) contractual liability, (B) products and completed operation, (C) independent contractors coverage; (D) broad form general liability extension or equivalent; and (E) deletion of explosion, collapse and underground (XCU) exclusions, if applicable;

(ii) during initial construction of the Project, builders risk insurance covering such risks, in such amounts and with such companies as reasonable and customarily maintained in southeastern Michigan; and

(iii) workers' compensation insurance, including employers' liability coverage, in amounts and in accordance with all applicable statues of the State of Michigan.

B. All coverages shall be with insurance companies licensed and admitted to do business in the State of Michigan. The insurance under Section 6.A. shall include an endorsement stating the following: "Thirty (30) days Advance Written Notice of Cancellation or Non-Renewal shall be sent

to: City of Birmingham, P.O. Box 3001, 151 Martin Street, Birmingham, Michigan 48012." Commercial General Liability Insurance shall include an endorsement stating the following shall be Additional Insureds: The City of Birmingham including all elected and appointed officials, all employees and volunteers, all boards, commissions and/or authorities and board members, including employees and volunteers thereof. This coverage shall be primary to any coverage that may be available to the additional insured, whether any other available coverage be primary, contributing or excess. Upon written request from Landlord (not more often than once per year), Tenant shall provide Landlord certificates or other evidence of such insurance. Notwithstanding the foregoing, any insurance required under Section 6.A. may be obtained in connection and/or combined with Tenant's insurance for the Project so long as the requirements of this Section 6 are satisfied.

SECTION 7 INDEMNITY. Tenant shall defend, indemnify and hold harmless Landlord, including Landlord's elected and appointed officials, employees and volunteers, against any and all claims, demands, suits or losses, including all costs and reasonable attorneys' fees connected therewith, and for any damages which may be asserted, claimed or recovered against or from Landlord, its elected and appointed officials, employees or volunteers (collectively, "Costs and Damages"), by reason of personal injury, including bodily injury and death, and/or property damage, including loss of use thereof, to the extent such Costs and Damages are directly attributable to the negligence or intentional misconduct of Tenant, its architects, contractors, consultants, vendors, licensees, tenants, occupants or guests within the Demised Air Premises. Tenant shall not be legally or equitably liable or responsible for any Costs and Damages caused by or resulting from the acts or omissions of Landlord or its elected or appointed officials, employees, volunteers or contractors.

SECTION 8 DAMAGE. If any Balcony or components thereof located within the Demised Air Premises is/are destroyed by fire or other casualty during the Term, then that portion of the Demised Air Premises in which such Balcony was located shall, in Tenant's sole discretion, be excluded from the definition of Demised Air Premises, unless and until such time thereafter that Tenant elects, in its sole discretion, to replace, rebuild or restore such Balcony and/or components. No such destruction or damage shall terminate this Lease and it shall continue in full force and effect.

SECTION 9 NON-DISTURBANCE AND ESTOPPEL CERTIFICATES. Landlord shall, without charge, within thirty (30) days after Tenant's request: (a) enter into a Subordination, Non-disturbance and Attornment Agreement(s) ("SNDA") in form reasonably satisfactory to Tenant, in favor of Tenant and Tenant's lender, and (b) certify by written instrument that this Lease is unmodified and in full force and effect, the date through which Rent has been paid, that Tenant is not in default under this Lease, and such other information as Tenant and/or its lender may reasonably request.

SECTION 10 OWNERSHIP OF IMPROVEMENTS. Tenant shall own and have the right to take the depreciation deductions under the tax laws for the Balconies, together with all fixtures, components, attachments, additions, improvements, alterations and personal property connected thereto or located within the Demised Air Premises.

SECTION 11 DEFAULT. If Tenant fails to pay the initial Rent payment as provided above and such failure is not cured within ten (10) days after Tenant's receipt of written notice from Landlord or Tenant fails to perform any material covenant or agreement under this Lease and such failure is not cured within thirty (30) days after Tenant's receipt of written notice from Landlord (or if such failure cannot with due diligence be cured within such 30-day period, then such time as may be necessary to cure the same with due diligence), then Landlord shall have the right to declare a default and, as its sole remedy, either: (i) place a lien on the BTP Property for the unpaid Rent or any damages incurred by Landlord as a direct result of such default, or (ii) seek specific performance of such covenant or obligations. It is acknowledged and agreed that, regardless of the default, Landlord shall not, in any event, have the right, option or remedy to terminate this Lease, Landlord waiving and releasing any such right, option or remedy which may exist at law or equity.

SECTION 12 QUIET ENJOYMENT. Landlord agrees, covenants and warrants that, notwithstanding the fact that the Demised Air Premises is situated in the City right-of-way, as long as this Lease remains in effect, Tenant shall peaceably, quietly and exclusively have, hold and enjoy the Demised Air Premises for the Term hereby granted without molestation or disturbance by any person or entity and free of any and all easements, encumbrances or adverse matters within Landlord's control.

SECTION 13 NOTICES. All notices and communications under this Lease ("Notice") shall be in writing and addressed and delivered to the parties' respective addresses first above written (or such other address as designated by a party in accordance with this Section) by: (a) registered mail, return receipt requested, postage prepaid (in which case Notice shall be deemed given on the date the return receipt is signed or refused), or (b) nationally-recognized overnight courier, prepaid and marked for "next day" delivery (in which case Notice shall be deemed given on the next business day after deposit with the overnight courier). All notices sent to Landlord shall be sent to the attention of the Birmingham City Manager unless otherwise provided herein. A copy of all notices to Landlord shall also be sent to the Birmingham City Attorney, Mary Kucharek, at 3001 W. Big Beaver Road, Suite 600, Troy, Michigan, 48084-3103. All notices sent to Tenant shall be sent to the attention of the Doraid Markus at the Tenant's address listed above. A copy of all notices to Tenant shall also be sent to Bradley F. Scobel, 2000 Town Center, Ste., 1500, Southfield, Michigan 48075.

SECTION 14 BINDING ON SUCCESSORS AND ASSIGNS. All· covenants, agreements, provisions and conditions of this Lease shall be binding on and inure to the benefit of the parties hereto, and their respective successors and assigns.

SECTION 15 MISCELLANEOUS.

A. This Lease may not be amended, modified, terminated, released or discharged, in whole or in part, except by an instrument in writing signed by all of the parties hereto.

B. If any term, covenant, condition or provision of this Lease or the application thereof to any person or circumstances shall, at any time or to any extent, be invalid or unenforceable, the remainder of this Lease, or the application of such term or provision to other persons or circumstances shall not be affected thereby, and each term, covenant, condition and provision of this Lease shall be valid and be enforced to the fullest extent permitted by law.

C. This Lease shall be construed in accordance with the laws of the State of Michigan. Whenever the contents of any provision shall require it, the singular number shall be held to include the plural number and vice versa, and the neuter gender includes the masculine and the feminine. The captions of this Lease are solely for convenience and shall not be deemed a part of this Lease for the purposes of construing the meaning thereof or any other purpose.

D. This Lease contains the entire agreement of the parties hereto with respect to the Demised Air Premises, and all prior agreements, whether oral or written, with respect thereto are hereby merged in and superseded by the terms and conditions of this Lease.

E. No waiver of any covenant or condition contained in this Lease, or of any breach of any such covenant or condition, shall constitute a waiver of any subsequent breach of such covenant or condition by either party, or justify or authorize the non-observance on any other occasion of the same or any other covenant or condition hereof of either party.

F. Any controversy or claim arising out of or relating to this Agreement, or the breach thereof, shall be settled either by commencement of a suit in Oakland County Circuit Court, the 48th District Court or by arbitration. If both parties elect to have the dispute resolved by arbitration, it shall be settled pursuant to Chapter 50 of the Revised Judicature Act for the State of Michigan and administered by the American Arbitration Association with one arbitrator being used, or three arbitrators in the event any party's claim

exceeds $1,000,000. Each party shall bear its own costs and expenses and an equal share of the arbitrator's and administrative fees of arbitration. Such arbitration shall qualify as statutory arbitration pursuant to MCL §600.5001 et seq., and the Oakland County Circuit Court or any court having jurisdiction shall render judgment upon the award of the arbitrator made pursuant to this Agreement. The laws of the State of Michigan shall govern this Agreement, and the arbitration shall take place in Oakland County, Michigan. In the event that the parties elect not to have the matter in dispute arbitrated, any dispute between the parties may be resolved by the filing of a suit in a federal or state court with jurisdiction over Oakland County, Michigan.

SECTION 16 SHORT FORM LEASE. Within thirty (30) days of receipt of request from Landlord or Tenant, each party will promptly execute and deliver a short form of this Lease in recordable form, setting forth the names and addresses of the parties, reference to this Lease, the description of the Demised Air Premises, the date of commencement and expiration of this Lease, Tenant's right to build, alter, repair, improve, change or demolish structures, improvements and fixtures in the Demised Air Premises, and such other information as either party may reasonably request. The short form Lease may be recorded by either party, at that party's expense.

[*SIGNATURE PAGES FOLLOW*]

IN AGREEMENT HERETO, the parties have caused this Lease to be signed and delivered by their respective authorized parties as of the Commencement Date above.

TENANT:
BIRMINGHAM TOWER PARTNERS, LLC,
a Michigan limited liability company

By: _____
Doraid Markus
Its: Manager

Date signed by Lessee: 12/26, 2023

STATE OF MICHIGAN)
) ss:
COUNTY OF OAKLAND)

On this 26th day of December, 2023, before me personally appeared Doraid Markus, Manager, who acknowledged that, with authority on behalf of BIRMINGHAM TOWER PARTNERS, LLC to do so, signed this Agreement.

_____
Natasha Ouro Notary Public
Oakland County, Michigan
Acting in Oakland County, Michigan
My commission expires: 4-18-24

NATASHA OURO
NOTARY PUBLIC, STATE OF MI
COUNTY OF OAKLAND
MY COMMISSION EXPIRES Apr 18, 2024
ACTING IN COUNTY OF Oakland

[*SIGNATURE PAGES CONTINUED*]

LANDLORD:
CITY OF BIRMINGHAM

By: _____
Elaine McLain, Mayor

By: _____
Alexandria D. Bingham, City Clerk

Date signed by Lessor: _____, 2024

APPROVED:

_____
Jana Ecker, City Manager
(Approved as to substance)

_____
Mary M. Kucharek, City Attorney
(Approved as to form)

_____
Mark A. Gerber, Finance Director
(Approved as to Finances)

Exhibit A

Legal Description for Birmingham Tower Partners, LLC property known as
479 S. Old Woodward Ave, Birmingham, MI 48009

T2N, R10E, SEC 36 ASSESSOR'S PLAT NO 13 LOT 7 MORE PARTICULARY DESC AS BEG AT SW LOT COR, TH N 34-27-40 W 80.56 FT, TH N 54-49-38 E 234.96 FT, TH S 18-42-04 E 21.15 FT, TH ALG CURVE TO LEFT, RAD 6939.63 FT, CHORD BEARS S 19-03-46 E 66.47 FT, DIST OF 66.47 FT, TH S 55-47-59 W 211.54 FT TO BEG 10-8-21 FR 011 & 012

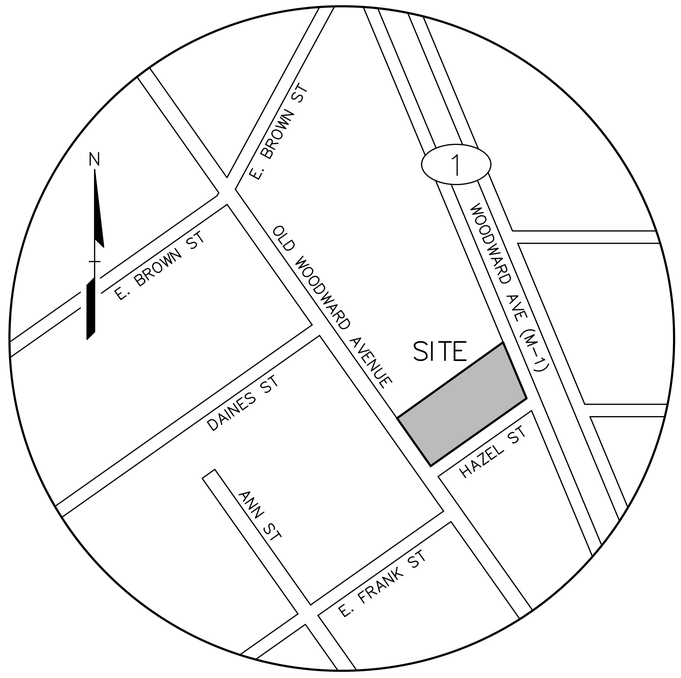
Exhibit B

SITE PLAN APPROVAL DRAWINGS

BIRMINGHAM TOWERS MIXED USE

OLD WOODWARD AVENUE AT HAZEL STREET

CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN



LOCATION MAP
NO SCALE

DEVELOPER:

MARKUS MANAGEMENT GROUP
251 EAST MERRILL STREET, SUITE #205
BIRMINGHAM, MICHIGAN 48009
CONTACT: DORAID MARKUS
PHONE: (248) 203-9090
EMAIL: DMARKUS@MARKUSLLC.COM

ARCHITECT:

BOWERS AND ASSOCIATES
2400 SOUTH HURON PARKWAY
ANN ARBOR, MICHIGAN 48104
CONTACT: SCOTT BOWERS
PHONE: (734) 975-2400
FAX: (734) 975-2410

CIVIL ENGINEER:

PEA GROUP
1849 POND RUN
AUBURN HILLS, MICHIGAN 48326
CONTACT: JAMES P. BUTLER, PE
PHONE: (248) 689-9090 EXT. 1133
FAX: (248) 689-1044
EMAIL: JBUTLER@PEAGROUP.COM

LANDSCAPE ARCHITECT:

PEA GROUP
7927 NEMCO WAY, SUITE 115
BRIGHTON, MI 48116
CONTACT: JEFF SMITH, R.L.A., LEED AP
PHONE: (517) 546-8583
FAX: (517) 546-8973
EMAIL: JSMITH@PEAGROUP.COM

INDEX OF DRAWINGS:

COVER SHEET
C-1.0 TOPOGRAPHIC SURVEY
C-3.0 SITE PLAN
C-6.0 PRELIMINARY UTILITY PLAN
C-8.1 NOTES AND DETAILS

L-1.0 PRELIMINARY LANDSCAPE PLAN

PEA GROUP
t: 844.813.2949
www.peagroup.com

STATE OF MICHIGAN
JAMES PATRICK BUTLER
No. 59505
LICENSED PROFESSIONAL ENGINEER

811 Know what's below. Call before you dig.

CAUTION!!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE WITHOUT WARRANTY OF ANY KIND, EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

CLIENT
MARKUS MANAGEMENT GROUP, LLC
251 EAST MERRILL STREET
SUITE #205
BIRMINGHAM, MI, 48009

PROJECT TITLE
BIRMINGHAM TOWERS MIXED USE
OLD WOODWARD AT HAZEL STREET
CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN

REVISIONS	
REVIEW PER CITY	3-14-2023

ORIGINAL ISSUE DATE:
JANUARY 03, 2023

DRAWING TITLE
COVER SHEET

PEA JOB NO.	2017-093
P.M.	JPB
DN.	PB
DES.	PB

DRAWING NUMBER:
COVER

NOT FOR CONSTRUCTION

XREF: S:\PROJECTS\2017\2017093\DWG\17093-TOPOBASE.DWG
XREF: S:\PROJECTS\2017\2017093\DWG\SITE PLAN\CBASE-17093.DWG
XREF: S:\PROJECTS\2017\2017093\DWG\SITE PLAN\TBLK-17093.DWG

S:\PROJECTS\2017\2017-093 HAZEL STREET & WOODWARD AVE - JPB\Dwg\Site Plans\(C-0.0)COVER-17093.dwg

BENCHMARKS
PER CITY BENCHMARKS

BM #300
BENCH TIE IN NORTH FACE OF U-POLE, SOUTHWEST CORNER HAZEL STREET AND WOODWARD AVENUE (HUNTER BOULEVARD)
ELEV = 765.98

BM #301
TOP OF NORTHEAST ANCHOR BOLT OF LIGHT POLE BASE, NORTHEAST CORNER OF HAZEL STREET AND OLD WOODWARD AVENUE
ELEV = 766.58

FLOODPLAIN NOTE:
BY GRAPHICAL PLOTTING, SITE IS WITHIN ZONE "X", AREA DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN PER FLOOD INSURANCE RATE MAP NUMBER 26125C0537F (PANEL 537 OF 704), DATED SEPTEMBER 29, 2006.

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(per Fidelity National Title Insurance Company, Commitment No. 17-110744, dated January 5, 2017)

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(per First American Title Insurance Company, Commitment No. TC13-69882, dated February 9, 2017)

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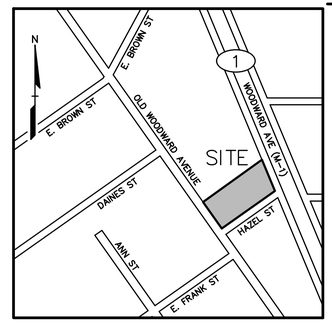

LOCATION MAP – NOT TO SCALE

LEGEND

- IRON FOUND
- IRON SET
- NAIL FOUND
- NAIL & CAP SET
- BRASS PLUG SET
- MONUMENT FOUND
- MONUMENT SET
- SEC. CORNER FOUND
- R RECORDED
- M MEASURED
- C CALCULATED

EXISTING

- ELEC., PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
- UNDERGROUND CABLE TV, CATV PEDESTAL
- TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
- ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
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- 670 CONTOUR LINE
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- STREET LIGHT
- SIGN
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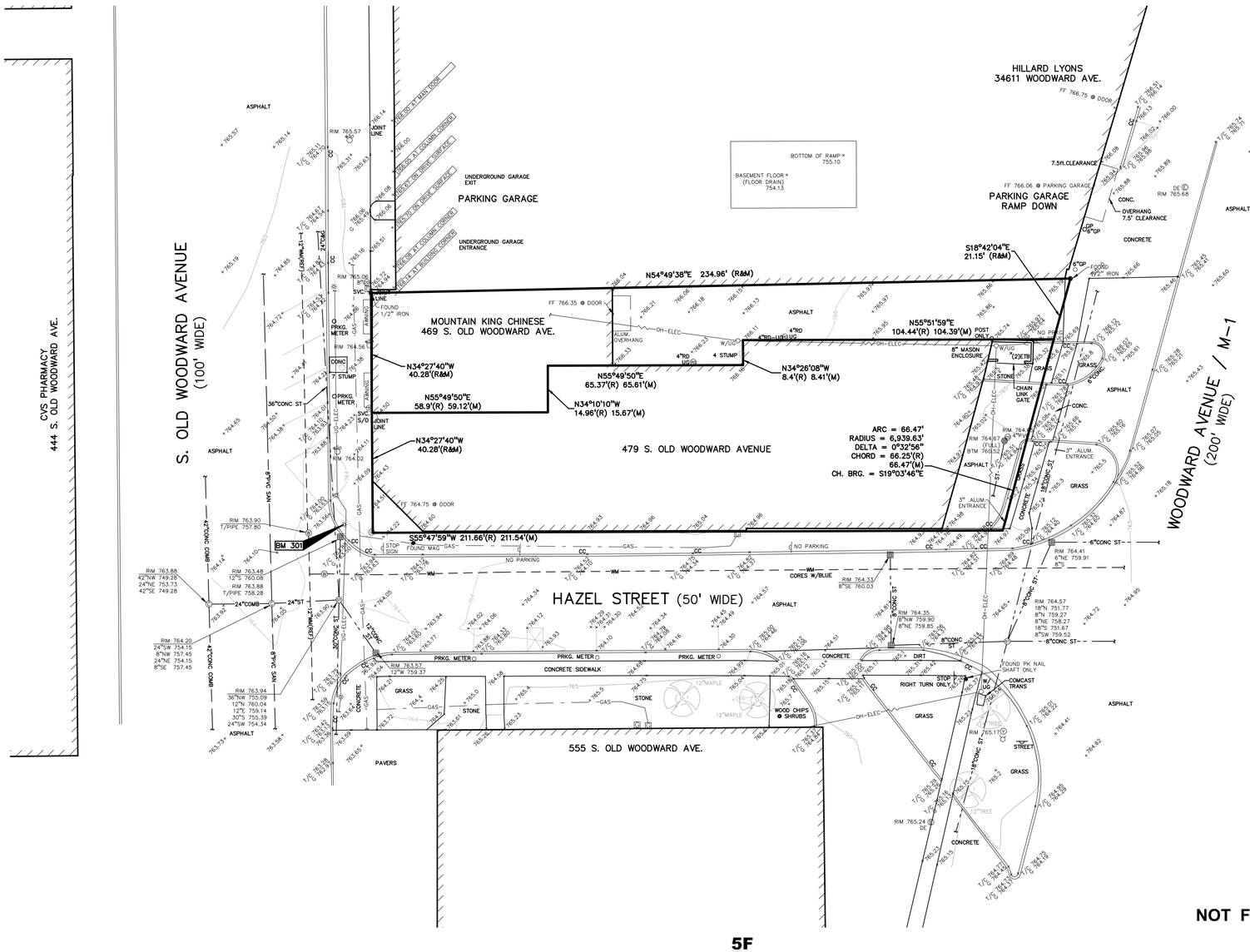
CATV	NOT RECEIVED AT TIME OF SURVEY
FLOOD PLAIN	ZONE X, FEMA FIRM 26125C0537F, DATED 09-29-06



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PEA GROUP
t: 844.813.2949
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NORTH

0 10 20 40
SCALE: 1" = 20'

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CLIENT
MARKUS MANAGEMENT GROUP, LLC
251 EAST MERRILL STREET
SUITE #205
BIRMINGHAM, MI, 48009

PROJECT TITLE
BIRMINGHAM TOWERS MIXED USE
OLD WOODWARD AT HAZEL STREET
CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN

REVISIONS
REVIEW PER CITY 3-14-2023

ORIGINAL ISSUE DATE:
JANUARY 03, 2023

DRAWING TITLE
TOPOGRAPHIC SURVEY

PEA JOB NO.	2017-093
P.M.	JPB
DN.	PB
DES.	PB

DRAWING NUMBER:
C-1.0

BENCHMARKS
PER CITY BENCHMARKS

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BENCH TIE IN NORTH FACE OF U-POLE, SOUTHWEST CORNER HAZEL STREET AND WOODWARD AVENUE (HUNTER BOULEVARD)
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GENERAL NOTES:
THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.

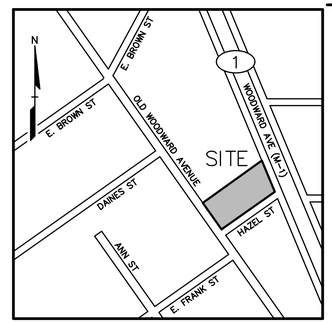
1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB, FACE OF SIDEWALK, OUTSIDE FACE OF BUILDING, PROPERTY LINE, CENTER OF MANHOLE/CATCH BASIN OR CENTERLINE OF PIPE UNLESS OTHERWISE NOTED.
2. REFER TO SHEET C-8.1 FOR ON-SITE PAVING DETAILS.
3. REFER TO M.D.O.T. STANDARD PLAN R-28-J FOR SIDEWALK RAMP DETAILS.
4. 'NO PARKING-FIRE LANE' SIGNS SHALL BE POSTED ALONG ALL FIRE LANES AT 100 FOOT INTERVALS OR AS DIRECTED BY THE FIRE OFFICIAL.
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF BIRMINGHAM CURRENT STANDARDS AND REGULATIONS.
6. THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND/OR THE AUTHORITY HAVING JURISDICTION 3 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
7. ANY WORK WITHIN THE STREET OR HIGHWAY RIGHTS-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AGENCIES HAVING JURISDICTION AND SHALL NOT BEGIN UNTIL ALL NECESSARY PERMITS HAVE BEEN ISSUED FOR THE WORK.
8. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST THE TOP OF ALL EXISTING AND PROPOSED STRUCTURES (MANHOLES, CATCH BASINS, INLETS, GATE WELLS ETC.) WITHIN GRADED AND /OR PAVED AREAS TO FINAL GRADE SHOWN ON THE PLANS. ALL SUCH ADJUSTMENTS SHALL BE INCIDENTAL TO THE JOB AND WILL NOT BE PAID FOR SEPARATELY.

SIDEWALK RAMP LEGEND:
SIDEWALK RAMP 'TYPE D'	Ⓓ
SIDEWALK RAMP 'TYPE R'	Ⓡ
CURB DROP ONLY	Ⓧ

REFER TO LATEST M.D.O.T. R-28 STANDARD RAMP AND DETECTABLE WARNING DETAILS AND CITY OF BIRMINGHAM CBD STREETSCAPE DETAILS FOR SIDEWALK RAMP DETAILS

SIGN LEGEND:
'NO PARKING LOADING ZONE' SIGN	[1]
'STOP' SIGN	[2]

REFER TO SHEETS C-8.1 FOR SIGN DETAILS



LOCATION MAP – NOT TO SCALE

LEGEND

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EXISTING	PROPOSED	
-OH-ELEC-		ELEC., PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
-UG-CATV-		UNDERGROUND CABLE TV, CATV PEDESTAL
-UG-PHONE-		TELEPHONE U.G. CABLE, PEDESTAL & MANHOLE
-UG-ELEC-		ELECTRIC U.G. CABLE, MANHOLE, METER & HANDHOLE
		GAS MAIN, VALVE & GAS LINE MARKER
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		COMBINED SEWER & MANHOLE
		SQUARE, ROUND & BEEHIVE CATCH BASIN, YARD DRAIN
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		FENCE
		GUARD RAIL
		STREET LIGHT
		SIGN
CONC.		CONCRETE
ASPH.		ASPHALT

WALK · HEAVY DUTY · M.D.O.T. R.O.W. · ASPHALT PATCHING

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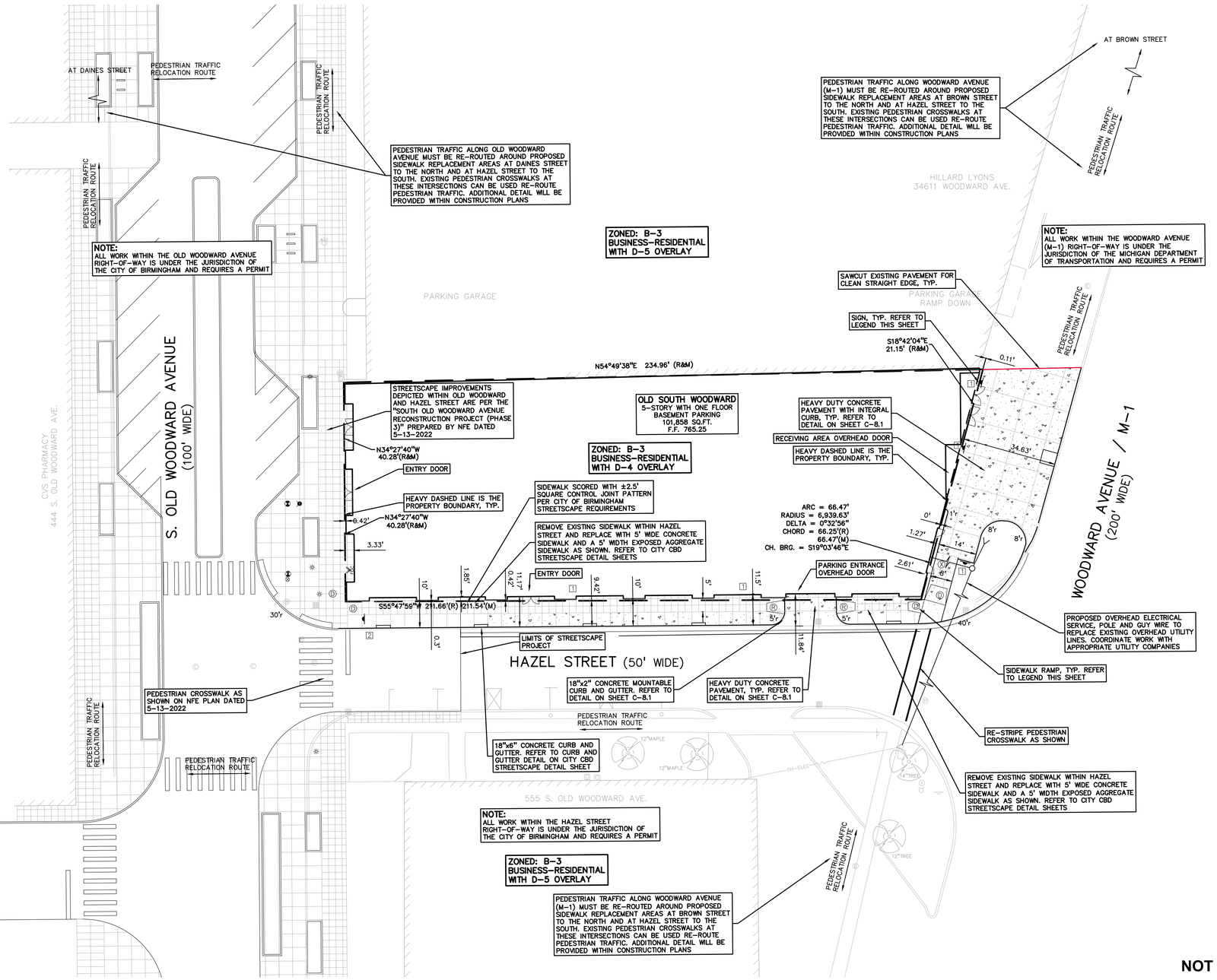

SITE DATA TABLE:

SITE AREA: 0.423 ACRES, NET AND GROSS

ZONING: B-3, BUSINESS-RESIDENTIAL, D-4 OVERLAY

PROPOSED USE: FIRST FLOOR: LOBBY, RETAIL AND COMMERCIAL
SECOND FLOOR: WAREHOUSE, OFFICE & SUPPORT
THIRD-THRU-FIFTH FLOORS: APARTMENTS (31 UNITS)
ONE BASEMENT FLOOR: PARKING

BUILDING INFORMATION:
MAXIMUM ALLOWABLE BUILDING HEIGHT = 60 FEET (5 STORIES)
PROPOSED BUILDING HEIGHT = 80'-0" (INC. MECH. SCREEN)

BUILDING FOOTPRINT AREA = 18,175 SQ.FT.
GROSS BUILDING AREA = 101,858 SQ.FT. (INC. BASEMENT PARKING)

SETBACK REQUIREMENTS:

B-4 ZONING DISTRICT:
FRONT SETBACK (SOUTH, WEST, EAST): 0 FEET REQUIRED 0' PROVIDED (MIN)

SIDE SETBACK (NORTH): 0 FEET REQUIRED 0' PROVIDED

PARKING CALCULATIONS:
APARTMENTS = 1.0 PER 1 AND 2 BEDROOMS; 1.25 SPACES PER 3 BEDROOM UNIT
RETAIL = 1 SPACE PER 300 SQ FT
OFFICE = 1 SPACE PER 300 SQ FT
WAREHOUSE = 1 SPACE PER 500 SQ FT
COMMERCIAL = 1 SPACE PER 50 SQ FT

REQUIRED PARKING SPACES:
APARTMENTS = 28 X 1.0 + 3 x 1.25 = 32 SPACES
RETAIL = 10,484 / 300 = 35 SPACES
OFFICE = 11,065 / 300 = 37 SPACES
WAREHOUSE = 2,997 / 500 = 6 SPACES
COMMERCIAL = 746 / 50 = 15 SPACES

PARKING REDUCTION = 37 SPACES X 0.40 = 15 SPACES

TOTAL PARKING REQUIRED = 142 SPACES

PARKING PROVIDED IN FIRST AND SECOND GARAGE FLOORS = 39 SPACES
ON-STREET PARKING SPACES = 4 SPACES
TOTAL PROVIDED PARKING = 43 SPACES

LOADING CALCULATIONS:
LOADING REQUIRED = TWO LOADING SPACES REQUIRED
TWO LOADING SPACES PROVIDED

PEA GROUP
t: 844.813.2949
www.peagroup.com

CLIENT
MARKUS MANAGEMENT GROUP, LLC
251 EAST MERRILL STREET
SUITE #205
BIRMINGHAM, MI, 48009

PROJECT TITLE
BIRMINGHAM TOWERS MIXED USE
OLD WOODWARD AT HAZEL STREET
CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN

REVISIONS	
REVIEW PER CITY	3-14-2023

ORIGINAL ISSUE DATE:
JANUARY 03, 2023

DRAWING TITLE
SITE PLAN

PEA JOB NO.	2017-093
P.M.	JPB
DN.	PB
DES.	PB

DRAWING NUMBER:
C-3.0

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S:\PROJECTS\2017\2017-093 HAZEL STREET & WOODWARD AVE - JPB\Dwg\Site Plans\C-3.0(MM-17093.dwg

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Permit No._____
Date: _____

CITY OF BIRMINGHAM
STORM WATER RUNOFF CONTROL

Project Location: Hazel Street at Old Woodward
Designed by: Paul Bater, PEA PE: Yes **No**

		(A) Exist. *	(B) Proposed	
(1)	Affected Area	0.423	0.423	acres
(2)	Area of Impervious Surface	0.423	0.423	acres
(3)	Percent Impervious	100	100	%
(4)	Runoff Factor	2.4	2.4	cfs/acre
(5)	Unrestricted Runoff Rate	1.02	1.02	cfs
(6)	Maximum Permitted Runoff Rate		1.02	cfs
(7)	Uncontrolled Runoff Area		-	acres
(8)	Area of Impervious Surfaces - Uncontrolled Runoff Area		-	acres
(9)	Runoff Factor - Uncontrolled Runoff Area		-	%
(10)	Runoff Factor - Uncontrolled Runoff Area		-	cfs/acre
(11)	Runoff Rate - Uncontrolled Runoff Area		-	cfs
(12)	Maximum Permitted Runoff Rate via Sewer Service Connection		-	cfs
(13)	Runoff Rate per Acre		-	cfs/acre
(14)	Required Storage per Acre		-	cu.ft./acre
(15)	Required Storage for Parcel		-	cu.ft.

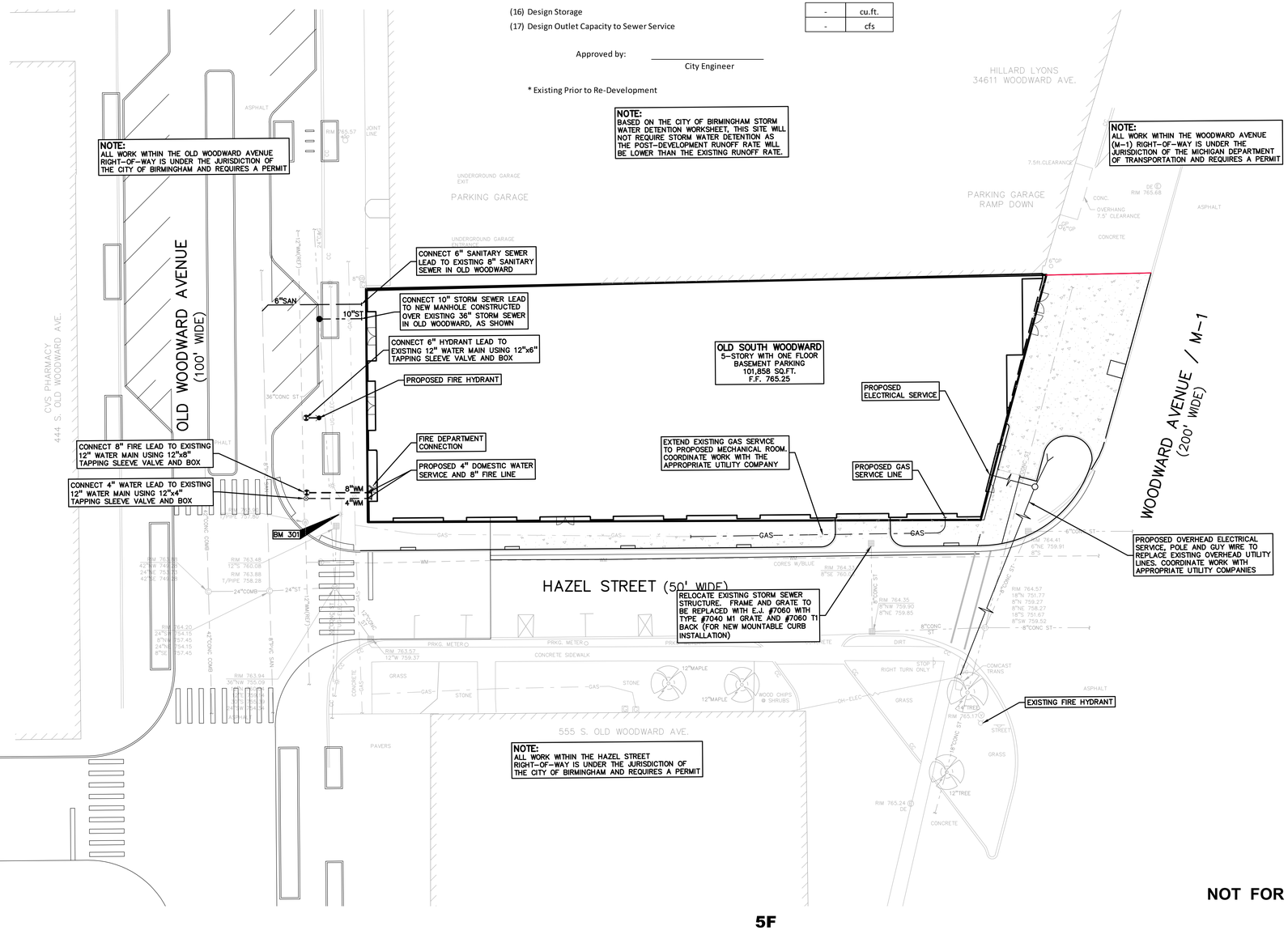
PROPOSED DESIGN

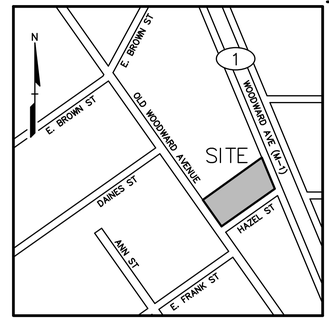
(16) Design Storage	-	cu.ft.
(17) Design Outlet Capacity to Sewer Service	-	cfs

Approved by: _____
City Engineer

* Existing Prior to Re-Development

NOTE:
BASED ON THE CITY OF BIRMINGHAM STORM WATER DETENTION WORKSHEET, THIS SITE WILL NOT REQUIRE STORM WATER DETENTION AS THE POST-DEVELOPMENT RUNOFF RATE WILL BE LOWER THAN THE EXISTING RUNOFF RATE.





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WATER MAIN	NOT RECEIVED AT TIME OF SURVEY
SANITARY SEWER	NOT RECEIVED AT TIME OF SURVEY
STORM SEWER	NOT RECEIVED AT TIME OF SURVEY
COMBINED SEWER	NOT RECEIVED AT TIME OF SURVEY
ELECTRIC	NOT RECEIVED AT TIME OF SURVEY
TELEPHONE	NOT RECEIVED AT TIME OF SURVEY
GAS	NOT RECEIVED AT TIME OF SURVEY
PETROLEUM	NOT RECEIVED AT TIME OF SURVEY
CATV	NOT RECEIVED AT TIME OF SURVEY
FLOOD PLAIN	ZONE X, FEMA FIRM 26125C0537F, DATED 09-29-06

GENERAL UTILITY NOTES:

1. ALL UTILITY LINES, STRUCTURES AND TRENCHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND REQUIREMENTS OF THE CITY OF BIRMINGHAM.
2. NO PHYSICAL CONNECTION TO THE EXISTING WATER MAIN CAN BE MADE UNTIL ALL NEW WATER MAIN PASSES PRESSURE AND BACTERIOLOGICAL TESTS TO THE SATISFACTION OF THE CITY.
3. REFER TO DETAIL SHEET C-7.1 FOR ADDITIONAL UTILITY DETAILS AND NOTES.
4. ALL WATER MAIN AND FITTINGS (3" DIAMETER AND LARGER) SHALL BE DUCTILE IRON, CLASS 54.
5. WATER MAIN SERVICE LEADS SHALL BE TYPE 'K' ANNEALED SEAMLESS COPPER WITH FLARED FITTINGS, UNLESS OTHERWISE NOTED.
6. ALL WATER MAIN SHALL BE PROVIDED WITH 5.5' OF COVER UNLESS OTHERWISE NOTED.
7. ALL FIRE HYDRANTS SHALL BE EJIW #5BR MODEL #250 PER CITY STANDARDS.
8. ALL HYDRANTS TO BE A MINIMUM OF 5' FROM BACK OF CURB, TYP.
9. ALL NECESSARY FITTINGS, THRUST BLOCKS, RESTRAINING GLANDS, BLOW OFFS, ETC. FOR WATER MAIN ARE CONSIDERED INCIDENTAL TO THIS PROJECT. THE CONTRACTOR SHALL INSTALL THESE ITEMS AS NECESSARY AND AS REQUIRED BY THE CITY OF BIRMINGHAM.
10. ALL SANITARY SEWER LEADS SHALL BE POLYVINYL CHLORIDE (PVC) SDR 23.5 PIPE AND FITTINGS. ALL JOINTS TO BE ELASTOMERIC GASKET JOINTS PER ASTM D3212 UNLESS OTHERWISE NOTED.
11. SANITARY LEADS SHALL BE PROVIDED WITH CLEANOUTS EVERY 100 FEET AND AT EVERY BEND AS SHOWN. ALL CLEANOUTS TO BE PROVIDED WITH E.J.I.W. #1565 BOX OR EQUAL.
12. ALL STORM SEWER 12" DIAMETER OR LARGER SHALL BE REINFORCED CONCRETE PIPE (RCP C-76) CLASS IV WITH MODIFIED TONGUE AND GROOVE JOINT WITH RUBBER GASKETS UNLESS SPECIFIED OTHERWISE (ASTM C-443).
13. ALL STORM SEWER LEADS SHALL BE PVC SCHEDULE 40 WITH GLUED JOINTS UNLESS OTHERWISE NOTED.
14. PIPE LENGTHS ARE GIVEN FROM CENTER OF STRUCTURE AND TO END OF FLARED END SECTION UNLESS NOTED OTHERWISE.
15. THE CITY OF BIRMINGHAM STANDARD DETAIL SHEETS ARE INCORPORATED INTO AND MADE A PART OF THESE PLANS. CONTRACTOR TO REFER TO THE CITY OF BIRMINGHAM STANDARD DETAIL SHEETS FOR ALL STRUCTURE, PIPE MATERIALS, BEDDING, TESTING, ETC. NOTES AND DETAILS.

SAND BACKFILL NOTE:
ALL UTILITIES UNDER PAVEMENT OR WITHIN 3' OF THE EDGE OF PAVEMENT (OR WITHIN THE 45° LINE OF INFLUENCE OF PAVEMENT) SHALL HAVE M.D.O.T. CLASS II GRANULAR BACKFILL COMPACTED TO 95% MAX. DRY DENSITY (ASTM D-1557).

NOT FOR CONSTRUCTION

XREF: S:\PROJECTS\2017\2017093\DWG\17093-TOPOBASE.DWG
XREF: S:\PROJECTS\2017\2017093\DWG\SITE PLAN\CBASE-17093.DWG
XREF: S:\PROJECTS\2017\2017093\DWG\SITE PLAN\TBLK-17093.DWG

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NORTH

0 10 20 40
SCALE: 1" = 20'

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CLIENT
MARKUS MANAGEMENT GROUP, LLC
251 EAST MERRILL STREET
SUITE #205
BIRMINGHAM, MI, 48009

PROJECT TITLE
BIRMINGHAM TOWERS MIXED USE
OLD WOODWARD AT HAZEL STREET
CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN

REVISIONS
REVIEW PER CITY 3-14-2023

ORIGINAL ISSUE DATE:
JANUARY 03, 2023

DRAWING TITLE
PRELIMINARY UTILITY PLAN

PEA JOB NO.	2017-093
P.M.	JPB
DN.	PB
DES.	PB

DRAWING NUMBER:
C-6.0

S:\PROJECTS\2017\2017-093 HAZEL STREET & WOODWARD AVE - JPB\Dwg\Site Plans\[C-6.0]UTIL-17093.dwg

GENERAL NOTES:

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF BIRMINGHAM AND M.D.O.T.
2. THE CONTRACTOR MUST CONTACT THE ENGINEER SHOULD THEY ENCOUNTER ANY DESIGN ISSUES DURING CONSTRUCTION. IF THE CONTRACTOR MAKES DESIGN MODIFICATIONS WITHOUT THE WRITTEN DIRECTION OF THE DESIGN ENGINEER, THE CONTRACTOR DOES SO AT HIS OWN RISK.
3. ALL NECESSARY PERMITS, TESTING, BONDS AND INSURANCES ETC., SHALL BE PAID FOR BY THE CONTRACTOR. THE OWNER SHALL PAY FOR ALL CITY INSPECTION FEES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL DURING THE PERIODS OF CONSTRUCTION. THIS SHALL BE CONSIDERED INCIDENTAL TO THE JOB.
5. THE CONTRACTOR SHALL NOTIFY MISS DIG (811) AND REPRESENTATIVES OF OTHER UTILITIES IN THE VICINITY OF THE WORK A MINIMUM OF 72 HOURS PRIOR TO START OF CONSTRUCTION (EXCLUDING WEEKENDS AND HOLIDAYS) FOR LOCATION AND STAKING OF ON-SITE UTILITY LINES. IF NO NOTIFICATION IS GIVEN AND DAMAGE RESULTS, SAID DAMAGE WILL BE REPAIRED AT SOLE EXPENSE OF THE CONTRACTOR. IF EXISTING UTILITY LINES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
6. CONTRACTOR TO VERIFY THAT THE PLANS AND SPECIFICATIONS ARE THE VERY LATEST PLANS AND SPECIFICATIONS AND FURTHERMORE, VERIFY THAT THESE PLANS AND SPECIFICATIONS HAVE BEEN APPROVED. ALL ITEMS CONSTRUCTED BY THE CONTRACTOR PRIOR TO RECEIVING FINAL APPROVAL, HAVING TO BE ADJUSTED OR RE-DONE, SHALL BE AT THE CONTRACTORS EXPENSE. SHOULD THE CONTRACTOR ENCOUNTER A CONFLICT BETWEEN THESE PLANS AND/OR SPECIFICATIONS, THEY SHALL SEEK CLARIFICATION IN WRITING FROM THE ENGINEER BEFORE COMMENCEMENT OF CONSTRUCTION. FAILURE TO DO SO SHALL BE AT SOLE EXPENSE TO THE CONTRACTOR.
7. ALL PROPERTIES OR FACILITIES IN THE SURROUNDING AREAS, PUBLIC OR PRIVATE, DESTROYED OR OTHERWISE DISTURBED DUE TO CONSTRUCTION, SHALL BE REPLACED AND/OR RESTORED TO THE ORIGINAL CONDITION BY THE CONTRACTOR.
8. MANHOLE, CATCH BASIN, GATE VALVES AND HYDRANT FINISH GRADES MUST BE CLOSELY CHECKED AND APPROVED BY THE ENGINEER BEFORE THE CONTRACTOR'S WORK IS CONSIDERED COMPLETE.
9. CONTRACTOR SHALL REMOVE AND DISPOSE OF OFF-SITE ANY TREES, BRUSH, STUMPS, TRASH OR OTHER UNWANTED DEBRIS AT THE OWNER'S DIRECTION, INCLUDING OLD BUILDING FOUNDATIONS AND FLOORS. BURNING OF TRASH, STUMPS OR OTHER DEBRIS SHALL NOT BE PERMITTED.
10. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY BARRICADING, SIGNAGE, LIGHTS AND TRAFFIC CONTROL DEVICES TO PROTECT THE WORK AND SAFELY MAINTAIN TRAFFIC IN ACCORDANCE WITH LOCAL REQUIREMENTS AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (LATEST EDITION). THE DESIGN ENGINEER, OWNER, CITY AND STATE SHALL NOT BE HELD LIABLE FOR ANY CLAIMS RESULTING FROM ACCIDENTS OR DAMAGES CAUSED BY THE CONTRACTOR'S FAILURE TO COMPLY WITH TRAFFIC AND PUBLIC SAFETY REGULATIONS DURING THE CONSTRUCTION PERIOD.
11. ALL EXCAVATIONS SHALL BE SLOPED, SHORED OR BRACED IN ACCORDANCE WITH MI-OSHA REQUIREMENTS. THE CONTRACTOR SHALL PROVIDE AN ADEQUATELY CONSTRUCTED AND BRACED SHORING SYSTEM FOR EMPLOYEES WORKING IN AN EXCAVATION THAT MAY EXPOSE EMPLOYEES TO THE DANGER OF MOVING GROUND.

PAVING NOTES:

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF BIRMINGHAM AND M.D.O.T.
2. IN AREAS WHERE NEW PAVEMENTS ARE BEING CONSTRUCTED, THE TOPSOIL AND SOIL CONTAINING ORGANIC MATTER SHALL BE REMOVED PRIOR TO PAVEMENT CONSTRUCTION.
3. ON-SITE FILL CAN BE USED IF THE SPECIFIED COMPACTION REQUIREMENTS CAN BE ACHIEVED. IF ON-SITE SOIL IS USED, IT SHOULD BE CLEAN AND FREE OF FROZEN SOIL, ORGANICS, OR OTHER DELETERIOUS MATERIALS.
4. THE FINAL SUBGRADE/EXISTING AGGREGATE BASE SHOULD BE THOROUGHLY PROOFROLLED USING A FULLY LOADED TANDEM AXLE TRUCK OR FRONT END LOADER UNDER THE OBSERVATION OF A GEOTECHNICAL/PAVEMENT ENGINEER. LOOSE OR YIELDING AREAS THAT CANNOT BE MECHANICALLY STABILIZED SHOULD BE REINFORCED USING GEOGRIDS OR REMOVED AND REPLACED WITH ENGINEERED FILL OR AS DICTATED BY FIELD CONDITIONS.
5. SUBGRADE UNDERCUTTING, INCLUDING BACKFILLING SHALL BE PERFORMED TO REPLACE MATERIALS SUSCEPTIBLE TO FROST HEAVING AND UNSTABLE SOIL CONDITIONS. ANY EXCAVATIONS THAT MAY BE REQUIRED BELOW THE TOPSOIL IN FILL SECTIONS OR BELOW SUBGRADE IN CUT SECTIONS, WILL BE CLASSIFIED AS SUBGRADE UNDERCUTTING.
6. SUBGRADE UNDERCUTTING SHALL BE PERFORMED WHERE NECESSARY AND THE EXCAVATED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR. ANY SUBGRADE UNDERCUTTING SHALL BE BACKFILLED WITH SAND OR OTHER SIMILAR APPROVED MATERIAL. BACKFILL SHALL BE COMPACTED TO 95% OF THE MAXIMUM UNIT WEIGHT (PER ASTM D-1557) UNLESS OTHERWISE SPECIFIED.
7. BACKFILL UNDER PAVED AREAS SHALL BE AS SPECIFIED ON DETAILS.
8. ANY SUB-GRADE WATERING REQUIRED TO ACHIEVE REQUIRED DENSITY SHALL BE CONSIDERED INCIDENTAL TO THE JOB.
9. FINAL PAVEMENT ELEVATIONS SHOULD BE SO DESIGNED TO PROVIDE POSITIVE SURFACE DRAINAGE. A MINIMUM SURFACE SLOPE OF 1.0 PERCENT IS RECOMMENDED.
10. CONSTRUCTION TRAFFIC SHOULD BE MINIMIZED ON THE NEW PAVEMENT. IF CONSTRUCTION TRAFFIC IS ANTICIPATED ON THE PAVEMENT STRUCTURE, THE INITIAL LIFT THICKNESS COULD BE INCREASED AND PLACEMENT OF THE FINAL LIFT COULD BE DELAYED UNTIL THE MAJORITY OF THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED. THIS ACTION WILL ALLOW REPAIR OF LOCALIZED FAILURE, IF ANY DOES OCCUR, AS WELL AS REDUCE LOAD DAMAGE ON THE PAVEMENT SYSTEM.

GENERAL UTILITY NOTES:

11. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY OF BIRMINGHAM.
12. ALL TRENCHES UNDER OR WITHIN THREE (3) FEET OR THE FORTY-FIVE (45) DEGREE ZONE OF INFLUENCE LINE OF EXISTING AND/OR PROPOSED PAVEMENT, BUILDING PAD OR DRIVE APPROACH SHALL BE BACKFILLED WITH SAND COMPACTED TO AT LEAST NINETY-FIVE (95) PERCENT OF MAXIMUM UNIT WEIGHT (ASTM D-1557). ALL OTHER TRENCHES TO BE COMPACTED TO 90% OR BETTER.
13. WHENEVER EXISTING MANHOLES OR SEWER PIPE ARE TO BE TAPPED, DRILL HOLES 4" CENTER TO CENTER, AROUND PERIPHERY OF OPENING TO CREATE A PLANE OF WEAKNESS JOINT BEFORE BREAKING SECTION OUT.
14. THE LOCATIONS AND DIMENSIONS SHOWN ON THE PLANS FOR EXISTING UTILITIES ARE IN ACCORDANCE WITH AVAILABLE INFORMATION WITHOUT UNCOVERING AND MEASURING. THE DESIGN ENGINEER DOES NOT GUARANTEE THE ACCURACY OF THIS INFORMATION OR THAT ALL EXISTING UNDERGROUND FACILITIES ARE SHOWN. CONTRACTOR TO FIELD VERIFY UTILITIES.
15. THE CONTRACTOR MUST COORDINATE TO ENSURE ALL REQUIRED PIPES, CONDUITS, CABLES AND SLEEVES ARE PROPERLY PLACED FOR THE INSTALLATION OF GAS, ELECTRIC, PHONE, CABLE, IRRIGATION, ETC. IN SUCH A MANNER THAT WILL FACILITATE THEIR PROPER INSTALLATION PRIOR TO THE PLACEMENT OF THE PROPOSED PAVEMENT AND LANDSCAPING.
16. REFER TO CITY OF BIRMINGHAM, STANDARD DETAILS FOR PIPE BEDDING DETAILS.
17. REFER TO CITY OF BIRMINGHAM STANDARD DETAIL SHEETS FOR ADDITIONAL INFORMATION.

STORM SEWER NOTES:

1. ALL STORM SEWER 12" AND LARGER SHALL BE RCP CLASS IV UNLESS OTHERWISE NOTED. REFER TO CITY STANDARD DETAILS SHEETS FOR STANDARD BEDDING DETAILS.
2. JOINTS FOR ALL STORM SEWER 12" AND LARGER SHALL BE MODIFIED TONGUE AND GROOVE JOINT WITH RUBBER GASKETS UNLESS SPECIFIED OTHERWISE (ASTM C-443)
3. ALL STORM SEWER LEADS SHALL BE CONSTRUCTED OF PVC SCHEDULE 40 PIPE AT 1.00% MINIMUM SLOPE WITH GLUED JOINTS, UNLESS OTHERIWSE NOTED.

WATER MAIN NOTES:

1. ALL WATER MAIN SHALL BE INSTALLED WITH A MINIMUM COVER OF 5.5' BELOW FINISH GRADE. WHEN WATER MAINS MUST DIP TO PASS UNDER A STORM SEWER OR SANITARY SEWER, THE SECTIONS WHICH ARE DEEPER THAN NORMAL SHALL BE KEPT TO A MINIMUM LENGTH BY THE USE OF VERTICAL TWENTY TWO AND A HALF (22.5°) DEGREE BENDS, PROPERLY ANCHORED.
2. ALL TEE'S, BENDS, CONNECTIONS, ETC. ARE CONSIDERED INCIDENTAL TO THE JOB.
3. PHYSICAL CONNECTIONS SHALL NOT BE MADE BETWEEN EXISTING AND NEW WATER MAINS UNTIL TESTING IS SATISFACTORILY COMPLETED.
4. MAINTAIN 10' HORIZONTAL CLEARANCE BETWEEN OUTER EDGE OF WATERMAIN AND ANY SANITARY SEWER OR STRUCTURE.
5. ALL WATER MAIN SHALL BE DUCTILE IRON CLASS 54 WITH POLYETHYLENE WRAP.

SANITARY SEWER NOTES:

1. DOWNSPOUTS, WEEP TILE, FOOTING DRAINS OR ANY CONDUIT THAT CARRIES STORM OR GROUND WATER SHALL NOT BE ALLOWED TO DISCHARGE INTO A SANITARY SEWER.
2. ALL SANITARY LEADS SHALL BE CONSTRUCTED OF PVC SDR 23.5 AT 1.00% MINIMUM SLOPE.
3. JOINTS FOR P.V.C. SOLID WALL PIPE SHALL BE ELASTOMERIC (RUBBER GASKET) AS SPECIFIED IN A.S.T.M. DESIGNATION D-3212.

S:\PROJECTS\2017\2017-093 HAZEL STREET & WOODWARD AVE - JPB\Dwg\Site Plans\(C-8.1)DETAILS-17093.dwg

SIGN AND POST INSTALLATION
NOT TO SCALE

NOTE: EXISTING SIGNS MAY BE SALVAGED AND RE-USED AT THE CONTRACTOR'S OPTION

30" x 30" R1-1 STOP SIGN WITH WHITE ON RED REFLECTORIZED 7'-0" MOUNTING HEIGHT

STOP SIGN DETAIL
NOT TO SCALE

12" x 18"
RED ON WHITE REFLECTORIZED
7'-0" MOUNTING HEIGHT
(LR7-22)

NO PARKING LOADING ZONE SIGN
NOT TO SCALE

R.O.W. ASPHALT PAVEMENT DETAIL
(FOR OLD WOODWARD & HAZEL ST.) NOT TO SCALE

HEAVY DUTY CONCRETE DETAIL
(FOR USE AT HAZEL STREET ENTRANCE) NOT TO SCALE

H.D. CONCRETE PAVEMENT WITH INTEGRAL CURB
(FOR USE WITHIN M.D.O.T. R.O.W.) NOT TO SCALE

INTEGRAL CURB AT SIDEWALK
NOT TO SCALE

NOTE:
PROVIDE CONTROL JOINTS IN CURB AT 10' O.C. AND AT ALL RADIUS RETURNS.
PROVIDE EXPANSION JOINTS AND JOINT SEALANT WHERE CURBS ABUT STRUCTURES.

18"x2" MOUNTABLE CURB AND GUTTER DETAIL
NOT TO SCALE

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CLIENT
MARKUS MANAGEMENT GROUP, LLC
251 EAST MERRILL STREET
SUITE #205
BIRMINGHAM, MI, 48009

PROJECT TITLE
BIRMINGHAM TOWERS MIXED USE
OLD WOODWARD AT HAZEL STREET
CITY OF BIRMINGHAM, OAKLAND COUNTY, MICHIGAN

REVISIONS	
REVIEW PER CITY	3-14-2023

ORIGINAL ISSUE DATE:
JANUARY 03, 2023

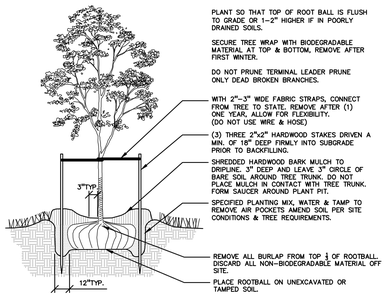
DRAWING TITLE
NOTES AND DETAILS

PEA JOB NO.	2017-093
P.M.	JPB
DN.	PB
DES.	PB

DRAWING NUMBER:
C-8.1

NOT FOR CONSTRUCTION

XREF: S:PROJECTS\2017\2017093\DWG\17093-TOPOBASE.DWG
XREF: S:PROJECTS\2017\2017093\DWG\SITE PLAN\CBASE-17093.DWG
XREF: S:PROJECTS\2017\2017093\DWG\SITE PLAN\TBLK-17093.DWG



PLANT SO THAT TOP OF ROOT BALL IS FLUSH TO GRADE OR 1–2" HIGHER IF IN POORLY DRAINED SOILS.

SECURE TREE WRAP WITH BIODEGRADABLE MATERIAL AT TOP & BOTTOM. REMOVE AFTER FIRST WINTER.

DO NOT PRUNE TERMINAL LEADER PRUNE ONLY DEAD BROKEN BRANCHES.

WITH 2"–3" WIDE FABRIC STRAPS, CONNECT FROM TREE TO STAITE. REMOVE AFTER (1) ONE YEAR. ALLOW FOR FLEXIBILITY. (DO NOT USE WIRE & HOSE)

(3) THREE 2"x2" HARDWOOD STAKES DRIVEN A MIN. OF 18" DEEP FIRMLY INTO SUBGRADE PRIOR TO BACKFILLING.

SHREDDED HARDWOOD BARK MULCH TO DRIPLINE, 3" DEEP AND LEAVE 3" CIRCLE OF BARE SOIL AROUND TREE TRUNK. DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK. FORM SAUCER AROUND PLANT PIT.

SPECIFIED PLANTING MIX, WATER & TAMP TO REMOVE AIR POCKETS AMEND SOIL PER SITE CONDITIONS & TREE REQUIREMENTS.

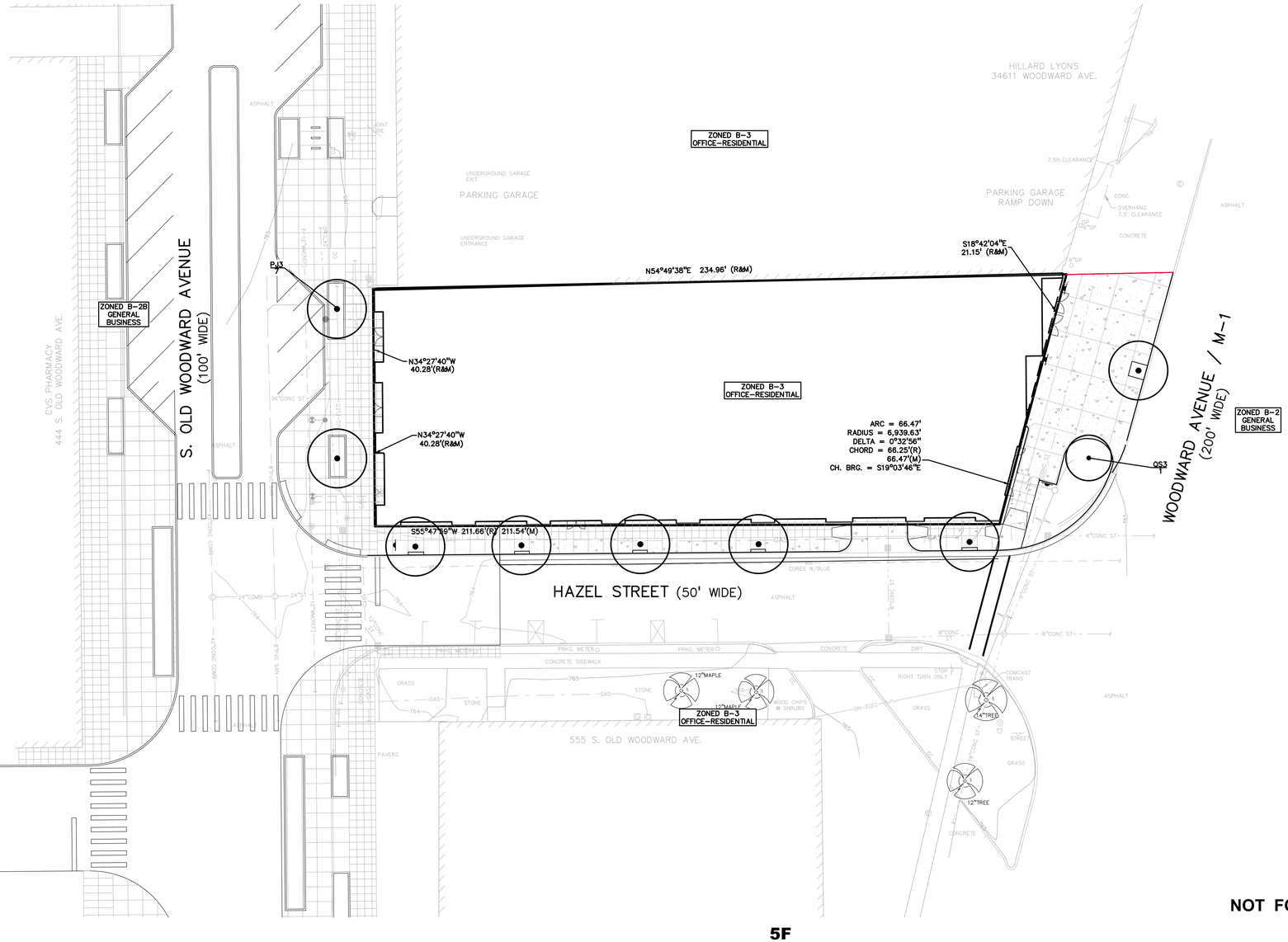
REMOVE ALL BURLAP FROM TOP 1/2 OF ROOTBALL. DISCARD ALL NON–BIODEGRADABLE MATERIAL OFF SITE.

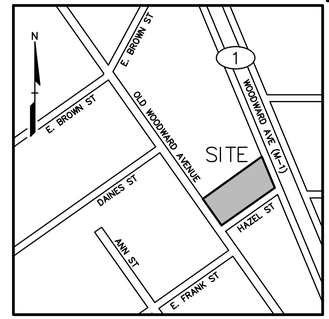
PLACE ROOTBALL ON UNEXCAVATED OR TAMPED SOIL.

DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE

TREE PLANT LIST:					
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
7	PJ3	Jack Select Pear	*Pyrus calleryana 'Jaczam'*	3" Cal.	B&B
1	QS3	Streetspire Oak	*Quercus alba 'JFS-KW1QX' (columnar)*	3" Cal.	B&B





LOCATION MAP – NOT TO SCALE

LANDSCAPE REQUIREMENTS PER CITY OF BIRMINGHAM:

STANDARD LANDSCAPE REQUIREMENTS
PER 4.20 LA–01 B3.–FOR PARKING 20 OR MORE SPACES
PER 4.20 LA–01 F. –FOR PARKING LOTS 7500 SF OR GREATER
5% OF INTERIOR PARKING LOT AREA SHALL BE LANDSCAPED WITH 1 TREE/150 SF OF REQ.D AREA

PROPOSED:
PARKING AREA IS LESS THAN 20 CARS,THEREFORE REQUIREMENTS ABOVE ARE NOT APPLICABLE.

FRONTAGE TREES:
1 TREE PER 40 LF OF FRONTAGE REQUIRED

S. OLD WOODWARD AVENUE: 81 LF/40 = 2 TREES
HAZEL STREET: 212 LF/40 = 5 TREES
WOODWARD AVENUE: 88 LF/40 = 2 TREES

PROPOSED:
S. OLD WOODWARD AVENUE: 2 TREES
HAZEL STREET: 5 TREES
WOODWARD AVENUE: 2 TREES

KEY

= FRONTAGE TREES

GENERAL PLANTING NOTES:

1. LANDSCAPE CONTRACTOR SHALL VISIT SITE, INSPECT EXISTING SITE CONDITIONS AND REVIEW PROPOSED PLANTING AND RELATED WORK. IN CASE OF DISCREPANCY BETWEEN PLAN AND PLANT LIST, PLAN SHALL GOVERN QUANTITIES. CONTACT LANDSCAPE ARCHITECT WITH ANY CONCERNS.
2. CONTRACTOR SHALL VERIFY LOCATIONS OF ALL ON SITE UTILITIES PRIOR TO BEGINNING CONSTRUCTION ON HIS/HER PHASE OF WORK. ELECTRIC, GAS, TELEPHONE, CABLE TELEVISION MAY BE LOCATED BY CALLING MISS DIG 1–800–482–7171. ANY DAMAGE OR INTERRUPTION OF SERVICES SHALL BE THE RESPONSIBILITY OF CONTRACTOR. CONTRACTOR SHALL COORDINATE ALL RELATED ACTIVITIES WITH OTHER TRADES ON THE JOB AND SHALL REPORT ANY UNACCEPTABLE JOB CONDITIONS TO OWNER'S REPRESENTATIVE PRIOR TO COMMENCING.
3. ALL PLANT MATERIAL TO BE PREMIUM GRADE NURSERY STOCK AND SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARD FOR NURSERY STOCK. ALL LANDSCAPE MATERIAL SHALL BE NORTHERN GROWN, NO. 1. GRADE.
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON LANDSCAPE PLAN PRIOR TO PRICING THE WORK.
5. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING SPECIFICATIONS.
6. ALL SINGLE STEM SHADE TREES TO HAVE STRAIGHT TRUNKS AND SYMMETRICAL CROWNS.
7. ALL SINGLE TRUNK SHADE TREES TO HAVE A CENTRAL LEADER; TREES WITH FORKED OR IRREGULAR TRUNKS WILL NOT BE ACCEPTED.
8. ALL MULTI STEM TREES SHALL BE HEAVILY BRANCHED AND HAVE SYMMETRICAL CROWNS. ONE SIDED TREES OR THOSE WITH THIN OR OPEN CROWNS SHALL NOT BE ACCEPTED.
9. ALL EVERGREEN TREES SHALL BE HEAVILY BRANCHED AND FULL TO THE GROUND, SYMMETRICAL IN SHAPE AND NOT SHEARED FOR THE LAST FIVE GROWING SEASONS.
10. ALL TREES TO HAVE CLAY OR CLAY LOAM BALLS, TREES WITH SAND BALLS WILL BE REJECTED.
11. NO MACHINERY IS TO BE USED WITHIN THE DRIP LINE OF EXISTING TREES; HAND GRADE ALL LAWN AREAS WITHIN THE DRIP LINE OF EXISTING TREES.
12. ALL TREE LOCATIONS SHALL BE STAKED BY LANDSCAPE CONTRACTOR AND ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF THE PLANT MATERIAL.
13. IT IS MANDATORY THAT POSITIVE DRAINAGE IS PROVIDED AWAY FROM ALL BUILDINGS.
14. ALL PLANTING BEDS SHALL RECEIVE 3" SHREDDED HARDWOOD BARK MULCH WITH PRE EMERGENT, SEE SPECIFICATIONS. SHREDDED PALETTE AND DYED MULCH WILL NOT BE ACCEPTED.
15. ALL LANDSCAPED AREAS SHALL RECEIVE 3" COMPACTED TOPSOIL.
16. SEE SPECIFICATIONS FOR ADDITIONAL COMMENTS, REQUIREMENTS, PLANTING PROCEDURES AND WARRANTY STANDARDS.
17. FOR NON–LAWN SEED MIX AREAS, AS NOTED ON PLAN, BRUSH MOW ONCE SEASONALLY FOR INVASIVE SPECIES CONTROL.

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NORTH

0 10 20 40
SCALE: 1" = 20'

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OLD WOODWARD AT HAZEL STREET
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DRAWING TITLE
PRELIMINARY LANDSCAPE PLAN

PEA JOB NO.	2017-093
P.M.	JPB
DN.	PB
DES.	PB

DRAWING NUMBER:
L-1.0

NOT FOR CONSTRUCTION

XREF: S:\PROJECTS\2017\2017093\DWG\17093-TOPOBASE.DWG
XREF: S:\PROJECTS\2017\2017093\DWG\SITE PLAN\CBASE-17093.DWG
XREF: S:\PROJECTS\2017\2017093\DWG\SITE PLAN\TBLK-17093.DWG

S:\PROJECTS\2017\2017-093 HAZEL STREET & WOODWARD AVE - JPB\DWG\LANDSCAPE\17093-LANDSCAPE PLAN.DWG

BIRMINGHAM TOWERS (MIXED USE)

469-479 SOUTH OLD WOODWARD

BIRMINGHAM, MI 48009

OWNER/DEVELOPER:

BIRMINGHAM TOWER PARTNERS LLC
251 EAST MERRILL ST, STE 204
BIRMINGHAM, MI 48009

ARCHITECT

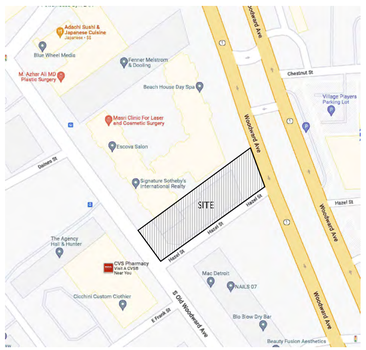
BOWERS + ASSOCIATES, INC.
2400 S. HURON PARKWAY
ANN ARBOR, MICHIGAN 48104
T: 734.975.2400

CIVIL ENGINEER

STRUCTURAL ENGINEER

LANDSCAPE ARCHITECT

MEP ENGINEER



LOCATION MAP
NO SCALE

BOWERS+ASSOCIATES
ARCHITECTURE DESIGN
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WWW.BOWERSINC.COM

CONSULTANT + NAME

PROJECT + INFORMATION

BIRMINGHAM TOWERS
MIXED USE
OLD WOODWARD AVE
BIRMINGHAM, MICHIGAN

PROJECT + NUMBER

22-222

ISSUE + DATE

03 JAN 2023	SITE SUB.
23 FEB 2023	SITE RESUB
14 MAR 2023	CITY SUB

STATE OF MICHIGAN
SCOTT M. BOWERS
ARCHITECT
NO. 1301032573
LICENSED ARCHITECT

SHEET + TITLE

TITLE SHEET

22222T100B.dwg

SHEET + NUMBER

T1.00

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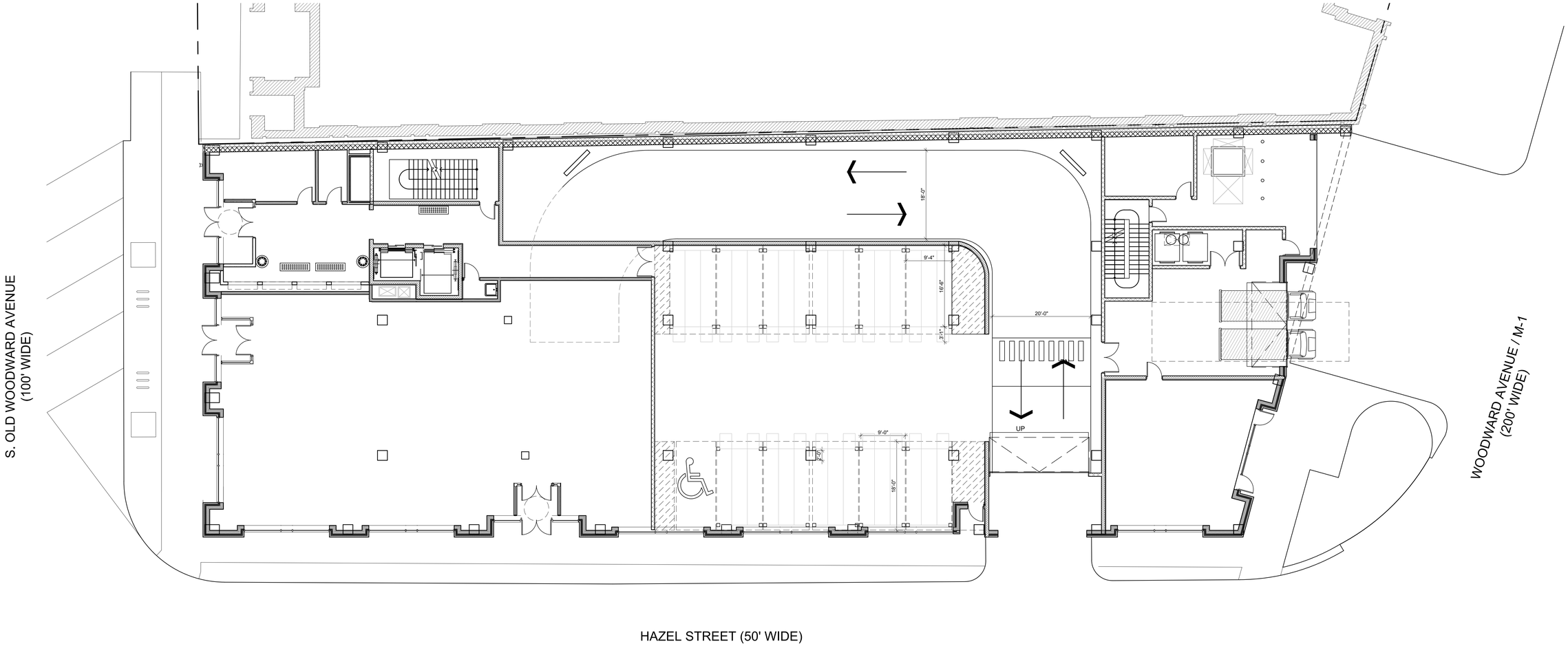

SITE PLAN

SCALE: 1" = 10'

PARKING REQUIREMENTS			
RETAIL	1 PER 300 SF	4,290	15 SPACES
LOBBY	1 PER 550 SF	526	1 SPACES
RESTAURANT	1 PER 75 SF	982	14 SPACES
OFFICE	1 PER 300 SF	32,338	108 SPACES
RESIDENTIAL	1 PER <= 2 RMS	21 RMS	21 SPACES
RESIDENTIAL	1.25 PER <= 2 RMS	1 RMS	1 SPACES
		40% SHARED SPACES	-43 SPACES
		30% REMAINING SHARED SPACES	-20 SPACES
		TOTAL REQUIRED	97 SPACES
		PROVIDED ON-SITE	87 SPACES
		PROVIDED ON-STREET	2 SPACES
		TOTAL PROVIDED	89 SPACES
		DIFFERENCE ON-SITE	10 SPACES
		DIFFERENCE W/ ON-STREET	8 SPACES
		CONTRACTED SPACES FROM BIRMINGHAM PLACE	0 SPACES
		DIFFICIENT SPACES	8 SPACES

RESIDENT UNIT MATRIX						
	FLOOR 1	FLOOR 2	FLOOR 3	FLOOR 4	FLOOR 5	TOTAL
1 BEDROOM			0	4	7	11
2 BEDROOM			0	6	4	10
3 BEDROOM			0	1	0	1
TOTAL			0	11	11	22

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03 MAR 2023
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SITE PLAN
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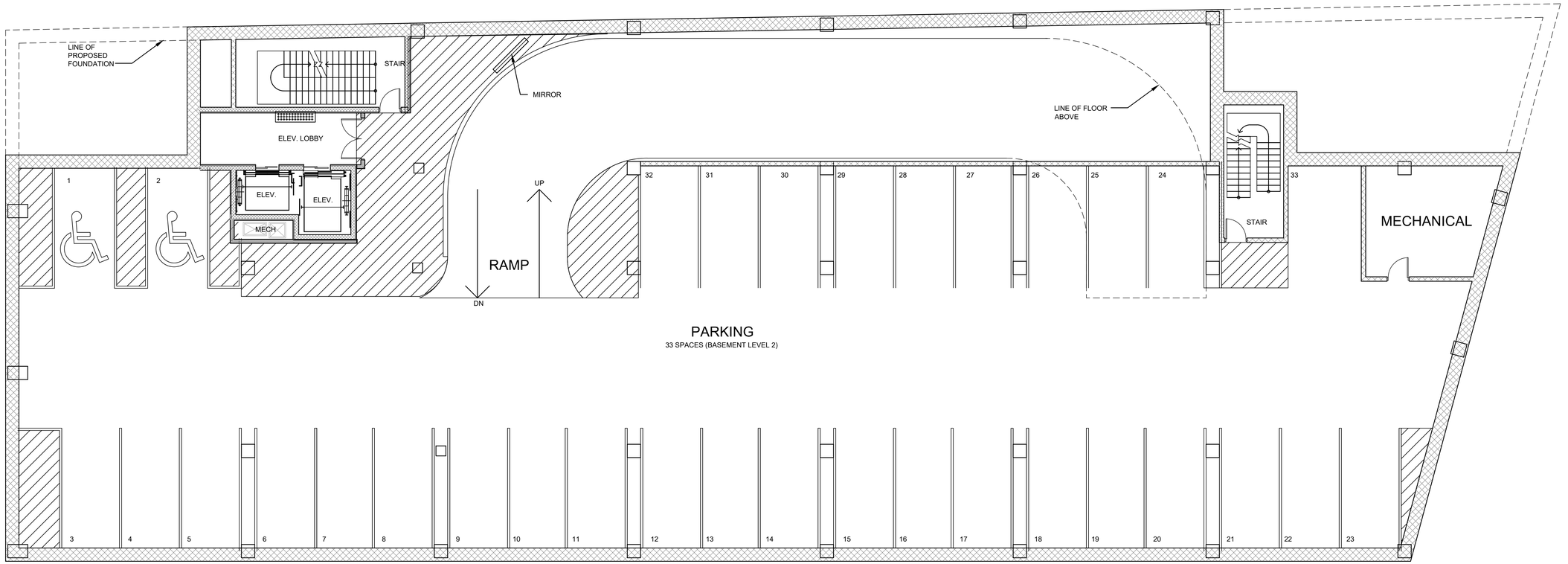

PARKING
33 SPACES (BASEMENT LEVEL 2)

SECOND BASEMENT PARKING

SCALE: 1/8" = 1'-0"

TOTAL BUILDING : 18,175 SQ.F

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MIXED USE
479 S OLD WOODWARD AVE
BIRMINGHAM, MICHIGAN

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STATE OF MICHIGAN
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SHEET + TITLE

LEVEL 2
BASEMENT
PARKING PLAN

SHEET + NUMBER

A1.00A

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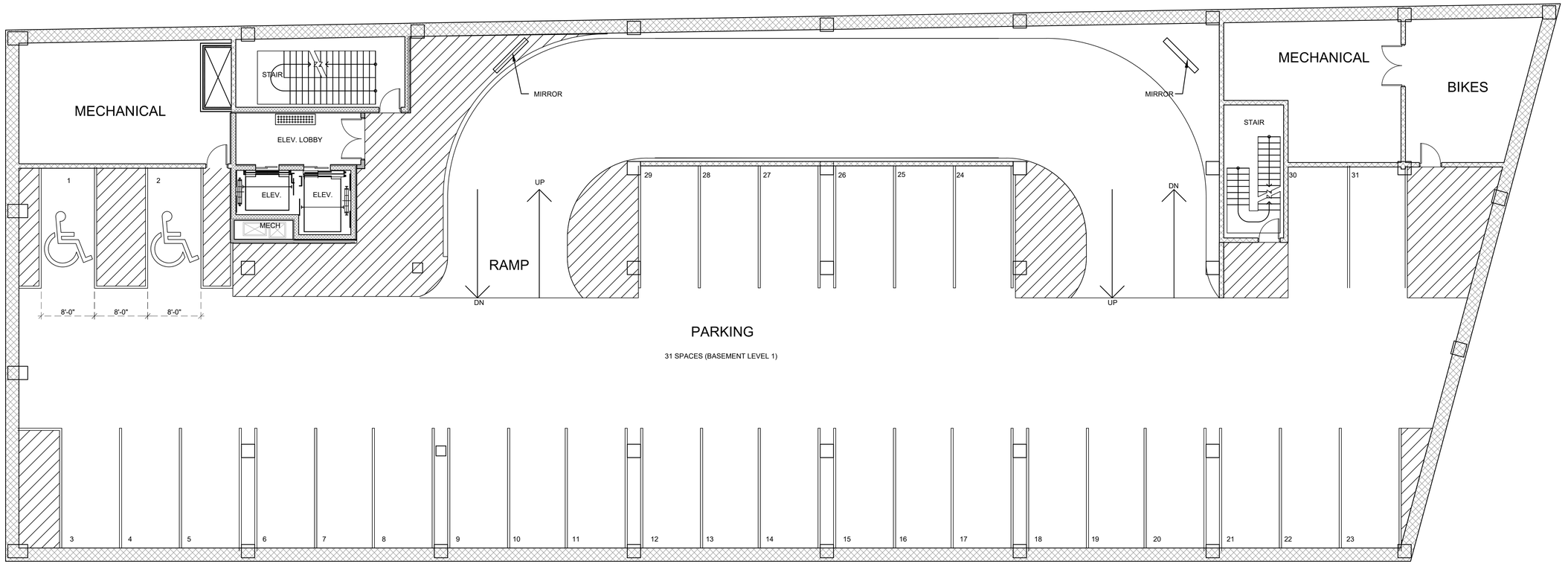

LOWER LEVEL PARKING

SCALE: 1/8" = 1'-0"
TOTAL BUILDING : 18,175 SQ.F

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STATE OF MICHIGAN - SCOTT D. BOWERS - ARCHITECT - 1301032577 - REGISTERED ARCHITECT

SHEET + TITLE
LEVEL 1
BASEMENT
PARKING PLAN

SHEET + NUMBER
A1.00B

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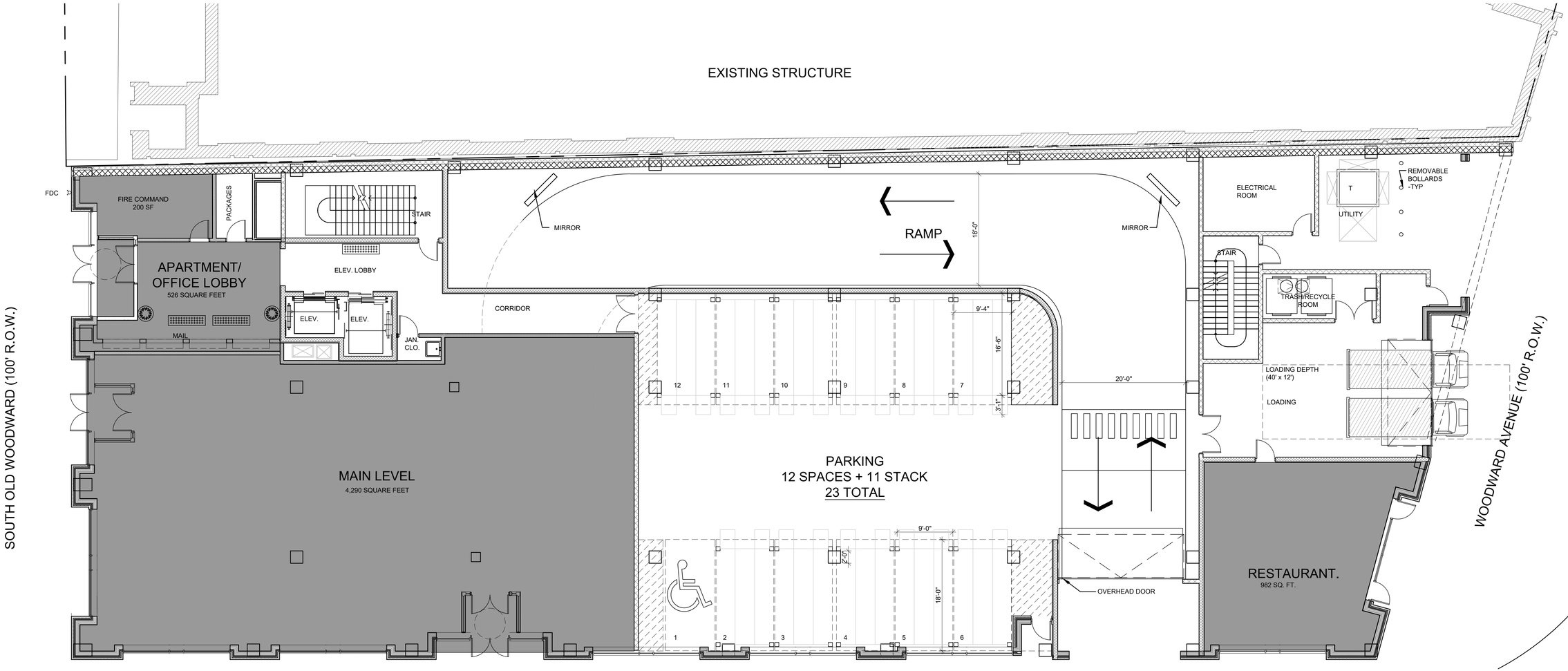

FIRST (GROUND)LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"

TOTAL FLOOR S.F : 18,175 S.F

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STATE OF MICHIGAN
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SHEET + TITLE

FIRST (GROUND) LEVEL
FLOOR PLAN

SHEET + NUMBER

A1.01

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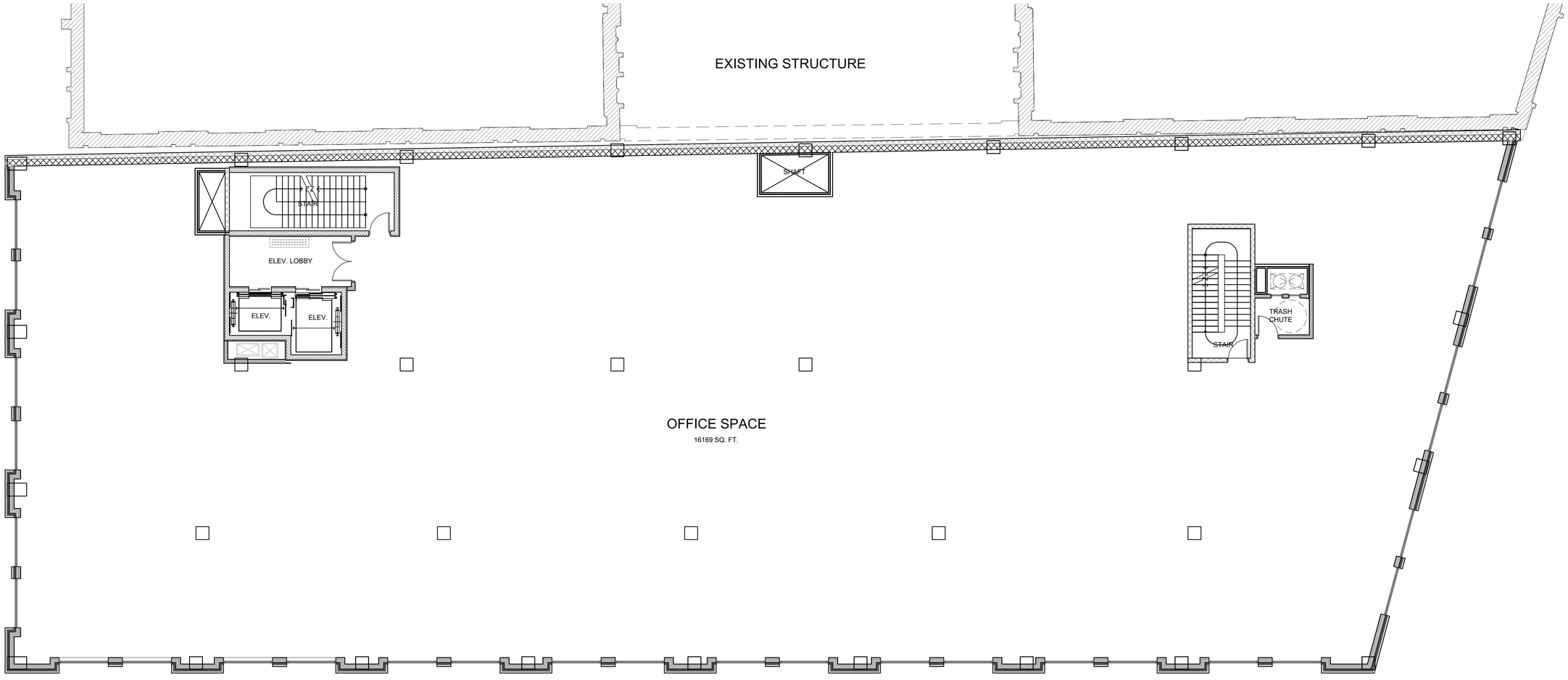

SECOND LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"
TOTAL BUILDING : 18175 SQ.F

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STATE OF MICHIGAN
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SHEET + TITLE
SECOND LEVEL
FLOOR PLAN

SHEET + NUMBER
A1.02

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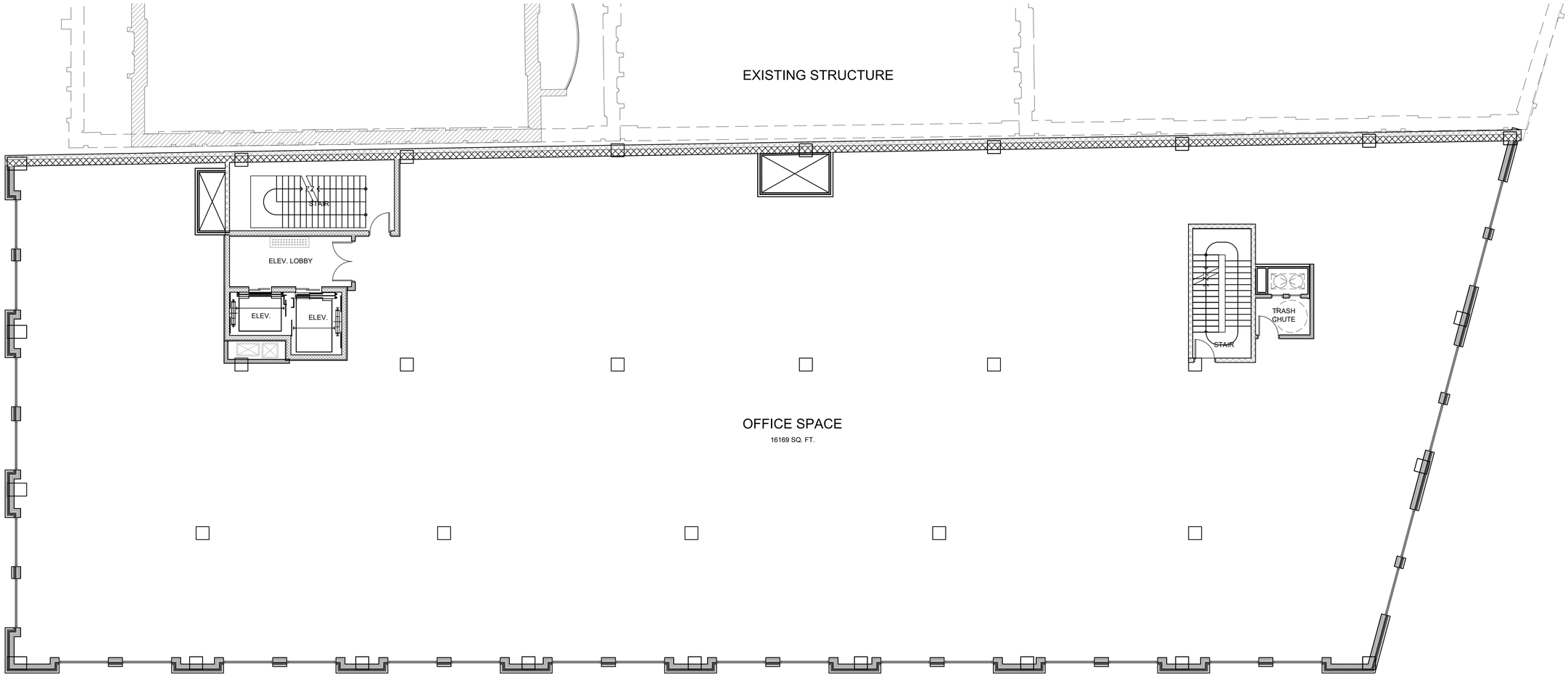

THIRD LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"

TOTAL BUILDING : 18175 SQ.F

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STATE OF MICHIGAN
SCOTT M. BOWERS
ARCHITECT
1301032575
LICENSED ARCHITECT

SHEET + TITLE

THIRD LEVEL
FLOOR PLAN

SHEET + NUMBER

A1.03

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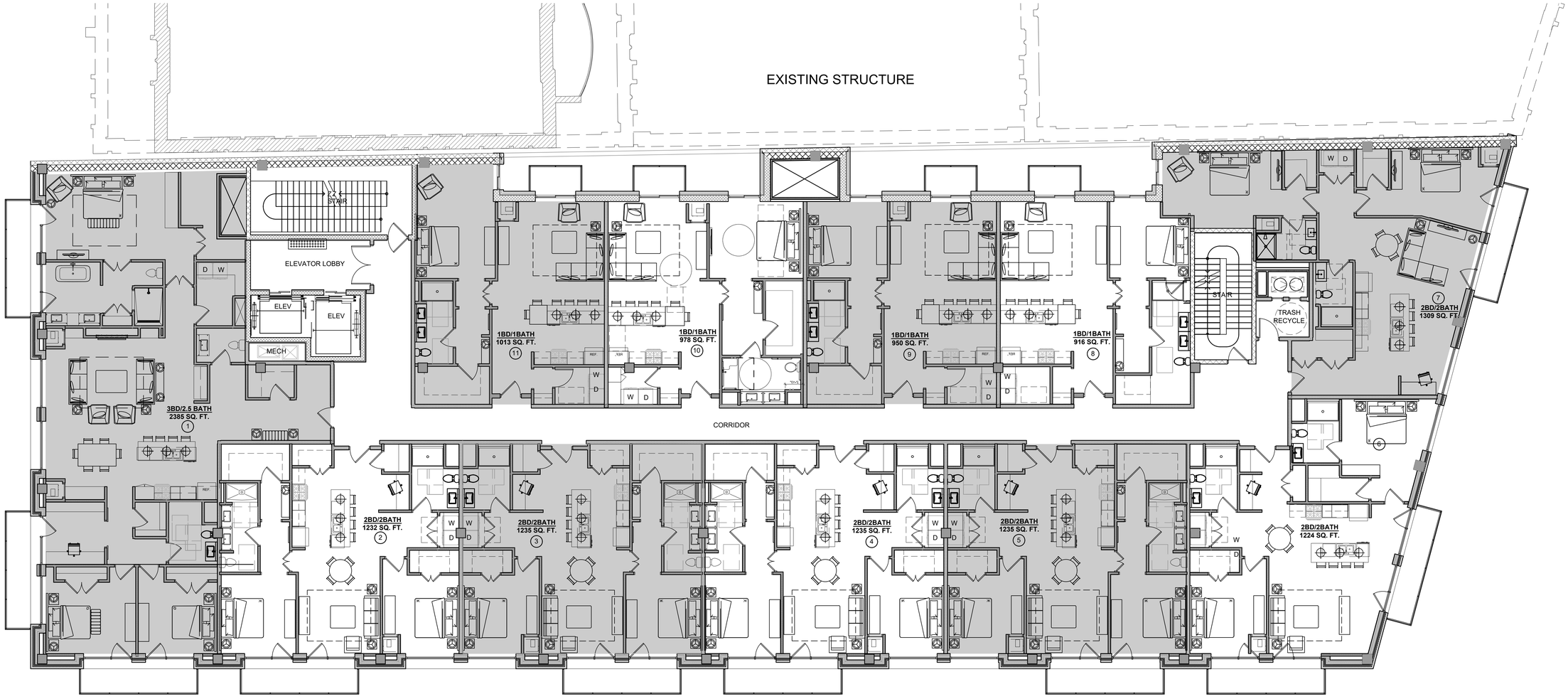

FOURTH LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"
TOTAL BUILDING : 18175 SQ.F

5F

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SCOTT M. BOWERS
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SHEET + TITLE
FOURTH LEVEL
FLOOR PLAN

SHEET + NUMBER
A1.04

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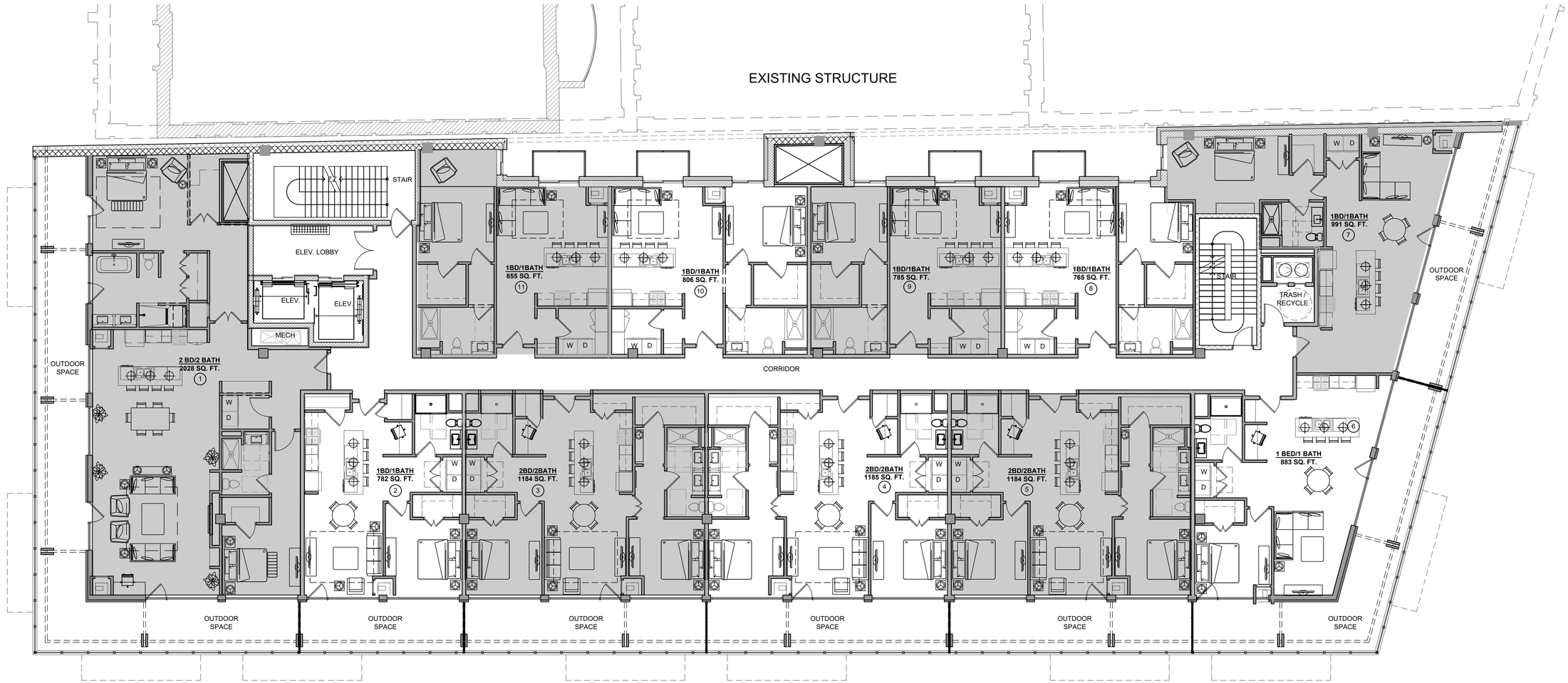

FIFTH LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"
TOTAL BUILDING SQ.F: 18175

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14 MAR 2023	CITY SUB.

STATE OF MICHIGAN
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SHEET + TITLE
FIFTH LEVEL
FLOOR PLAN

SHEET + NUMBER
A1.05

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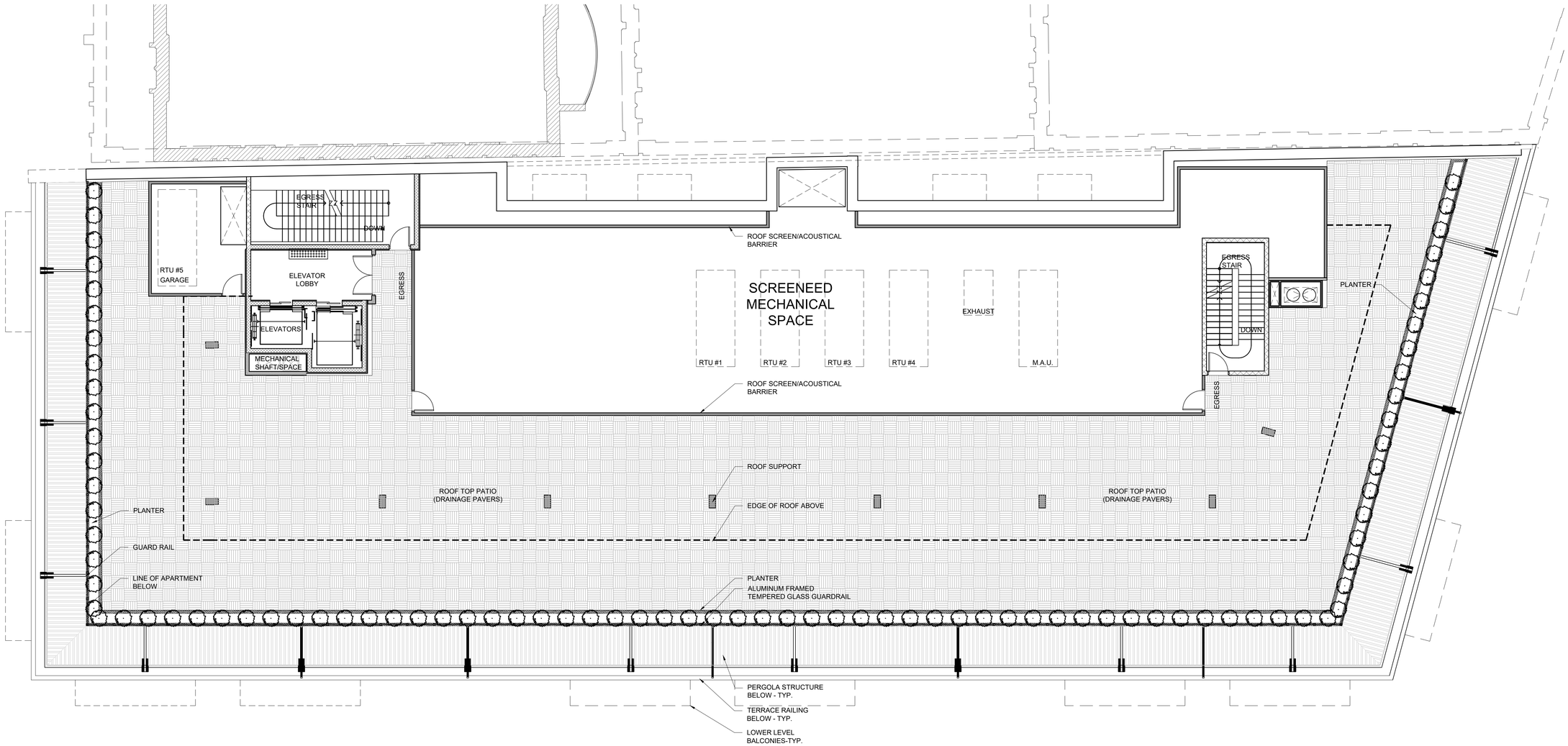

SIXTH LEVEL PLAN (TERRACE) - 6,629 SF

SCALE: 1/8" = 1'-0"

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SIXTH LEVEL
FLOOR PLAN

SHEET + NUMBER

A1.06

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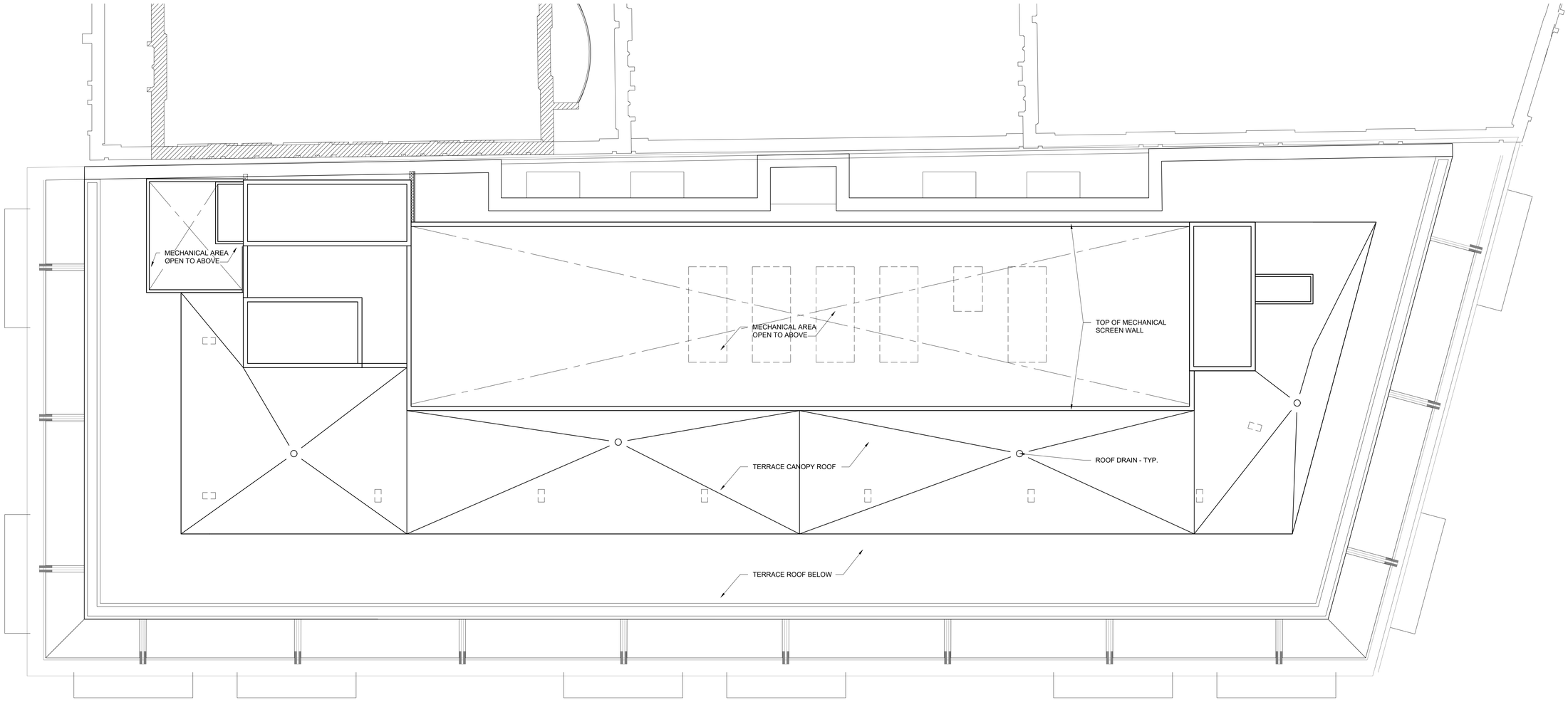
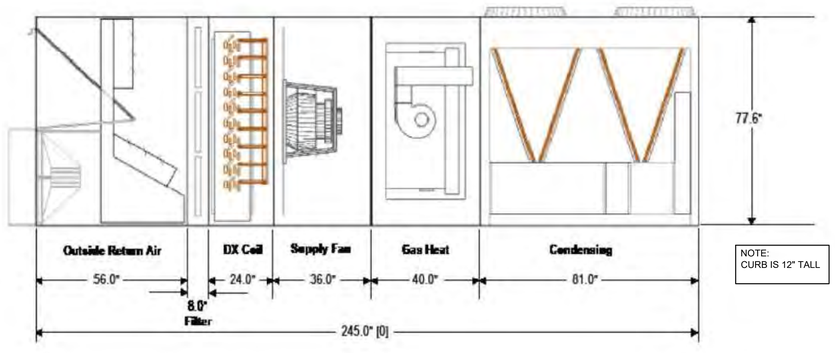


ROOF PLAN
SCALE: 1/8" = 1'-0"



ROOFTOP UNIT
NOT TO SCALE

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SCOTT D. BOWERS
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SHEET + TITLE
ROOF PLAN
22222 A300.dwg

SHEET + NUMBER
A3.00

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SOUTH EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"

1'-8' GLAZ / STOREFRONT = 685.2SF = 84%
FLR2+ GLAZ / TOTAL = 4107.3SF = 35%
FLR 5 MTL PAN / TOTAL = 1388.6SF = 9%

TAG	MATERIAL	MANUFACTURER	COLOR
A	GRANITE STONE BASE	TBD	BLACK GRANITE
B	STONE MASONRY 16x32	ARRISCRAFT	ALMAFI COASTAL SWAN
C	STONE MASONRY 8x32	ARRISCRAFT	ALMAFI COASTAL SWAN
D	CAST STONE ACCENTS	ROCKCAST	RIESLING
E	BRICK	TBD	EMPIRE GRAY
F	ALUM WINDO FRAMES / TR	TBD	DARK BRONZE
G	VERTICAL METAL PANELS	TBD	BURNISHED SLATE
H	BALCONY METAL PANELS	TBD	DARK BRONZE
J	METAL COPING	TBD	TO MATCH ADJACENT
K	PAINT	TBD	TO MATCH COLOR 'F'

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EXTERIOR ELEVATIONS
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SHEET + NUMBER
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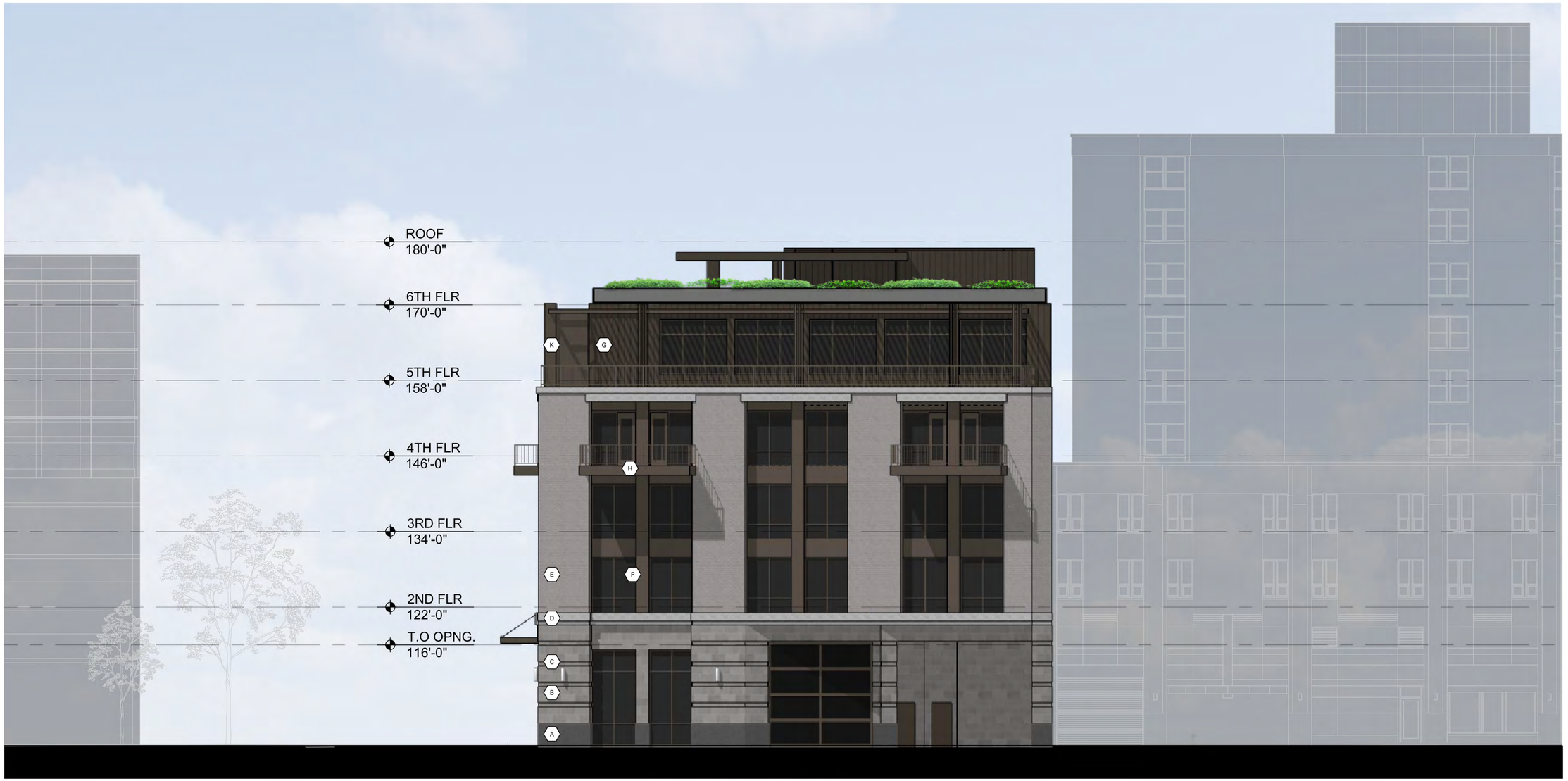

EAST EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"

1'-8' GLAZ / STOREFRONT = 104.3SF = 86%
FLR2+ GLAZ / TOTAL = 1501.1SF = 34%
FLR 5 MTL PAN / TOTAL = 558.0SF = 9%

TAG	MATERIAL	MANUFACTURER	COLOR
A	GRANITE STONE BASE	TBD	BLACK GRANITE
B	STONE MASONRY 16x32	ARRISCRAFT	ALMAFI COASTAL SWAN
C	STONE MASONRY 8x32	ARRISCRAFT	ALMAFI COASTAL SWAN
D	CAST STONE ACCENTS	ROCKCAST	RIESLING
E	BRICK	TBD	EMPIRE GRAY
F	ALUM WINDO FRAMES / TR	TBD	DARK BRONZE
G	VERTICAL METAL PANELS	TBD	BURNISHED SLATE
H	BALCONY METAL PANELS	TBD	DARK BRONZE
J	METAL COPING	TBD	TO MATCH ADJACENT
K	PAINT	TBD	TO MATCH COLOR 'F'

5F

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ARCHITECTURE DESIGN
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SHEET + NUMBER
A5.01

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WEST EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"

1'-8' GLAZ / STOREFRONT = 253.3SF = 79%
FLR2+ GLAZ / TOTAL = 1524.3SF = 35%
FLR 5 MTL PAN / TOTAL = 476.9SF = 8%

TAG	MATERIAL	MANUFACTURER	COLOR
A	GRANITE STONE BASE	TBD	BLACK GRANITE
B	STONE MASONRY 16x32	ARRISCRAFT	ALMAFI COASTAL SWAN
C	STONE MASONRY 8x32	ARRISCRAFT	ALMAFI COASTAL SWAN
D	CAST STONE ACCENTS	ROCKCAST	RIESLING
E	BRICK	TBD	EMPIRE GRAY
F	ALUM WINDO FRAMES / TR	TBD	DARK BRONZE
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H	BALCONY METAL PANELS	TBD	DARK BRONZE
J	METAL COPING	TBD	TO MATCH ADJACENT
K	PAINT	TBD	TO MATCH COLOR 'F'

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SHEET + NUMBER
A5.02

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NORTH EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"

1'-8' GLAZ / STOREFRONT = N/A
FLR2+ GLAZ / TOTAL = 405.0SF = 7%
FLR 5 MTL PAN / TOTAL = N/A

TAG	MATERIAL	MANUFACTURER	COLOR
A	GRANITE STONE BASE	TBD	BLACK GRANITE
B	STONE MASONRY 16x32	ARRISCRAFT	ALMAFI COASTAL SWAN
C	STONE MASONRY 8x32	ARRISCRAFT	ALMAFI COASTAL SWAN
D	CAST STONE ACCENTS	ROCKCAST	RIESLING
E	BRICK	TBD	EMPIRE GRAY
F	ALUM WINDO FRAMES / TR	TBD	DARK BRONZE
G	VERTICAL METAL PANELS	TBD	BURNISHED SLATE
H	BALCONY METAL PANELS	TBD	DARK BRONZE
J	METAL COPING	TBD	TO MATCH ADJACENT
K	PAINT	TBD	TO MATCH COLOR 'F'

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Exhibit C

BURGOYNE
APPRAISAL COMPANY

November 25, 2023

Doraid Markus
Birmingham Tower Partners, LLC
251 E. Merrill, Suite 205
Birmingham MI 48009

Re: Appraisal Report of Balcony Easements over Public Sidewalks ("Subject Parcel")
Balcony Easements over Public Sidewalks
479 S. Old Woodward Avenue ("Development Parcel")
City of Birmingham, Oakland County, Michigan

Gentlemen:

In compliance with your request, I have inspected and analyzed the above captioned parcels of real estate and prepared this real estate appraisal. The purpose of this report is to address the market value of the balcony easement over public sidewalks (the "Subject Parcel") associated with and adjoining the "Development Parcel" of land located at 479 South Old Woodward Avenue in the City of Birmingham located just west of Woodward Avenue (M-1) and south of downtown (generally centered at Old Woodward Avenue and Maple Road). The Development Parcel is zoned B-3 Office Residential by the City of Birmingham.

I have considered the appraisal assignment and am familiar with the scope of the analysis that will be required. The appraisal will be performed in accordance with the *Uniform Standards of Professional Appraisal Practice* (USPAP), and the Codes of Ethics of the International Right-of-Way Association and American Society of Appraisers. The effective Date of Valuation for this report is November 15, 2023.

This appraisal is an Appraisal Report per USPAP in an appropriate format for negotiation with the City of Birmingham. While not expected to be used for litigation purposes, the appraisal will use the standard Michigan definitions applicable to right-of-way acquisition and eminent domain. The easement to be appraised is a two-foot overhang into the airspace above the public sidewalk to allow for the integration of balconies associated with a mixed-use residential development on the Development Parcel located at 479 South Old Woodward Avenue, within the City of Birmingham, Oakland County, Michigan.

The Subject Property is adjoining the Development Parcel and located in Section 36, Town 2 North, Range 10 East, in the City of Birmingham, Oakland County, Michigan. More specifically, both the Subject Parcel and the Development Parcel are located on the north side of Hazel Street between South Old Woodward Avenue and Woodward Avenue (M-1). The development parcel has frontage on all three streets/thoroughfares, including South Old Woodward Avenue and South Old Woodward Avenue. The Development Parcel is the assemblage of two separately identified parcels of land formerly identified as 469 South Old Woodward Avenue (0.14± net acres) and 479 South Old Woodward Avenue (0.28± net acres). The two sale parcels were combined in 2017 to create a 0.42 net acre parcel identified as 479 South Old Woodward Avenue (the Development Parcel). The two tax parcels comprising the Development Parcel are also identified as Tax Parcels 19-36-208-011 and 19-36-208-012. An aerial reproduction of the property is depicted on Page Four.

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The assembled Development Parcel consists of 0.42± acres or just over 18,000 square feet net of any existing road right of way. The Development Parcel is trapezoidal in shape and all utilities are available to the site. The Development Parcel has 81 lineal feet of frontage on South Old Woodward Avenue, 87 lineal feet of frontage on Woodward Avenue (M-1), and 211½ lineal feet of frontage on Hazel Street. The adjoining Development Parcel is primarily zoned B-3 Office Residential. In addition to typical road and utility easements, the appraiser is not aware of any other easements that may affect the value of the Subject or Development Parcels. The legal description of the two parcels comprising assembled land (the Development Parcel) is provided later in this report.

It is my understanding that the City of Birmingham is requiring the property owner to purchase easements (or enter into an airspace lease) to accommodate the extension of four stories of balcony over the public sidewalk and has required an appraisal of the air space to be encumbered. A two-foot overhang is permitted without an easement or lease, but a four-foot overhang is proposed. As a result, this report addresses the market value of a two-foot easement, containing 360 square feet.

Renderings of the west (South Old Woodward), south (Hazel Street), and East (Woodward Avenue or M-1) elevations of the building under construction, showing the balconies, are included later in this report. There are balconies only on floor 4 that are the subject of this appraisal. The balconies on these three elevations extend into the right-of-way by four feet, encroaching by two feet beyond the permitted two feet. A typical section showing the encroachment is also included later in the report. a permanent structure that is at least 8 feet above grade, such as a balcony, may encroach up to 2 feet. The area of concern for this appraisal is the additional 2-foot that the ten balconies extend beyond what is permitted. All 10 of the balconies are 18 (17’ 8”) feet wide. They are at least 35 feet above the sidewalk. There are only balconies on one story, the fourth. Using 18 feet for the width, the total easement will contain 360 square feet as follows.

10 balconies x 18 feet x 2 foot = 360 square feet

The client for this appraisal is Birmingham Tower Partners, LLC. Intended users of this report include Doraid Markus of Birmingham Tower Partners, LLC. as the client and owner of the Development Parcel, as well as Birmingham Tower Partners, LLC’s legal representatives, if any. It is expected that representatives for the City of Birmingham will also see this appraisal, although they are not intended users. Use of this report by others is not intended by the appraiser. This appraisal is prepared in accordance with the *Uniform Standards of Professional Appraisal Practice* of the Appraisal Foundation and the Codes of Ethics and Standards of the International Right-of-Way Association and the American Society of Appraisers.

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Given that the Subject Parcel is airspace above a public right-of-way, there are obviously no comparable sales of similar parcels or easements available. The methodologies of this report are applied to the Development Parcel and that unit valuation is extrapolated to the Subject Parcel in a method referred to as Across the Fence (AFT) valuation. While the airspace that comprises the subject property does not have the attributes or potential uses as real estate applicable to the Development Parcel, it is reasonable to use the unit rate applicable to the Development Parcel to help determine the value of the adjoining the easement. When appraising properties similar to the Subject Parcel with unusual shapes and/or configurations that have associated property rights them that are being combined with adjoining properties, appraisers do not generally apply a discount for size and shape, nor apply a plottage or assembly premium. The underlying unit value used is determined form "Across the Fence."

The interest appraised is the unencumbered fee simple estate of the subject property. This appraisal is based on several assumptions, limiting conditions and restrictions on disclosure and use that are included later in this document. Based on the information and analysis presented in the following report, it is my opinion that the market value of the subject easement as proposed as of November 15, 2023 is as summarized below.

FOUR-FOOT AIRSPACE EASEMENT CONTAINING 360 SQUARE FEET (THIS PRESUMES A SINGLE ONE-TIME PAYMENT)	**MARKET VALUE $9,500**
ALTERNATIVELY, ANNUAL RENTAL IN LIEU OF SINGLE PAYMENT	**$850 PER YEAR**
EFFECTIVE DATE OF VALUE OPINION	**NOVEMBER 15, 2023**

This appraisal is based upon the property as I find it and upon certain details and limiting conditions attached hereto and made a part hereof, without any consideration of title, restrictions or tax history that might impair its value. I have no interest in this property or any property in the immediate vicinity and my fee is in no way contingent upon the amount of value herein reported. I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

Respectfully submitted,

David Edward Burgoyne, ASA, SR/WA, R/W-AC
Certified General Real Estate Appraiser (Michigan) #1205-000222

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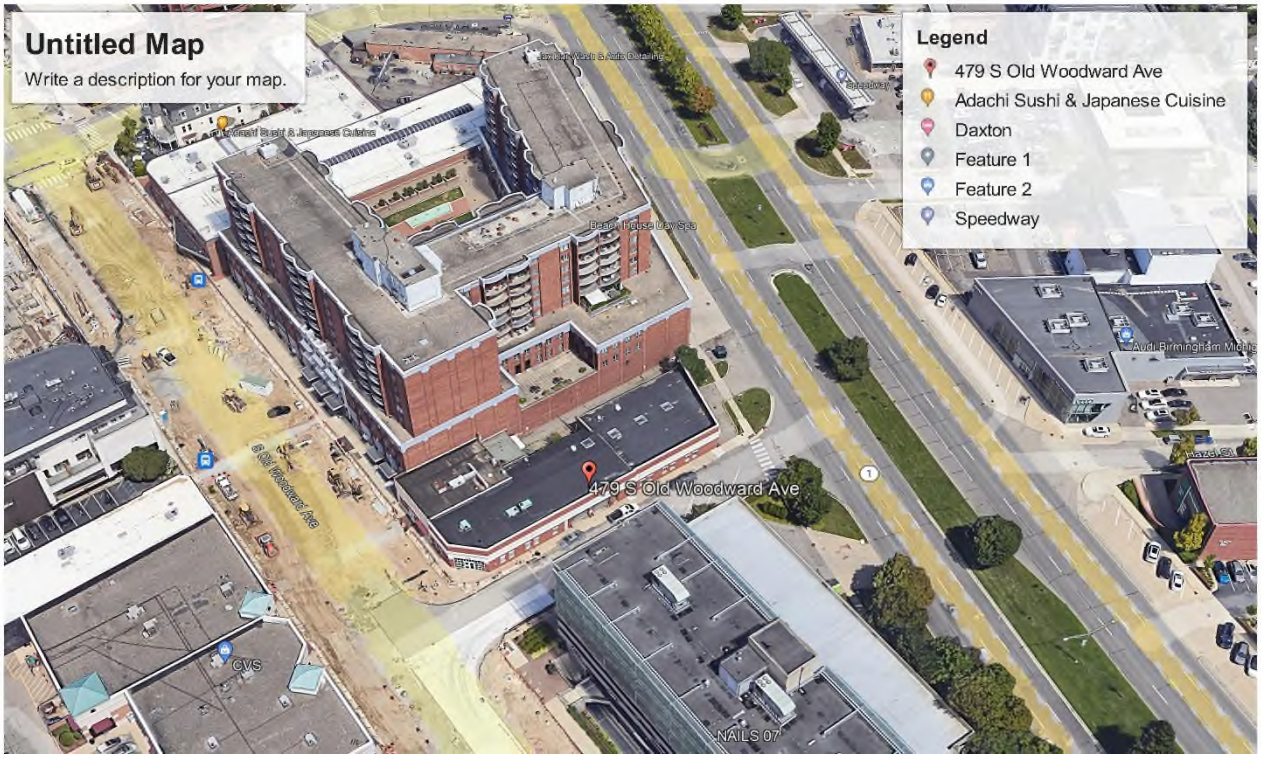
A. Aerial Photograph and Development Parcel Identification



Owner of Record:	Birmingham Tower Partners, LLC
Address of Development Parcel:	479 S. Old Woodward Avenue North Side of Hazel Street, City of Birmingham County of Oakland, State of Michigan
Development Parcel Identification:	Tax Parcels 19-36-208-011 and 19-36-208-012
Current Use of Development Parcel:	Five Story Building Planned
Highest and Best Use:	Office/Residential Mixed Use as Zoned
Date of Appraisal Report:	November 25, 2023
Date of Valuation:	November 15, 2023
Appraiser:	David Edward Burgoyne, ASA, SR/WA, R/W-AC Certified General Real Estate Appraiser (Michigan) - #1205-000222

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Ordinance Re: Overhanging Structures
Qualifications of Appraiser

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C. Summary of Salient Facts

Property Owner:	Birmingham Tower Partners, LLC
Property Type:	Office/retail and Residential Mixed Use.
Improvements:	Five Story Mixed Use Building Under Construction
Shape of Lot:	Trapezoid
Utilities:	Subject site is serviced by public water and sanitary sewer service. All other typical public and/or utilities are available.
Road Frontage:	81 Lineal Feet on South Old Woodward Avenue 87 Lineal Feet on Woodward Avenue (M-1) 211½ Lineal Feet on Hazel Street
Zoning:	The parcel is zoned B-3 Office Residential by the City of Birmingham.
Highest & Best Use:	Office and Residential Mixed-Use as Zoned
Topography:	Level and at grade with surrounding road frontages.
Land Area:	0.42 acres or just over 18,000 square feet
Date of Appraisal Report:	November 25, 2023.
Effective Date of Valuation:	November 15, 2023

Market Value of Two-Foot Airspace Easement of 360 Square feet (This presumes a single one-time payment)	$9,500
Alternatively, Annual rental in Lieu of Single Payment	$850 per year

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D. Legal Description of Ownership

The Subject Parcel being appraised is a proposed 360 square foot airspace easement overhanging the public sidewalk adjoining the Development Parcel. The adjoining Development Parcel, known as Tax Parcels 19-36-208-011 and 19=-36-208-012, is legally described as follows:

PARCEL "A" LEGAL DESCRIPTION
(per Fidelity National Title Insurance Company, Commitment No. 17–110744, dated January 5, 2017)

Land situated in the City of Birmingham, County of Oakland, and State of Michigan, described as:

South part of Lot 7 of ASSESSOR'S PLAT NO. 13, City of Birmingham, according to the plat thereof, as recorded in Liber 51 of Plats, Page 15, Oakland County Records, described as beginning at Southwest corner Lot 7; thence Northerly on West line said Lot, 40.28 feet; thence Easterly 58.9 feet; thence Northerly at right angle 14.96 feet; thence Easterly at right angle 65.37 feet; thence Northerly at right angle 8.4 feet; thence Easterly at right angle 104.44 feet to East line said Lot; thence Southerly along East lot line, 66.25 feet to Southeast corner said Lot; thence Westerly along South lot line 211.66 feet to point of beginning.

PARCEL "B" LEGAL DESCRIPTION
(per First American Title Insurance Company, Commitment No. TC13–69882, dated February 9, 2017)

Land situated in the City of Birmingham, County of Oakland, and State of Michigan, described as:

The Northerly part of Lot 7 of ASSESSOR'S PLAT NO. 13, according to the plat thereof recorded in Liber 51 of Plats, page 15, Oakland County Records, City of Birmingham, Oakland County, Michigan, described as beginning at the Northwesterly corner of said Lot 7 on the Easterly line of 100 foot Woodward Avenue; thence Easterly along Northerly line of said Lot, a distance of 234.96 feet to the Westerly line of 200 foot Hunter Blvd. of the Northeast corner of said Lot 7; thence Southerly along the Westerly line of said Hunter Blvd. or Easterly line of said Lot 7, a distance of 21.15 feet to extension of North face of wall of garage building located on Southerly part of said Lot 7; thence Westerly along said extension of North face of wall and along said North face of wall 104.44 feet to a corner of said garage building; thence Southerly at right angles along Westerly face of wall of said garage building 8.40 feet to a corner of said garage building; thence Westerly at right angles along North face of wall of said garage building 65.37 feet to a corner of said garage building; thence Southerly at right angles along West face of wall of said garage building 14.96 feet to a corner of said garage building; thence Westerly at rights angles along North face of wall of said garage building and extension of same 58.90 feet to Westerly line of said Lot 7; thence Northerly along said Westerly line 40.28 feet to the point of beginning.

E. Zoning

The Development Parcel is zoned B-3 Office Residential by the City of Birmingham. The zoning ordinance for the City of Birmingham can be viewed in its entirety at the following website link:

https://online.encodeplus.com/regs/birmingham-mi/doc-viewer.aspx#secid--1

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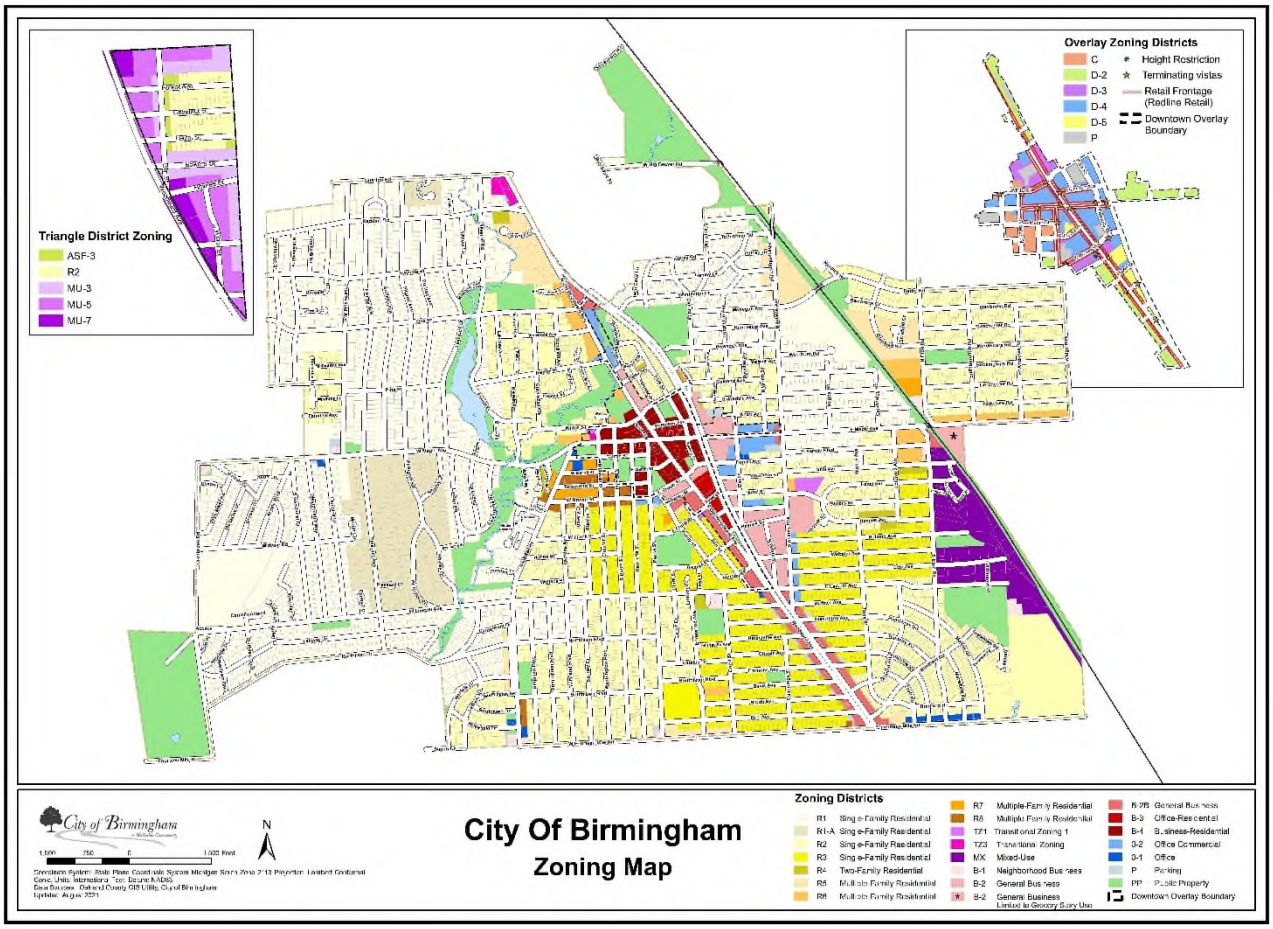

F. Sale History of Property

The Uniform Standards of Professional Appraisal Practice (USPAP) requires the appraiser to report all sales of the subject occurring within three years prior to the date of value. The subject parcel was purchased in June 2017 well over three years before the effective date of valuation.

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G. Ownership, Occupancy and Contact with the Owner

The Development Parcel is owned by Birmingham Tower Partners, LLC. The Subject Parcel is owned by the City of Birmingham. David E. Burgoyne ASA, SR/WA, R/W-AC inspected both properties. The comparable sales were also inspected and photographed on June 20, 2023. Contact with Birmingham Tower Partners, LLC., as client has been with Doraid Markus and Architect Scott Bowers as representatives of Birmingham Tower Partners, LLC. Messrs. Markus and Bowers were very helpful and provided elevations, drawing, plans, documents, and purchase and sale details regarding the properties.

H. Interest Appraised

The interest appraised is a proposed airspace easement over the adjoining sidewalks benefitting the unencumbered fee simple estate of the Development Parcel.

I. Purpose of the Appraisal

The purpose of this report is to establish the market value of the Subject Parcel, being the airspace easements over the adjoining sidewalks and right-of-way that comprise the Subject Property. With respect to the scope of this assignment, it is important to define the important terms governing the preparation of this appraisal. The following pages include definitions and comments relative to the application of these fundamental concepts and standards.

Just Compensation - "Whenever private property is taken for a public purpose, the Constitution commands that the owner shall be paid just compensation. Just compensation is the amount of money that will put the person whose property has been taken in as good a position as the person would have been in had the taking not occurred. The owner must not be forced to sacrifice or suffer by receiving less than full and fair value for the property. Just compensation should neither enrich the individual at the expense of the public, nor the public at the expense of the individual." (M CIV JI 90.05)

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Market Value - "The highest price estimated in terms of money that the property will bring if exposed for sale on the open market, with a reasonable time allowed to find a purchaser with knowledge of all the uses and purposes to which it is adapted, and for which it is capable of being used. The amount of money which the property would bring if it were offered for sale by one who desired, but was not obliged to sell, and was bought by one who was willing but not obliged to buy. What the property would bring in the hands of the prudent seller, at liberty to fix the time and conditions of the sale. What the property would sell for in negotiations resulting in a sale between an owner, willing but not obliged to sell, and a willing buyer not obliged to buy. What the property would be reasonably worth on the market for a cash price allowing a reasonable time within which to affect the sale." (M CIV JI 90.06)

Highest and Best Use - "Highest and Best Use" is defined as the most profitable and advantageous use the owner may make of the property even if the property is presently used for a different purpose, or is vacant, so long as there is a market demand for such use" (M CIV JI 90.09). Typically, the highest and best use must be physically possible, legally permissible, economically feasible and maximally productive. (*Appraisal Institute - The Appraisal of Real Estate*, Fifteenth Edition (2020), pp. 306-308).

J. Discussion of the Appraisal Problem and Scope of Work

The purpose of this report is to address the market value of proposed balcony easements that overhang the public sidewalks abutting the Development Parcel (the Subject Parcel). The properties are positioned wrapping the southwest corner of South Old Woodward Avenue and Hazel Street as well as the southeast corner of Woodward Avenue (M-1) and Hazel Street Road in the City of Birmingham, south of its downtown area. The Development Parcel is zoned B-3 Office Residential by the City of Birmingham.

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This appraisal is an Appraisal Report per USPAP in an appropriate format for negotiation with the City of Birmingham. While not expected to be used for litigation purposes, the appraisal will use the standard Michigan definitions applicable to right-of-way acquisition and eminent domain. The easement to be appraised is a two-foot overhang extending into the airspace above the public sidewalk associated with a mixed-use office and residential development located at 479 South Old Woodward Avenue within the City of Birmingham, Oakland County, Michigan.

"Easement" is defined on Page 11 of the Glossary of The International Right of Way Association's publication Principles of Right of Way (2006) as:

"A non-possessory interest held by one person in property of another with the first person is accorded partial use of the property for a specific purpose. An easement restricts but does not abrogate the fee owner's right to the use and enjoyment of the property."

"An easement is a non-possessory interest one has in the property of another for a specific purpose. Easements may involve the right to use only the property's surface, only the airspace above the real estate, only its surface, or any combination of the three. Easement rights may be granted exclusively to one user or not exclusively, to benefit many uses they may be affirmative or negative and affirmative easement conveys an affirmative right to the grantee to enter on the real estate of another for a specific purpose. A negative easement restricts the real estate owner whose property is burdened by the easement. (Chapter 2, P4 of The International Right of Way Association's publication Principles of Right of Way (2006))

Easements and their value are also discussed in Section 4.6.5. of the Uniform Appraisal Standards for Federal Land Acquisitions prepared by the Appraisal Foundation, Washington DC 2016. [The Yellow Book] on Page 168:

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4.6.5. **Easement Valuation Issues.** In general terms, an easement is a limited right to use or control land owned by another for specified purposes.[871] An easement is a property interest less than the fee estate, with the owner of the underlying fee (the servient estate) retaining full dominion over the realty, subject only to the easement (the dominant estate); the fee owner may make any use of the realty that does not interfere with the easement holder's reasonable use of the easement and is not specifically excluded by the terms of the easement.

The specific terms and impact of each specific easement must be carefully considered.

In terms of underlying land value, one does not specifically appraise the City's sidewalk, the airspace above it, nor individual strips of land (some measuring as little one foot by ten feet). The appraiser believes the application of a "through the fence" valuation methodology is appropriate. Through the fence, also referred to as "across the fence" (ATF), is a well-established valuation concept whereby the unit value of a parcel of land is based on the value of abutting land. In other words, the value of the Subject Property as unencumbered will be established as what it is worth as part of a larger parcel, without specific consideration accorded to its relative position within subject, its relative size, or the fact that it is airspace only. Doing this results in a balanced and uniform evaluation of the Subject Parcel's market value. After determining the underlying ATF value, the market value of the easement over said land is determined as a percentage of the fee value.

The scope of work for this assignment involved examining conveyances of land in and near Birmingham's downtown area, with particular emphasis on those having a similar highest and best use to the subject. Relevant transactions are used as comparables the Direct Sale Comparison analysis. Other documents reviewed include the a land survey of the Development Parcel and various other assessing and tax records specific to the Development Parcel.

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This appraisal of the Subject Parcel is a logical process which involves the collection of both general and specific data relevant to both the Subject and Development Parcels, determination of the highest and best use as of the date of valuation, selection of the appropriate approaches to value, and subsequent application of those approaches. The three basic approaches to value are the Replacement Cost Less Depreciation Approach (or, simply the Cost Approach) the Income Approach and the Direct Sales Comparison Approach.

The Cost Approach is a method in which the value of a property is derived by estimating the replacement cost of the improvements and deducting the estimated depreciation. This approach is based on the assumption that the replacement cost new sets the upper limit of building value, provided that the improvements represent the highest and best use of the land. The Cost Approach was considered but was deemed not relevant to the valuation issues for this assignment.

The Income Approach is an appraisal technique in which the anticipated net income is processed to indicate the capital amount of the investment that produces the net income. The capital amount, called the capitalized value, is in effect the sum of the anticipated annual rents less the loss of interest to the time of collection. The Cost Approach was considered but was deemed not relevant to the valuation issues for this assignment as an airspace easement over land.

The Direct Sales Comparison Approach is an appraisal technique in which the value is predicated upon prices paid in arms-length market transactions and prices asked demonstrated by current listings for similar properties. Unusual financing terms paid or offered must be reflected in terms of cash or in terms equivalent to cash. Given the availability of relevant sales data, the Direct sales Comparison approach will be used to establish the market value of the Subject Parcel.

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K. Intended Use and Intended Users

The client for this appraisal is Birmingham Tower Partners, LLC, as owners of the Development Parcel. Intended users of this report include Doraid Markus of Birmingham Tower Partners, LLC., as the client and owner of the Development Parcel, as well as Birmingham Tower Partners, LLC's legal representatives, if any, and their architect Scott Bowers. It is expected that representatives for the City of Birmingham will also see this appraisal, although they are not intended users. Use of this report by others is not intended by the appraiser. This appraisal is prepared in accordance with the *Uniform Standards of Professional Appraisal Practice* of the Appraisal Foundation and the Codes of Ethics and Standards of the International Right-of-Way Association and the American Society of Appraisers.

L. Personal Property

No equipment or personal property is considered in this appraisal report.

M. Environmental Conditions

We have assumed the subject to be free of hazardous waste or toxins. The existence of toxins or hazardous material, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is neither trained nor qualified to detect hazardous materials. The presence of asbestos, urea-formaldehyde foam insulation, heavy metals, petroleum distillates, solvents, radioactive or other potentially hazardous materials may affect the value of the property. This determination of market value is predicated on the assumption that there is no such material present at the subject property that would cause a diminution in value. No responsibility is assumed for any such conditions or for any expertise or knowledge required to discover them. The client, and any other interested party, is urged to retain an expert trained in the detection of toxins and hazardous substances, if desired.

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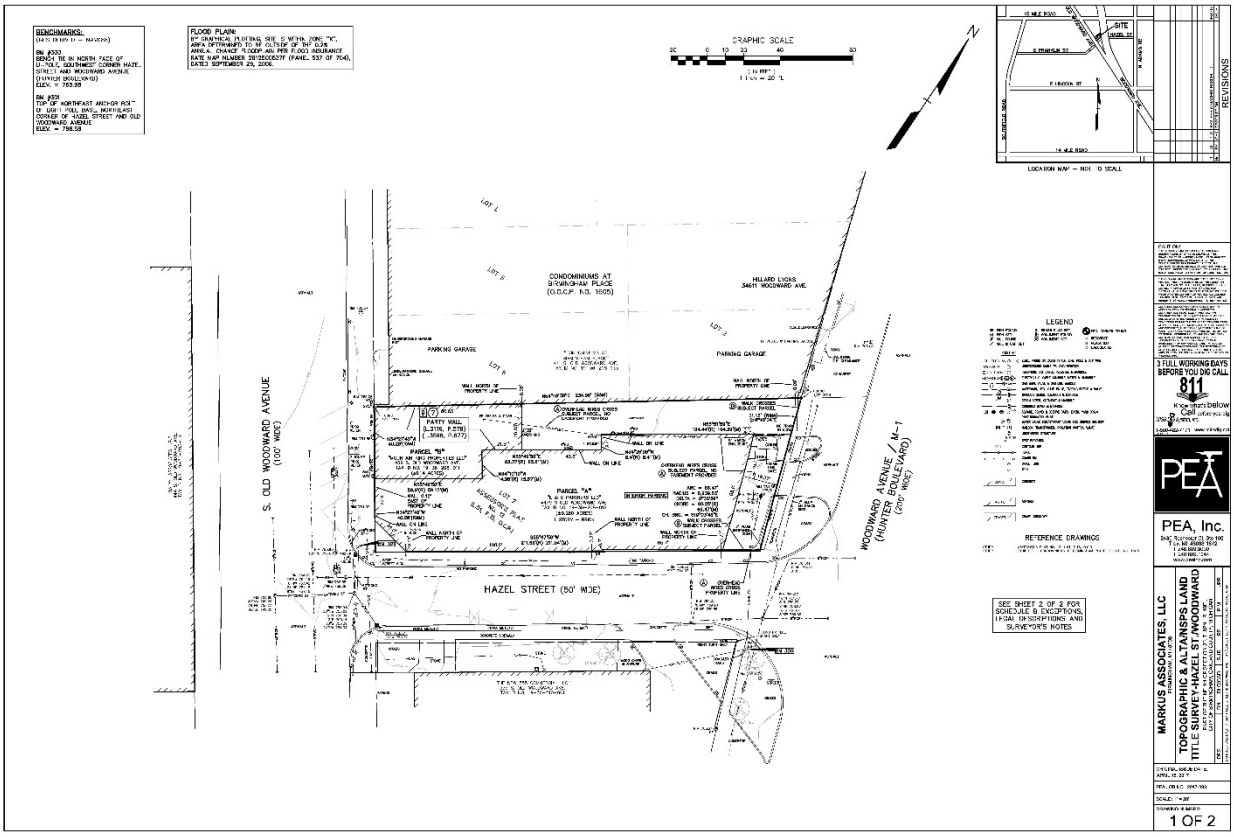
SECTION II - VALUATION OF SUBJECT PROPERTY

A. Description of Development Parcel

The Subject Property is adjoining the Development Parcel and located in Section 36, Town 2 North, Range 10 East, in the City of Birmingham, Oakland County, Michigan. More specifically, both the Subject Parcel and the Development Parcel are located on the north side of Hazel Street between South Old Woodward Avenue and Woodward Avenue (M-1). The development parcel has frontage on all three streets/thoroughfares, including South Old Woodward Avenue and South Old Woodward Avenue. The Development Parcel is the assemblage of two separately identified parcels of land formerly identified as 469 South Old Woodward Avenue (0.14± net acres) and 479 South Old Woodward Avenue (0.28± net acres). The two sale parcels were combined in 2017 to create a 0.42 net acre parcel identified as 479 South Old Woodward Avenue (the Development Parcel). The two tax parcels comprising the Development Parcel are also identified as Tax Parcels 19-36-208-011 and 19-36-208-012. A survey of the property is depicted below.



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The assembled Development Parcel consists of 0.42± acres or just over 18,000 square feet net of any existing road right of way. The Development Parcel is trapezoidal in shape and all utilities are available to the site. The Development Parcel has 81 lineal feet of frontage on South Old Woodward Avenue, 87 lineal feet of frontage on Woodward Avenue (M-1), and 211½ lineal feet of frontage on Hazel Street. The adjoining Development Parcel is primarily zoned B-3 Office Residential. In addition to typical road and utility easements, the appraiser is not aware of any other easements that may affect the value of the Subject or Development Parcels. The legal description of the two parcels comprising assembled land (the Development Parcel) is provided later in this report.

It is my understanding that the City of Birmingham is requiring the property owner to purchase easements (or enter into an airspace lease) to accommodate the extension of four stories of balcony over the public sidewalk and has required an appraisal of the air space to be encumbered. A two-foot overhang is permitted without an easement or lease, but a four-foot overhang is proposed. As a result, this report addresses the market value of a two-foot easement, containing 360 square feet.

Renderings of the west (South Old Woodward), south (Hazel Street), and East (Woodward Avenue or M-1) elevations of the building under construction, showing the balconies, are included later in this report. There are balconies only on floor 4 that are the subject of this appraisal. The balconies on these three elevations extend into the right-of-way by four feet, encroaching by two feet beyond the permitted two feet. A typical section showing the encroachment is also included later in the report. a permanent structure that is at least 8 feet above grade, such as a balcony, may encroach up to 2 feet. The area of concern for this appraisal is the additional 2-foot that the ten balconies extend beyond what is permitted. All 10 of the balconies are 18 (17’ 8”) feet wide. There are only balconies on one story, the fourth. Balconies are indicated by red dots in the following elevations of the South, West, and East side of the proposed building. Rendering showing the balconies follow the elevations. Using 18 feet for the width, the total easement will contain 360 square feet as follows.

10 balconies x 18 feet x 2 foot = 360 square feet

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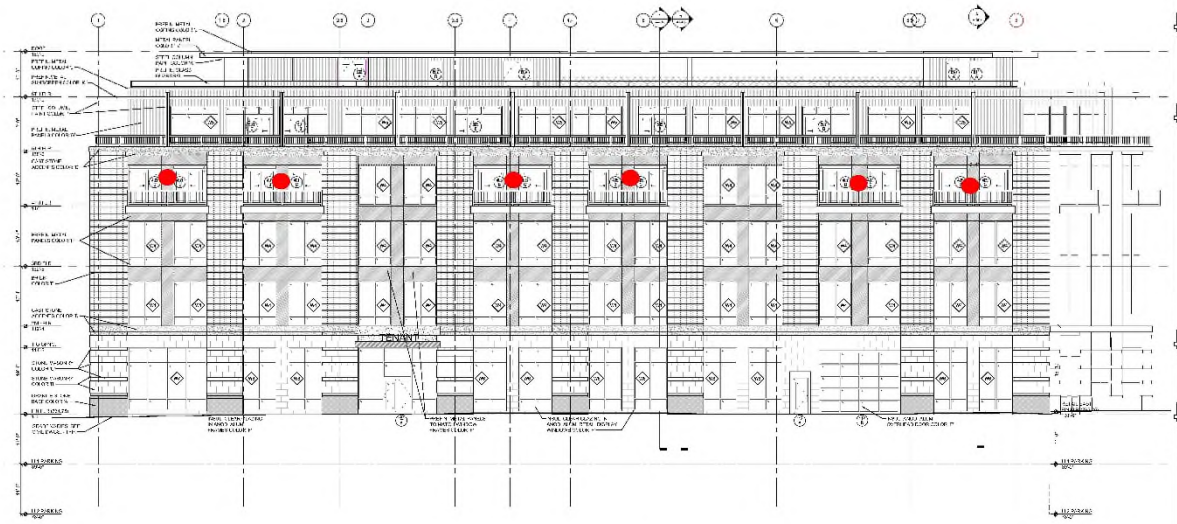
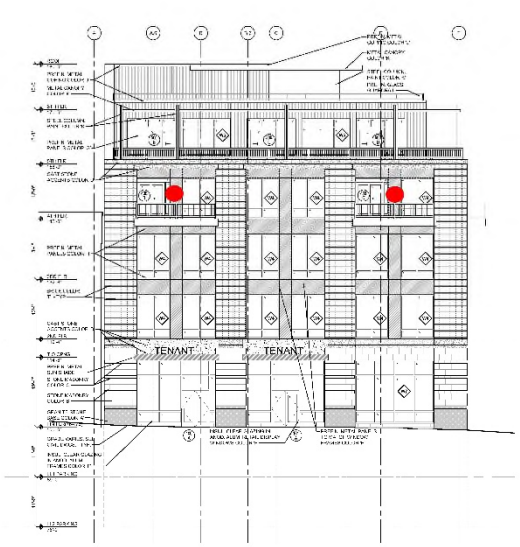


SOUTH EXTERIOR ELEVATION

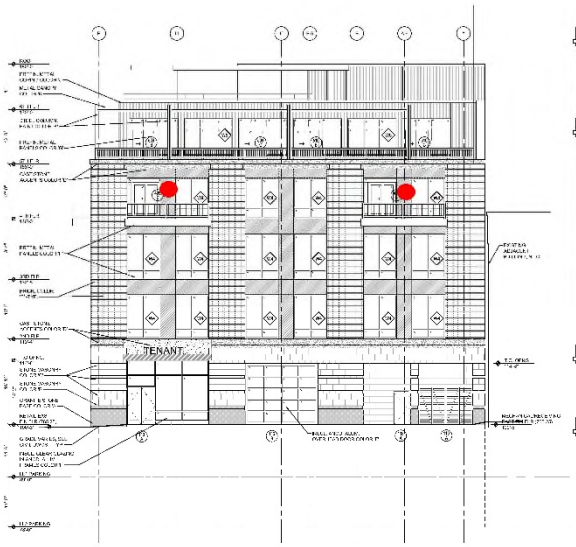
BIRMINGHAM TOWERS
MIXED USE

22-222

A-300



WEST EXTERIOR ELEVATION



EAST EXTERIOR ELEVATION

BIRMINGHAM TOWERS
MIXED USE

22-222

A-301

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BIRMINGHAM TOWERS
BIRMINGHAM, MICHIGAN

BOWERS+ASSOCIATES
ARCHITECTURE DESIGN

A rendering of the West and South (Hazel Street) elevation is reproduced above. The rendering of the East (and South) elevation is reproduced below.

BIRMINGHAM TOWERS
BIRMINGHAM, MICHIGAN

BOWERS+ASSOCIATES
ARCHITECTURE DESIGN

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B. Present Use of Development Parcel

The adjoining Development Parcel had been improved with two older low-rise commercial building but is currently being developed as a five-story mixed-use building that contains retail at street level, two floors of offices, and two upper floors of residential units, including a single floor with ten overhanging balconies. This development is what causes the need for the two-foot airspace easement over the public right-of-way.

C. Highest and Best Use of Development Parcel

"Highest and Best Use" is defined by Courts in Michigan as the most profitable and advantageous use the owner may make of the property even if the property is presently used for a different purpose, or is vacant, so long as there is a market demand for such use" (M CIV JI 90.09). Typically the highest and best use must be "the reasonably probable use of property that results in the highest value" (Appraisal Institute - The Appraisal of Real Estate, Fifteenth Edition - Page 305).

The following offers a more detailed analysis of the Highest and Best Use criteria:

1. **Physically Possible**: The site must possess adequate size, shape, and soil conditions to support the proposed use.
2. **Legally Permissible**: The proposed use of the property must conform to all local and state zoning and use restrictions for the site.
3. **Financially Feasible**: The proposed use must be capable of providing a net return to the property owner.
4. **Maximally Productive**: Of those physically possible, legally permissible, and financially feasible uses, the highest and best use for a property is that use which provides the greatest net return to the property owner over a given period of time.

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These criteria should usually be considered sequentially. It makes no difference that a use is financially feasible if it is physically impossible to construct the improvement or if such a use is not legally permitted. Only when there is a reasonable possibility that one of the prior unacceptable conditions can be changed is it appropriate to continue with the analysis. The fact that the land adjoining the Subject Parcel is currently being developed for office, retail, and residential mixed-use, and has been historically used, for commercial use demonstrates that this use is physically possible, legally permissible and financially feasible. Given the B-3 Office Residential Business, its specific physical attributes, the current planned five-story building, and its location in the City of Birmingham, the maximally productive use is judged to be consistent with its current mixed-use development. Therefore, the highest and best use of the Development Parcel is determined to be for mixed office/retail and residential use. There is no alternative use that is more profitable and advantageous that the owner could make of the property. Of course, while the actual Subject Parcel, as an airspace easement overhanging public sidewalks, does not have a separate highest and best use for development, it is value as such, consistent with the valuation of the adjoining Development Parcel, in an application of ATF valuation.

D. Estimated Value via Cost Approach

The Cost Approach is a method in which the value of a property is derived by estimating the replacement cost of the improvements, deducting therefrom the estimated depreciation and then adding the market value of the land. Depreciation is loss in value due to any cause. This depreciation represents the degree by which the improvements suffer in comparison with totally new substitute improvements. As this is an appraisal of an airspace easement over public right-of-way (being land) only, the Cost Approach does not have direct application to this assignment and is not utilized.

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E. Estimated Value Via Income Approach

The Income Approach is typically applied to properties that are designed and built as income producing investment properties. The most appropriate determinant in establishing value for a property designed and built for its income producing capability is to consider the quantity and quality of that income. The Income Approach to value properly reflects the behavior of typical market participants (investors) who base their investment decisions on the quantity and quality of that income stream. As this is an appraisal of an airspace easement over a public right-of-way (being land) only, the Income Approach was considered but rejected as inapplicable to the appraisal problem.

F. Estimated Value via Direct Sales Comparison Approach

The Direct Sales Comparison approach is an appraisal technique in which the market value is predicated upon prices paid in arms-length market transactions and prices asked demonstrated by current listings for similar properties. Unusual financing terms paid or offered must be reflected in terms of cash or in terms equivalent to cash.

The first step in determining the market value of the instant airspace easements being appraised is determining the 100% unencumbered fee value of the land to be encumbered. Although the easements are to encumber the airspace over a city-owned public sidewalk, the value of the land within those easements is directly comparable to the market value of the Birmingham Tower Partners site as if vacant on an ATF basis. The unit rate applicable to the 0,.42 acre Development Parcel is, therefore, the starting point for the easement appraisal.

The Subject Property is adjoining the Development Parcel and located in Section 36, Town 2 North, Range 10 East, in the City of Birmingham, Oakland County, Michigan. More specifically, both the Subject Parcel and the Development Parcel are located on the north side of Hazel Street between South Old Woodward Avenue and Woodward Avenue (M-1). The development parcel has frontage on all three streets/thoroughfares, including South Old Woodward Avenue and South Old Woodward Avenue. The Development Parcel is the assemblage of two separately identified parcels of land formerly identified as 469 South Old

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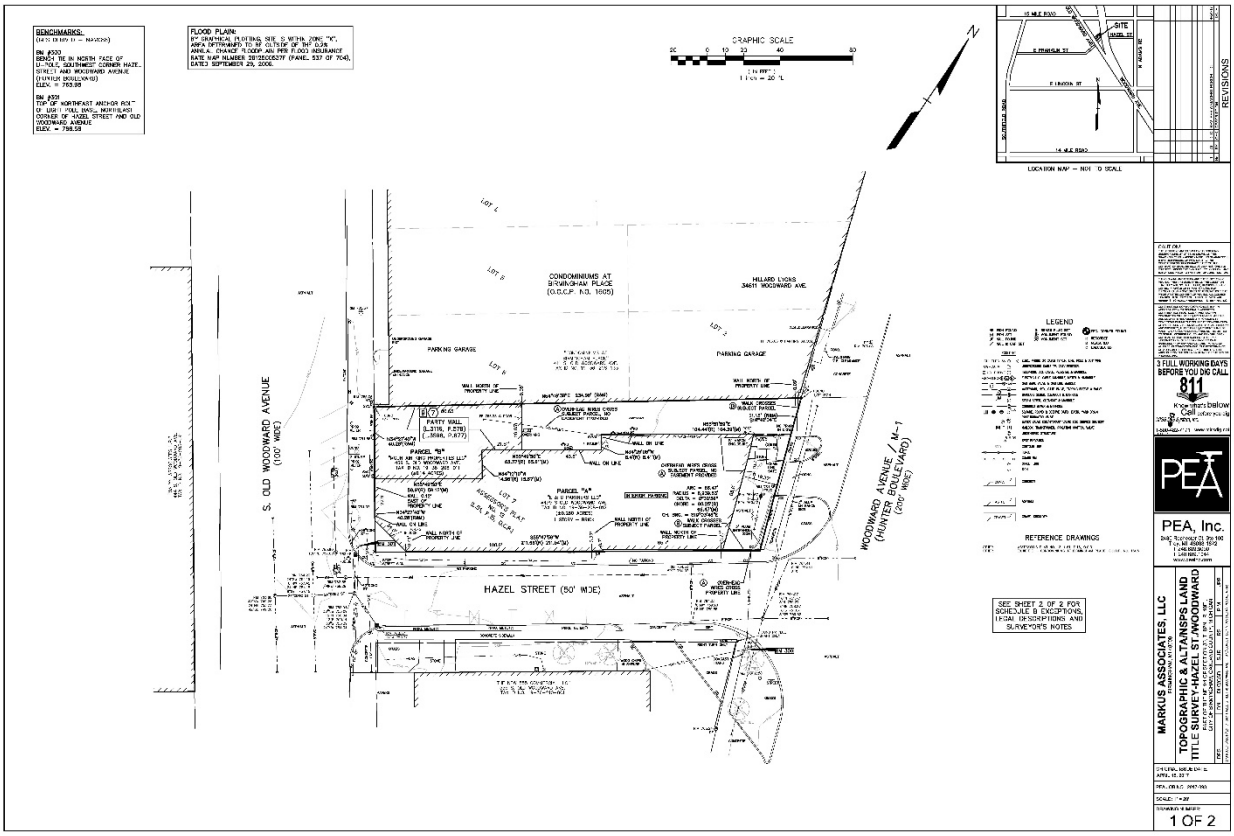
Woodward Avenue (0.14± net acres) and 479 South Old Woodward Avenue (0.28± net acres). The two sale parcels were combined in 2017 to create a 0.42 net acre parcel identified as 479 South Old Woodward Avenue (the Development Parcel). The two tax parcels comprising the Development Parcel are also identified as Tax Parcels 19-36-208-011 and 19-36-208-012. A survey of the property is depicted below.



The assembled Development Parcel consists of 0.42± acres or just over 18,000 square feet net of any existing road right of way. The Development Parcel is trapezoidal in shape and all utilities are available to the site. The Development Parcel has 81 lineal feet of frontage on South Old Woodward Avenue, 87 lineal feet of frontage on Woodward Avenue (M-1), and 211½ lineal feet of frontage on Hazel Street. The adjoining Development Parcel is primarily zoned B-3 Office Residential. In addition to typical road and utility easements, the appraiser is not aware of any other easements that may affect the value of the Subject or Development Parcels. The legal description of the two parcels comprising assembled land (the Development Parcel) was provided earlier in this report.

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It is my understanding that the City of Birmingham is requiring the property owner to purchase easements (or enter into an airspace lease) to accommodate the extension of four stories of balcony over the public sidewalk and has required an appraisal of the air space to be encumbered. A two-foot overhang is permitted without an easement or lease, but a four-foot overhang is proposed. As a result, this report addresses the market value of a two-foot easement, containing 360 square feet.

In addition to typical road and utility easements, the appraiser is not aware of any other easements that may affect the value of the property. The legal description of the assembled Development Parcel was previously provided.

Five comparable sales within and near downtown Birmingham have been identified and are summarized below. All five sales are located in the City of Birmingham, but Sale #3 has a vastly inferior location east of town on the north side of 14 Mile Road in an area of modest office development. Sales 4 and 5 are truly located in Downtown Birmingham, west of Woodward Avenue, and enjoy superior locations are compared to the subject property. The subject location is also superior to Sales 1 and 2, located West of Woodward Avenue. Sales 4, and 5 are also considerably smaller than the subject property, while Sale 2 is larger.

COMPARABLE VACANT COMMERCIAL LAND SALES - BIRMINGHAM

#	Location of Comparable	Sale Date	Sale Price	Land Size / Zoning	Unit Rate
1	770 S. Adams Road South of Haynes Street City of Birmingham	MAY 2021	$6,200,000 + $126,695 Demo costs	28,760 SF 0.66 Acres B-2 + MU-3 & MU-5	$219.98 PSF $9,582,435 PA
2	1000 Haynes Street West of S. Adams Road City of Birmingham	MAY 2021	$2,500,000 + $122,705 Demo costs	60,759 SF 1.40 Acres B-2 +MU-3 & MU-5	$43.17 PSF $1,880,298 PA
1 and 2	Wrapping Corner of Adams & Haynes City of Birmingham	MAY 2021	$8,700,000 + $249,400 Demo costs	89,519 SF 2.06 Acres B-2 +MU-3 & MU-5	$99.98 PSF $4,355,000 PA
3	2101 E. 14 Mile Road At NEC of Mansfield Road City of Birmingham	NOV 2020	$400,000	14,850 SF 0.34 Acres O-1	$26.94 PSF $1,173,333 PA
4	460 N. Old Woodward Between Ravine & Euclid Aves. City of Birmingham	SEPT 2018	$1,450,000 + $29,000 Demo costs	5,532 SF 0.13 Acres D-2	$267.35 PSF $11,645,922 PA
5	277 Pierce Street At NEC of E. Merrill Street City of Birmingham	SEPT 2016	$3,150,000 + $75,500 Demo costs	4,829 SF 0.11 Acres D-4	$667.94 PSF $29,095,626 PA

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Please note that when improved properties are purchased to be developed as vacant land (like Comparable Sales 1, 2, 4, and 5), not only do the existing improvement not contribute to the price or value of the sale property, demolition costs must be *added* to the sale price in analyzing the comparable sale and determining an appropriate unit rate for comparison.

Comparable 1 is located at 770 S. Adams Road in the Triangle District of the City of Birmingham. Land within the Triangle District is bordered by E. Maple Avenue, S. Adams Road and Old Woodward Avenue. This purchase, along with Comparable 2, comprise the Development Parcel adjoining the Subject Parcel addressed in this appraisal. The slightly irregular site consists of 28,760± square feet or 0.66± acres net existing road right of way. The sale from 770 Adams, LLC to FHS Birmingham, LLC occurred on May 21, 2021 for $6,200,000. At the time of the sale, the site was improved with a13,866 square foot two-story commercial building. Both buildings were demolished in 2022 at a cost of $249,400. The building size of Sale 1 represents 50.8% of the total size of both buildings. Multiplying the building size by 50.8% yields $126,695 as the allocated demolition cost for the building. This increases the sale price to $6,326,695 and the unit rates to $219.98 per square foot and $9,582,435 per acre. The sale parcel has 172 feet of frontage on S. Adams Road and all utilities are available to the site. The sale parcel is primarily zoned B-2 General Business but also lies within the Triangle District and is overlayed Mixed Use-3 and Mixed Use-5 by the City of Birmingham.

Comparable 2 is located at 1000 Haynes Street, west of S. Adams Road in the Triangle District of the City of Birmingham. Land within the Triangle District is bordered by E. Maple Avenue, S. Adams Road and Old Woodward Avenue. This purchase, along with Comparable 1, comprise the Development Parcel adjoining the Subject Parcel addressed in this appraisal. The irregular site consists of 60,759± square feet or 1.40± acres net existing road right of way. The sale from Citizen Bank N.A. to FHS Birmingham, LLC occurred on May 21, 2021 for $2,500,000. At the time of the sale, the site was improved with a13,444 square foot two-story commercial building. Both buildings were demolished in 2022 at a cost of $249,400. The building size of Sale 2 represents 49.2% of the total size of both buildings. Multiplying the building size by 49.2% yields $122,705 as the allocated demolition cost for the building. This

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increases the sale price to $2,622,705 and the unit rates to $43.17 per square foot and $1,880,298 per acre. The sale parcel has 198 feet of frontage on Haynes Street, 59.9 feet on S. Adams Road and 307.1 feet on S. Worth Street. All utilities are available to the site. The sale parcel is primarily zoned B-2 General Business but also lies within the Triangle District and is overlayed Mixed Use-3 and Mixed Use-5 by the City of Birmingham.

Please note that these two sale parcels have been combined and construction of a new development is currently underway on the Development Parcel. The combined land size of the property is 89,519 square feet or 2.06 net acres and the combined sale price is $8,700,000. Adding demolition costs for both buildings of $249,400 increases the total sale price to $8,949,400. This equates to a combined unit rate of $99.97 per square foot or $4,354,783 per acre. The address of the new development is 707 S. Worth Street and is further identified as Tax Parcel 19-36-283-026.

Comparable 3 is located at 2101 E. 14 Mile Road at the northeast corner of Mansfield Road, in the City of Birmingham. The site consists of 14,850 square feet or 0.34 acres net existing road right of way. The site was vacant at the time of the sale. The sale from Kelly Building and Development Company to Thirty One Real Estate, LLC (Michigan Smile Design) occurred on November 25, 2020 for $400,000. This equates to a unit rate of $26.94 per square foot or $1,173,333 per net acre. The rectangular parcel has 135 feet of frontage on E. 14 Mile Road and 110 feet on Mansfield Road. All utilities are available to the site and the land is zoned O-1 Office District.

Comparable 4 is located at 460 N. Old Woodward Avenue, between Ravine and Euclid Avenues, in the City of Birmingham. The rectangular site consists of 5,532± square feet or 0.127± acres net existing road right of way. The sale from Junior League of Birmingham MI to 460 Parkview occurred on September 4, 2018 for $1,450,000. At the time of the sale, the site was improved with a 3,232 square foot commercial building. A demolition permit was issued in June of 2022 and a new commercial building was issued in January 2013. The demolition costs in 2021 for Sales 1 and 2 established a rounded unit rate for demolition of $9.00 per square foot. Multiplying the building size of 3,232 square feet by $9.00 per square foot yields estimated demolition costs of $29,088, rounded to $29,000. This increases the

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sale price to $1,479,000 and the unit rates to $267.35 per square foot and $11,645,922 per acre. The parcel has 46 feet of frontage on N. Old Woodward Avenue and all utilities are available to the site. The parcel is zoned D-2 and lies within the Downtown Overlay District.

Comparable 5 is located at 277 Pierce Street, at the northeast corner of E. Merrill Street, in the City of Birmingham. The rectangular site consists of 4,829± square feet or 0.11± acres net existing road right of way. The sale from Secontine Family, LP to 277 Development Associates, LLC occurred on September 6, 2016 for $3,150,000. At the time of the sale, the site was improved with an 8,387 square foot commercial building. The demolish cost in 2021 for Sales 1 and 2 established a rounded unit rate for demolition of $9.00 per square foot. Multiplying the building size of 8,387 square feet by $9.00 per square foot yields estimated demolition costs of $75,483, rounded to $75,500. This increases the sale price to $3,225,500 and the unit rates to $667.35 per square foot and $29,095,626 per acre. The parcel has 49.926 feet and 97.08 feet of frontage on Pierce and E. Merrill Streets, respectively. All utilities are available to the site and the parcel is zoned D-4 and lies within the Downtown Overlay District.

The five sales clearly support a unit rate of between $150 and $200 for the Development Parcel. The unit rate supported by the five sales is also consistent with $175 per square foot for the subject property. Sale #3 at about $27 per square foot is vastly inferior to the subject location, while Sales #4 and #5 are truly located in Downtown Birmingham (west of Woodward Avenue and north of the subject) and, at $267 per square foot and $668 per square foot, enjoy vastly superior locations as a result. The two sales are also smaller than the subject.

Therefore, based on the foregoing analysis, it is my opinion that the market value on a unit basis of the Subject Property using the Direct Sales Comparison approach to value as of November 15, 2023 is $175 per square foot. This can be applied to the area proposed for within the easement, 360 square feet, to determine the unencumbered fee value of the subject easement area. Multiplying 360 square feet by $175 per square foot yields $63,000 the unencumbered fee value of the subject easement area before consideration of the easement rights. The market value of said easement is, therefore, some percentage of $63,000.

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Please note that I have appraised perhaps a thousand easements throughout my 39 years as a real estate appraiser: easements of all types. The market value of an easement is based upon its impact upon the servient estate, in this case the city of Birmingham. Generally, the benefit to the dominant estate, my client, is not considered in valuing the easement. Of course, regardless, the maximum benefit that would accrue to the property owner, Birmingham Tower Partners LLC is $63,000, the unencumbered fee value of the property involved.

In many ways one could also argue that the impact upon the City of Birmingham, their property rights, and the sidewalk over which the balconies hang is zero, as balconies located at least 35 feet in the air do not interfere with the use of the sidewalk in any way. Indeed, the existing sidewalk has no real development potential or independent market value, and the proposed use of the airspace easement is perhaps the only way to viably monetize the property rights for the Subject Parcel. However, this is equally inappropriate as an easement does involve the acquisition of a property right from the city, which should be compensated.

While not particularly impactful, the property rights being taken are more than nominal and do benefit the property owner. Nominal easements are often valued at five to 10% of the unencumbered fee value of the land and rarely do easements with minor impact, such as the subject easement, exceed 20% of the unencumbered fee value. It is therefore my opinion that a percentage between 10 and 20% appropriately compensates the city of Birmingham for the acquisition of this airspace easement overhanging their public sidewalk. While the answer could be only 10%, or as much as 20%, it is my opinion that a percentage at the midpoint or 15% is appropriate. Fifteen percent of $63,000 (the unencumbered fee value of the property subject to the easements) is $9,450. This is rounded to $9,500 as my opinion of the market value of the airspace easement. This means that a single one-time payment of $9,500 from Birmingham Tower Partners LLC. to the City of Birmingham would appropriately compensate them for the acquisition of this airspace easement. Please note that this is a single one-time lump-sum payment.

Market Value of Two-Foot Easement containing 360 Square feet $9,500
(This presumes a single one-time payment)

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Although it is typical for permanent easements to be paid for with a single lump sum payment as indicated above, I was also asked to estimate on annual rental payment as an alternative to a single lump sum payment. An annual rental payment is based upon an appropriate rate of return applied to the market value of the easement. As a result, it is necessary to determine an appropriate rate of return. Land lease rates are gleaned from RealtyRates.com, a real estate rate survey published quarterly. The most recent chart is included on the page following.

Given the small magnitude and low risk, a rate of return of between eight and ten percent is supported by the table of published rates. A rate of 9% is considered appropriate. Multiplying $9,500 as the market value of the airspace easement as a single lump-sum payment by 9% yields an equivalent annual payment of $850 per year, rounded.

RealtyRates.com INVESTOR SURVEY - 4th Quarter 2023*
LAND LEASES

	Capitalization Rates			Discount Rates		
Property Type	**Min.**	**Max.**	**Avg.**	**Min.**	**Max.**	**Avg.**
Apartments	4.29%	10.95%	8.42%	6.89%	11.45%	9.42%
Golf	4.85%	16.09%	10.56%	7.45%	16.59%	11.56%
Health Care/Senior Housing	4.85%	12.25%	9.05%	7.45%	12.75%	10.05%
Industrial	4.65%	11.95%	8.84%	7.25%	12.45%	9.84%
Lodging	4.79%	16.02%	9.13%	7.39%	16.52%	10.13%
Mobile Home/RV Park	4.69%	14.65%	9.69%	7.29%	15.15%	10.69%
Office	4.67%	11.82%	8.55%	7.27%	12.32%	9.55%
Restaurant	5.35%	18.15%	10.35%	7.95%	18.65%	11.35%
Retail	4.49%	12.05%	8.94%	7.09%	12.55%	9.94%
Self-Storage	4.62%	12.05%	9.86%	7.22%	12.55%	10.86%
Special Purpose	5.59%	17.75%	10.69%	7.70%	20.25%	10.91%
All Properties	4.29%	18.15%	9.46%	6.89%	18.65%	10.34%

*3rd Quarter 2023 Data

Copyright 2023 RealtyRates.com™

Annual rental in Lieu of Single Payment **$850 per year**

These opinions are based on the foregoing analysis and all available facts relevant to the subject parcel. It is subject to assumptions and limiting conditions attached hereto and made a part hereof. It cannot be considered apart from those conditions and this report.

G. Correlation and Conclusion of Value

The method of valuation employed, the Direct Sales Comparison Approach, is the method deemed most appropriate in the valuation of the subject. The Direct Sales Comparison Approach is clearly preferred in that it is the method of valuation that most closely resembles the motivations of buyers and sellers in the market for this type of property. The Direct Sales Comparison Approach is directly based on confirmed, empirical market data.

The Reproduction Cost Less Depreciation Approach and Income Approach were considered but rejected as not applicable to the appraisal problem. The Direct Sales Comparison Approach to value established a market value for the 160 square foot easement of $9,500 for the subject property as of November 15, 2023. Likewise, an alternative equivalent annual payment of $850 per year is also appropriate.

TWO -FOOT AIRSPACE EASEMENT CONTAINING 360 SQUARE FEET (THIS PRESUMES A SINGLE ONE-TIME PAYMENT) **$9,500**

ALTERNATIVELY, AN ANNUAL RENTAL IN LIEU OF SINGLE PAYMENT **$850 PER YEAR**

EFFECTIVE DATE OF VALUE OPINION **NOVEMBER 15, 2023**

These opinions are based on the foregoing analysis and all available facts relevant to the subject parcel. It is subject to assumptions and limiting conditions attached hereto and made a part hereof. It cannot be considered apart from those conditions and this report.

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CERTIFICATION OF DAVID E. BURGOYNE, ASA, SR/WA

I hereby certify that, to the best of my knowledge and belief, unless specifically noted otherwise. The statements of fact contained in this report are true and correct. The reported analyses, opinions and conclusions are limited only by the reported assumptions, limiting conditions and restrictions on disclosure and use. They are my personal, impartial, and unbiased professional analyses, opinions and conclusions.

I have no present or prospective interest in the property that is the subject of this report. I have no personal interest with respect to the parties involved. I have no bias with respect to the property that is the subject of this report or to the parties involved in this assignment. My engagement in this assignment was not contingent upon developing or reporting predetermined results.

My compensation for completing this assignment is not contingent upon development or reporting of a predetermined value or direction of value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.

My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the *Uniform Standards of Professional Appraisal Practice* of the Appraisal Foundation.

I have made a personal interior and exterior inspection of the subject property. I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period prior to acceptance of this assignment. No one, except for Richard J. Antio #1201-004039, assisted with this assignment. Mr. Antio assisted with market research and preparing certain sections of the appraisal report.

My analyses, opinions, and conclusions were developed, and this review report was prepared in conformity with the *Code of Professional Ethics and Standards of Professional Appraisal Practice* of the American Society of Appraiser and the *Code of Ethics* and Professional Standards of the International Right of Way Association.

As of the date of this report, I *have* completed the continuing education program for Designated members of the American Society of Appraiser and the International Right of Way Association. The use of this report is subject to the requirements of the American Society of Appraiser and the International Right of Way Association relating to review by their duly authorized representatives.

In my opinion, the market value of the subject airspace easement as a lump-sum payment as of November 15, 2023 is $9,500. An annual lease payment would be $850 per year.

David E. Burgoyne, ASA, SR/WA, R/W-AC, Certified General Real Estate Appraiser (Michigan)
Certified General Real Estate Appraiser #1205-000222

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THIS APPRAISAL IS SUBJECT TO THE FOLLOWING LIMITING CONDITIONS & RESTRICTIONS UPON DISCLOSURE AND USE (Page One of Two Pages)

Use of this appraisal report is contingent upon fulfillment of the appraisal contract, whether written or oral. Upon full payment of all sums due the appraiser, this appraisal report becomes property of the client subject to all restrictions upon disclosure and use included herein and made a part hereof. The report and its conclusions will not be released to a third party by the appraiser or his employees without the client's consent. This limitation on release does not apply to market data or other information obtained by the appraiser for use within the report.

Neither all nor part of the contents of this report, especially conclusions as to value and the identity and affiliations of the appraiser, shall be disseminated to the public through advertising media, public relations media, news media, sales media or any other public means of communication without the prior written consent and specific approval of the appraiser.

No responsibility is assumed for matters legal in character nor is any opinion rendered as to title, which is assumed to be good. All existing liens and encumbrances have been disregarded except, as noted otherwise, and the property is appraised as though free and clear, under responsible ownership and competent management.

No engineering survey or analysis of the property has been made.

Unless expressly indicated within this report, no regulated wetlands or other environmentally sensitive areas, such as woodlands, were observed on the property.

Unless otherwise stated in this report, the existence of toxins or hazardous material, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is neither trained nor qualified to detect hazardous materials. The presence of asbestos, urea-formaldehyde foam insulation, heavy metals, petroleum distillates, solvents, radioactive or other potentially hazardous materials may affect the market value of the property. This determination of fair market value is predicated on the assumption that there is no such material present at the subject property that would cause a diminution in value. No responsibility is assumed for any such conditions or for any expertise or knowledge required to discover them. The client, and any other interested party, is urged to retain an expert trained in the detection of toxins and hazardous substances, if desired.

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THIS APPRAISAL IS SUBJECT TO THE FOLLOWING LIMITING CONDITIONS & RESTRICTIONS UPON DISCLOSURE AND USE (Page Two of Two Pages)

Comparable sales data and sources are confidential and for purposes of this report only. The maps, sketches and photographs included in this report are included to assist in locating and identifying parcels and comparable sales. Map and sketch details are approximate and no responsibility is assumed for accuracy.

Property rights appraised are, unless otherwise indicated, fee simple interest subject to recorded or known restrictions and easements, if any.

Unit values applied to the subject parcel as a whole are applicable only to the entire parcel as defined. All unit values or other means of comparison should not be applied to other properties or individual sub-parcels or divisions of the subject. It is also inappropriate to make a partition based upon fractional or minority ownership interests, unless specifically addressed within the appraisal report.

Values assigned to improvements covered by this report are in proportion to the contribution made by said improvements to the market value of the property as a whole.

Real estate appraisers in Michigan are required by law to be licensed. This licensure is administrated and appraisers are regulated by the Department of Licensing and Regulatory Affairs, PO Box 30004, Lansing, Michigan 48909.

The legal description furnished is assumed to be correct. Other information identified in this report as being furnished by others is believed to be reliable but no responsibility is assumed for its accuracy.

This is an Appraisal Report as defined by the Uniform Standards of Professional Appraisal Practice (USPAP).

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ADDENDA

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COMPARABLE LAND SALE 1

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COMPARABLE LAND SALE 1

Location:	770 S. Adams Road, South of Haynes Street City of Birmingham, Oakland County
Tax ID#:	Tax Parcel 19-36-283-016 - Original Number
Date of Sale:	May 21, 2021
Sale Price:	$6,326,695 ($6,200,000 + $126,695 demo costs)
Land Area:	28,760± square feet - 0.66± net acres
Unit Price:	$219.98 per square foot - $9,582,435 per net acre (including demo)
Dimensions/Shape:	Slightly irregular
Zoning:	B-2 General Business Parcel is located in the Triangle District Overlaid Mixed Use-3 and Mixed Use-5
Utilities:	All available
Frontage:	172 LF on S. Adams Road
Grantor:	770 Adams, LLC
Grantee:	FHS Birmingham, LLC
Verification:	Buyer and Property Transfer Affidavit
Remarks:	The site was improved with a 2 story building consisting of 13,866 SF. The building and site improvements, along with the building at 1000 Haynes, were demolished at a total cost of $249,400. The prorated demo costs allocated to Sale 1 is $126,695. Sales 1 and 2 were combined and are currently being developed. The new development is identified as 707 S. Worth Street (Tax #19-36-283-026). The combined unit rate is $99.97 PSF or $4,354,783 PA ($8,949,400/89,519 SF)

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COMPARABLE LAND SALE 2

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COMPARABLE LAND SALE 2

Location:	1000 Haynes Street, West of S. Adams Road City of Birmingham, Oakland County
Tax ID#:	Tax Parcel 19-36-283-024 - Original Number
Date of Sale:	May 21, 2021
Sale Price:	$2,622,705 ($2,500,000 + $122,705 demo costs)
Land Area:	60,759± square feet - 1.40± net acres
Unit Price:	$43.17 per square foot - $1,880,298 per net acre
Dimensions/Shape:	Irregular
Zoning:	B-2 General Business Parcel is located in the Triangle District Overlaid Mixed Use-3 and Mixed Use-5
Utilities:	All available
Frontage:	198 LF on Haynes, 59.9 LF on S. Adams Road, 307.1 LF on S. Worth
Grantor:	Citizens Bank, N.A.
Grantee:	FHS Birmingham, LLC
Verification:	Buyer's Settlement Statement
Remarks:	The site was improved with a 2 story building consisting of 13,444 SF. The building and site improvements, along with the building at 770 S. Adams, were demolished at a total cost of $249,400. The prorated demo costs allocated to Sale 2 is $122,705. Sales 1 and 2 were combined and are currently being developed. The new development is identified as 707 S. Worth Street (Tax #19-36-283-026). The combined unit rate is $99.97 PSF or $4,354,783 PA ($8,949,400/89,519 SF)

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COMPARABLE LAND SALE 3

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COMPARABLE LAND SALE 3

Location:	2101 E. 14 Mile Road, at NEC of Mansfield Road City of Birmingham, Oakland County
Tax ID#:	Tax Parcel 20-31-455-006
Date of Sale:	November 25, 2020
Sale Price:	$400,000
Land Area:	14,850 square feet - 0.34 net acres
Unit Price:	$26.94 per square foot - $1,173,333 per net acre
Dimensions/Shape:	Rectangular – 135’ x 110’
Zoning:	O-1, Office District
Utilities:	All available
Frontage:	135 LF on E. 14 Mile Road 110 LF on Mansfield Road
Grantor:	Kelly Building and Development Company
Grantee:	Thirty One Real Estate, LLC (Michigan Smile Design)
Verification:	Assessing records and CoStar
Remarks:	The vacant site was improved with a 4,140 square foot dental clinic in 2021

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COMPARABLE LAND SALE 4

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COMPARABLE LAND SALE 4

Location:	460 N. Old Woodward Avenue Between Ravine and Euclid Avenues City of Birmingham, Oakland County
Tax ID#:	Tax Parcel 19-25-330-008
Date of Sale:	September 4, 2018
Sale Price:	$1,479,000 ($1,450,000 + $29,000)
Land Area:	5,532 square feet - 0.127 net acres
Unit Price:	$267.35 per square foot - $11,645,922 per net acre
Dimensions/Shape:	Rectangular – 46’ x 120.26’ (averaged)
Zoning:	Parcel is zoned D-2 in the Downtown Overlay District
Utilities:	All available
Frontage:	46 LF on N. Old Woodward Avenue
Grantor:	Junior League of Birmingham MI
Grantee:	460 Parkview
Verification:	Assessing records
Remarks:	A demolition permit was issued in June of 2022 and a permit for construction of a new commercial building was issued on January 13, 2023. Sales 1 and 2 were demolished in 2021 at a total cost of $249,400. This equates to a unit rate of $9.00 per square foot (rounded). Applying this unit to the building size of 3,232 SF by the demolition unit rate established in Sales 1 and 2 of $9.00 PSF yields demolition costs of 29,088, rounded to $29,000.

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COMPARABLE LAND SALE 5

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COMPARABLE LAND SALE 5

Location:	277 Pierce Street, at NEC of E. Merrill Street City of Birmingham, Oakland County
Tax ID#:	Tax Parcel 19-36-201-010 - Original Number
Date of Sale:	September 6, 2016
Sale Price:	$3,225,500 ($3,150,000 + $75,500 demo costs)
Land Area:	4,829± square feet - 0.11± net acres
Unit Price:	$667.94 per square foot - $29,095,626 per net acre
Dimensions/Shape:	Rectangular – 49.82’ x 96.92’ (averaged)
Zoning:	Parcel is zoned D-4 in the Downtown Overlay District
Utilities:	All available
Frontage:	49.82 LF on Pierce Street 97.08 LF on E. Merrill Street
Grantor:	Secontine Family Limited Partnership
Grantee:	277 Development Associates, LLC
Verification:	Broker’s Selling Statement (Signature)
Remarks:	The site was improved with an existing building consisting of 8,387 SF. The building was demolished circa 2021 and a five story commercial condo building was constructed in 2022. The new Tax ID#’s are 19-36-201-023-24-25. Multiplying the building size of 8,387 SF by the demolition unit rate established in Sales 1 and 2 of $9.00 PSF yields demolition costs of 75,483, rounded to $75,500.

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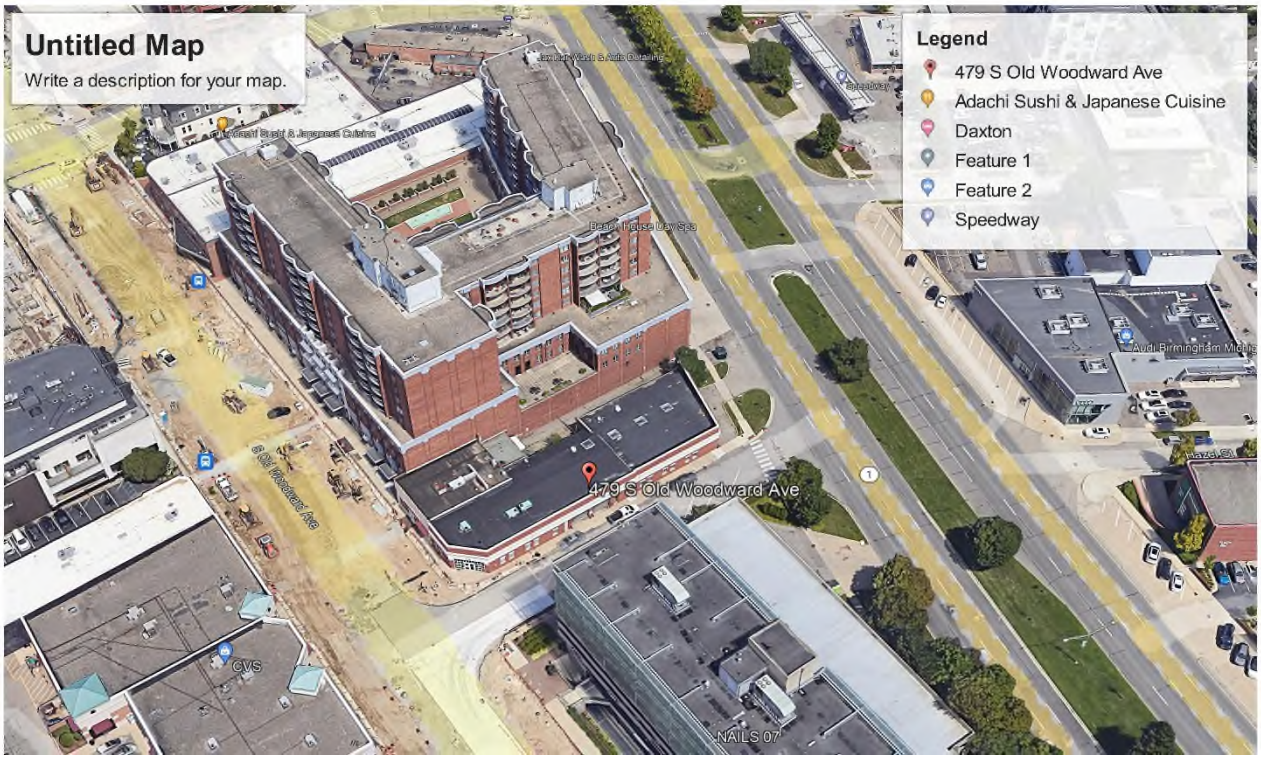

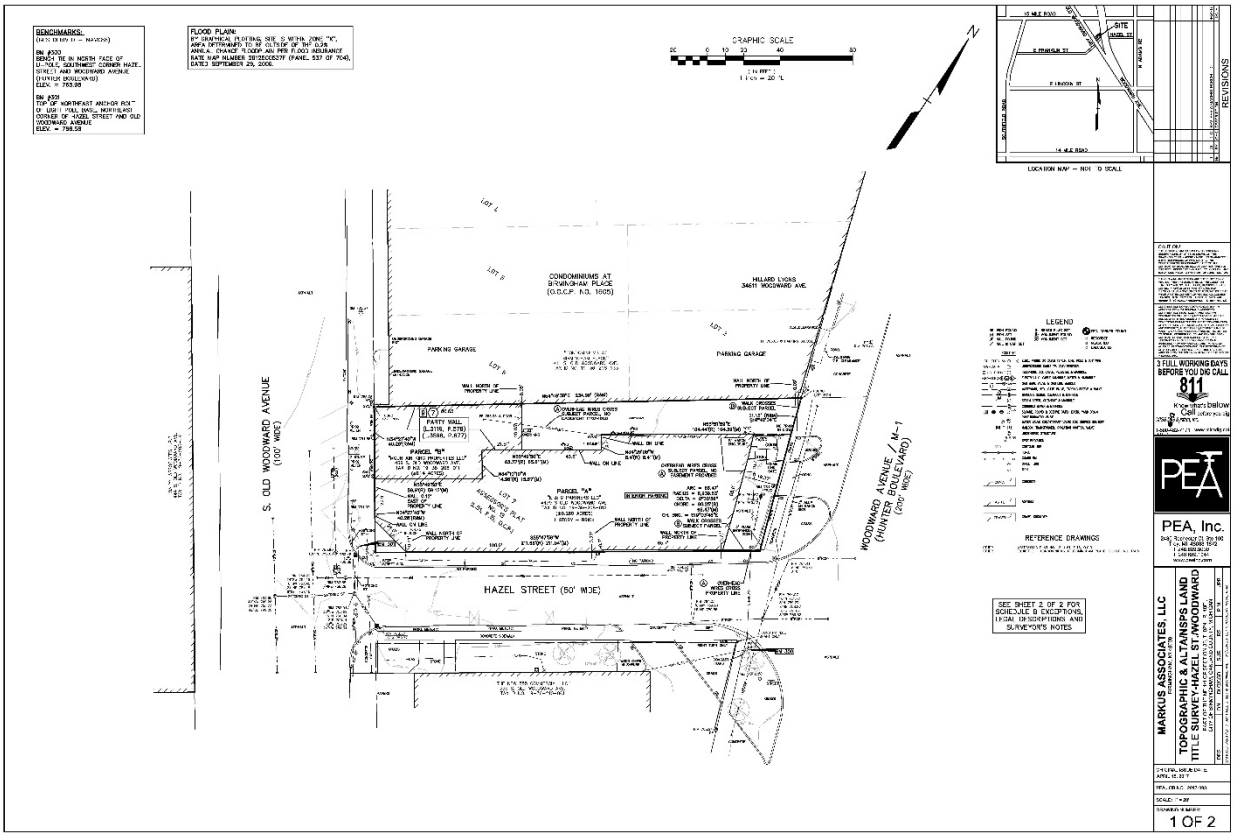

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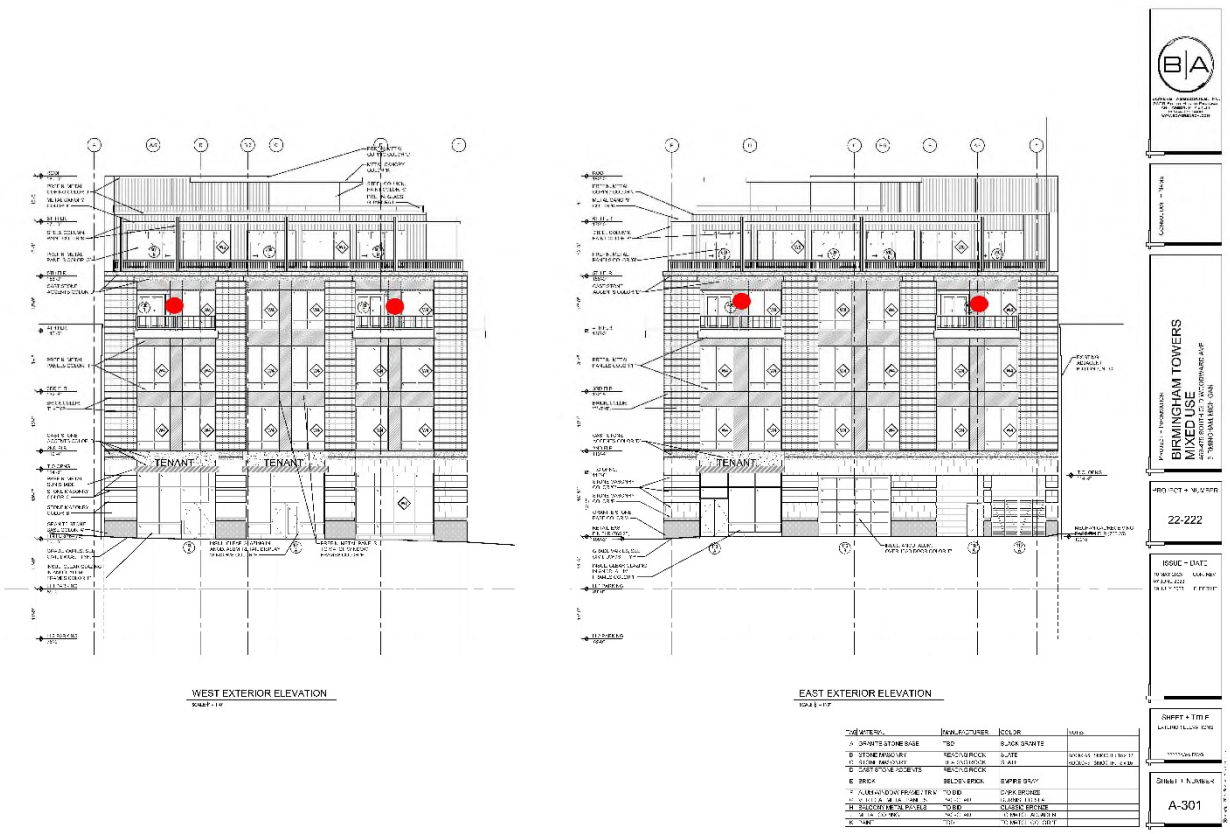
SOUTH EXTERIOR ELEVATION



WEST EXTERIOR ELEVATION

EAST EXTERIOR ELEVATION

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BIRMINGHAM TOWERS
BIRMINGHAM, MICHIGAN

BOWERS+ASSOCIATES
ARCHITECTURE DESIGN

BIRMINGHAM TOWERS
BIRMINGHAM, MICHIGAN

BOWERS+ASSOCIATES
ARCHITECTURE DESIGN

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CITY OF BIRMINGHAM
ORDINANCE NO. 2319

THE CITY OF BIRMINGHAM ORDAINS: AN ORDINANCE TO AMEND CHAPTER 126, ZONING, OF THE CODE OF THE CITY OF BIRMINGHAM:

TO AMEND ARTICLE 4, SECTION 4.74 SS-01, STRUCTURE STANDARDS TO ADD INTENT AND STANDARDS REGULATING ENCROACHMENTS INTO THE RIGHT OF WAY.

4.74 SS-01
(A-C Unchanged)
D. Encroachments into the Right of Way

1. Purpose and Intent: The purpose and intent of this section is to ensure that any allowable encroachments into the right of way do not impede the safety and welfare of the general public and foster a pedestrian friendly environment that prioritizes the accessibility of space, light and air for all users while simultaneously allowing for creative and innovative architectural design and construction.
2. Applicability: This section applies to all encroachments that extend into the public right of way at, above or below grade.
3. Approval Required: Any encroachment into the public right of way must comply with the Michigan Building Code and requires City approval. Encroachments may be subject to a Special Treatment License approved by the Engineering Department, lease agreement approved by the City Commission and/or may require monetary compensation to the City. Encroachments into the right of way may also require approval by an appropriate reviewing body as per Article 07, Processes, Permits and Fees and are subject to the requirements set forth in this section.
4. General Encroachment Standards:
    a) *Below Grade Encroachments:* All below grade encroachments must be reviewed by the Community Development Department and approved by the City Commission through a lease agreement.
    ~~b)~~ *Above grade encroachments 8'and below:* Permanent architectural features such as columns, pilasters, belt courses, lintels pediments and similar features may be approved by the Planning Board, Design Review Board and/or Historic District Commission or through administrative approval, as determined by the Planning Director, to project into the right of way provided they do not create any obstruction and that the encroachment complies with the design review standards set forth in Article 07 of the Birmingham Zoning Ordinance.
    c) *Above grade encroachments above 8':*
        i. Removable architectural elements such as awnings, canopies, marquees may be approved by the Planning Board, Design Review Board and/or Historic District Commission or through administrative approval, as determined by the Planning Director, to project into the right of way provided that they are constructed to support applicable loads without any ground mounted supports on public property. Encroachments with less than 15' of clearance above the sidewalk shall not extend into or occupy more than two-thirds of the width of the sidewalk or 5 feet,

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whichever is less, and must not interfere with any existing or planned streetscape elements or infrastructure.

ii. Permanent architectural features such as windows, balconies, overhangs and other architectural features that encroach into the right of way above 8′ may be approved by the Planning Board, Design Review Board and/or the Historic District Commission provided that they do not extend 2′ or more into the right of way or create an obstruction and that the encroachment complies with the design review standards set forth in Article 07 of the Birmingham Zoning Ordinance. Encroachments that extend more than 2′ into the right of way will also require the approval of the City Commission through a lease agreement.

iii. Permanent encroachments that create usable space such as cantilevered rooms, dormers, elevated walkways, balconies, bridges and similar projections may be approved by the Planning Board, Design Review Board and/or the Historic District Commission provided they comply with the design review standards set forth in Article 07 of the Birmingham Zoning Ordinance and must be approved by the City Commission through a lease agreement.

d. *Temporary encroachments:*

i. Temporary encroachments associated with construction projects are subject to approval of an obstruction permit or logistical plan to be reviewed and approved by the Community Development and Engineering Departments.

ii. Temporary encroachments that are seasonal in nature such as vestibules or storm enclosures may be approved by the Planning Board, Design Review Board and/or Historic District Commission through the site plan and design review process provided that an unobstructed 5′ public pedestrian path is provided at all times and that the temporary encroachments are ~~is~~ subject to a rental fee rate as indicated by the Birmingham Schedule for Fees, Charges, Bonds and Insurance.

ORDAINED this 6th day of May, 2019 to become effective 7 days after publication.

_____

Patricia Bordman, Mayor

_____

J. Cherilynn Mynsberge, City Clerk

I, J. Cherilynn Mynsberge, City Clerk of the City of Birmingham, do hereby certify that the foregoing ordinance was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held May 6, 2019, and that a summary was published in the Observer & Eccentric Newspaper on May 19, 2019.

_____

J. Cherilynn Mynsberge, City Clerk

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QUALIFICATIONS OF DAVID E. BURGOYNE, ASA, SR/WA, R/W-AC

CERTIFIED GENERAL REAL ESTATE APPRAISER - MICHIGAN
IDAHO, INDIANA, MISSOURI, NORTH CAROLINA, SOUTH CAROLINA, AND WASHINGTON
AQB CERTIFIED USPAP INSTRUCTOR

David E. Burgoyne, ASA, SR/WA, R/W-AC is a native of Ann Arbor, Michigan and attended Greenhills School in Ann Arbor. He graduated in 1981 from Colgate University in Hamilton, New York with a Bachelor of Arts Degree in Liberal Arts with a concentration in Physics-Astronomy. He also served as a graduate instructor at the University of Wyoming as a Doctoral Candidate in Astrophysics.

Mr. Burgoyne is an independent fee appraiser currently licensed as a Certified General Real Estate Appraiser by the States of Michigan, Idaho, Indiana, Missouri, North Carolina, South Carolina, and Washington. Michigan State licensure and certification is administered and appraisers are regulated by the Department of Licensing and Regulatory Affairs, PO Box 30004, Lansing, Michigan 48909. Continuing education is required. Mr. Burgoyne holds Michigan Certified General Real Appraiser License No. 1205-000222, first issued in August 1991. His current Michigan license expires July 31, 2024. He also currently holds Certified General Real Appraiser Licenses in Idaho – No. CGA-5985, Indiana - No. CG 41300020, North Carolina - No. A8123, South Carolina - #7473, and Washington State - #1102579.

Mr. Burgoyne is a Senior Member of the American Society of Appraisers holding the ASA Designation for Real Property. Mr. Burgoyne is currently re-accredited as an ASA through June 10, 2027. He is also a senior member holding the SR/WA designation and is a Past Chapter President of the International Right of Way Association. Mr. Burgoyne is currently re-certified as an SR/WA through June 15, 2028. He is also Appraisal Certified (R/W-AC) by IRWA, currently certified through February 1, 2026.

Mr. Burgoyne is an AQB Certified USPAP Instructor #44603 (expiring March 31, 2024) and is also both a PEAK and CLIMB Certified Instructor of right-of-way appraisal and other courses for IRWA, including courses on the appraisal of partial takings, easement valuation, appraisal review, ethics and standards, USPAP, adult education, and the valuation of contaminated properties. He is an Indiana Registered Continuing Education Instructor (#INST001074). Mr. Burgoyne contributed to the course development for the Alliance for Valuation Education's first new course. Mr. Burgoyne is also a Master Scuba Diver Trainer (#197535) certified by PADI, the Professional Association of Diving Instructors.

In 2015, Mr. Burgoyne was awarded the 2014 W. Howard Armstrong International Instructor of the Year Award by the International Right of Way Association. This is the highest award given to instructors by the IRWA. He was also a finalist for the 2013 Award in 2014.

Mr. Burgoyne has qualified as an expert witness in the United States Court of Federal Claims, the United States District Courts for the Eastern and Western Districts of Michigan; the Michigan Circuit Courts of Allegan, Barry, Cass, Eaton, Genesee, Grand Traverse, Huron, Ingham, Jackson, Kent, Lapeer, Leelanau, Lenawee, Macomb, Montmorency, Muskegon, Oakland, Ottawa, Tuscola, Washtenaw, Wayne, and Wexford Counties; Allen, Washington County Rhode Island, Hamilton, and Marion Counties in Indiana, The Michigan Public Service Commission, and The Michigan Tax Tribunal. He has also been appointed as an independent appraiser by the U. S. District Court, Eastern District of Michigan.

FORMAL EDUCATION

Greenhills School - Ann Arbor, Michigan (1976)

Colgate University - Hamilton, New York: BA in Liberal Arts - concentrating in Physics-Astronomy (1981)
Courses included Architecture, Economics, Mathematics, Statistics and Economic Geography.

University of Wyoming - Laramie, Wyoming: Ph.D. candidate in Astrophysics. (1981-1982)

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REAL ESTATE APPRAISAL & RIGHT OF WAY EDUCATION

International Right of Way Association:

Course 103	Ethics and the Right of Way Profession (1992, 2000, & 2007)
Course 104	Standards of Practice for the Right of Way Professional
Course 201	Communications in Right of Way Acquisition
Course 205	Bargaining Negotiations
Course 219	Introduction to Presentation, Instruction, and Facilitation
Course 407	Valuation of Contaminated Properties
Course 409	Integrating Appraisal Standards
Course 417	Valuation of Environmentally Contaminated RE (Exam Challenged)
Course 421	Appraisal of Partial Acquisitions
Course 431	Problems in the Valuation of Partial Acquisitions
Course 802	Legal Aspects of Easements
Course 901	Engineering Plan Development and Application
Course 902	Property Descriptions
	Instructor Clinic (1990) — Master Instructor Clinic (2009)
	CLIMB Instructor Training (2016) — PEAK Instructor Training (2023)
	New Course 100 Training (2017) — New Course 219 Training (2023)

American Institute of Real Estate Appraisers/Appraisal Institute:

Course 1A-1	Principles of Real Estate Appraisal
Course 1A-2	Basic Valuation Procedures (Exam Challenged in Lieu of Attendance)
Course 1B-A	Capitalization Theory & Techniques Part One (Exam Challenged)
Course 1B-B	Capitalization Theory & Techniques Part Two (Exam Challenged)
Course 2-1	Case Studies in Real Estate Valuation (Exam Challenged)
Course SPP/410	Standards of Professional Practice (1988). Also Part A (1993)
	Small Hotel/Motel Valuation – Limited Service Lodging (2010)

American Society of Appraisers:

Course AR120-WEB	Delivering Expert Testimony via Online Technology (2020)
Course AR122-WEB	Appraisal Review: Applying the Standards (2020)
Course AR201-OOO	Appraisal Review and Management Overview (2020)
Course AR204-OOO	Appraisal Review and Management Application (2021)

The Appraisal Foundation:	1999 National USPAP Instructor Orientation Seminar, Atlanta, Georgia 2003 USPAP Instructor Certification Course, Detroit, Michigan 2006 USPAP Instructor Re-certification Course, Charlotte, North Carolina 2009, 2011, 2013, 2015, 2017, 2020, 2022 USPAP Instructor Recertification
Marshall Valuation Service:	Seminars on the use of building cost estimating services
McKissock Learning:	Uniform Appraisal Standards for Federal Land Acquisition (Yellow Book) Appraisal of Assisted Living Facilities Commercial Land Valuation 7-Hour USPAP and Michigan License Law Courses 2-Hour California License Law Course. 3-Hour West Virginia License Law Course Other Law Courses Supervisor/Trainee Courses – Michigan, Virginia and West Virginia

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PRESENTATION, INSTRUCTION AND FACILITATION EXPERIENCE

State Bar of Michigan:	1988 & 1989 Seminars on Evidence and Expert Testimony
Michigan Municipal League:	1990 Understanding Appraisals for Local Government – Special Problems
CLE International:	2005 USPAP and Licensing Law for the Real Estate Appraiser in Litigation 2004 Special Purpose Properties for Eminent Domain
People's Republic of China:	Presentations in Guangzhou and Shenzhen on Valuation for Acquisition in the USA
International R/W Association:	International Conference – Portland 2019. San Antonio 2021. Cleveland 2022. Denver 2023. Chapter Presentations - 2002, 2006, 2009, 2011, 2014, 2018, and 2023. Anchorage 2017

International Right of Way Association – PEAK and CLIMB Certified Appraisal Instructor:

Instructor Clinic - Instructor Certification Clinic – Chicago 2010

SR/WA Review Course - Ann Arbor 2007 & 2015, Indianapolis 2008, Milwaukee 2011 & 2017, Madison, WI 2013, Seattle, WA 2016, & Minneapolis, MN 2018. Virtually Online 2021. Assisted with revision of SR/WA Review Course as Subject Matter Expert (SME) 2022-2023.

Course 900 - Principles of Real Estate Engineering - Dhahran, Saudi Arabia 2015

Course 804 - Skills of Expert Testimony - Mackinac Island, MI 1991. Nashville, IN 1995. Springfield, IL 1995. Indianapolis 1996 and 2002. Parkersburg, WV 2002. Williamsburg, VA 2006

Course 603 - Understanding Environmental Contamination in RE - Dhahran, Saudi Arabia 2015

Course 431 - Problems in the Valuation of Partial Acquisitions – Boise ID and Lincoln NE 2015. Carrollton, KY 2017. Springfield, IL 2017. Boise, ID 2022.

Course 421 - The Appraisal of Partial Acquisitions - Lansing 1991. Bismarck 1992. Ann Arbor 1990, 1996, 2000, & 2004. Charleston 1999. Indianapolis 1993, 1998 & 2002. Toledo OH 2003. Beijing and Guangzhou, People's Republic of China 2014 and 2015. Springfield, IL 2019.

Course 417 - Valuation of Environmentally Contaminated RE Ann Arbor 2016.

Course 415 - USPAP and the Yellow Book. Ann Arbor 2019. Boise, ID 2019.

Course 413 - Uniform Appraisal Standards for Federal Land Acquisitions (Yellow Book). Virtually Online 2021.

Course 410 - Reviewing Appraisals for Eminent Domain - Charleston WV 2005. Lincoln NE 2008 and 2019, Newington, CT 2012. Seattle, WA 2015. Boise, ID 2019, Seattle, WA 2023.

Course 409 - Integrating Appraisal Standards - Charleston 2007. Lincoln NE 2008. Boise, ID 2015.

Course 407 - Valuation of Contaminated Properties - Petoskey 1999. Kalamazoo 2002.

Course 406B - 7-Hour USPAP - Ann Arbor 2003, 2005, 2006, 2010, 2013, 2016 & 2018, Traverse City 2008, Charleston WV 2006, 2008, & 2010. Petoskey MI 2014. Online 2020, 2021, and 2022.

Course 406A - 15-Hour USPAP - Ann Arbor 1996 & 2000. Newington, CT 2009

Course 405 - Preparation of the Narrative Appraisal Report - Lansing 1991.

Course 403 - Easement Valuation - Indianapolis 1991. Chicago 1992. Traverse City 1993. Columbus 1994. Louisville 1996. Omaha 1996. Kansas City 1996 & 1997. Ann Arbor 1998. Charleston WV 2006 and 2011. Lincoln, NE 2015. Dhahran, Saudi Arabia 2014 and 2015. Boise, ID 2022.

Course 402 - Introduction to Income Capitalization Approach - Ann Arbor 1998. Charleston 2009

Course 400 - Principles of Real Estate Appraisal - Ann Arbor 2001, 2003 & 2006. Charleston WV 2007. Cincinnati 2009. Louisville 2010. Dhahran, Saudi Arabia 2014 and 2015. Anchorage, AK 2017. Virtually Online (2021).
Assisted with development of Online Course 400 as Subject Matter Expert (SME).

Course 219 - Adult Communication Principles and Methods - Charleston WV 2013, South Haven, MI 2013, Ann Arbor 2014, Jackson, MI 2015, Charleston, SC 2019, and Ft. Worth, TX 2023.

Course 104 - Standards of Practice for the Right of Way Professional - Indianapolis 2002

Course 103 - Ethics & the Right-of-Way Profession - Chicago 1992. Indianapolis 1996 and 2008. Columbus 2003. Dhahran, Saudi Arabia 2013. Beijing, China 2014.

Course 101A - Appraisal Segment of **Principles of Right of Way** - Lansing 1991. Jefferson City, MO 1992. Okemos, MI 1997. Indianapolis 1993 and 1999.

Course 100 - Principles of Land Acquisition - Ann Arbor 1998, 2001 & 2003. Ames, IA 1999. Indianapolis 2007. Dhahran, Saudi Arabia 2013 & 2014. Cedar Rapids, IA 2014. Wisconsin Dells, WI 2016. Boise, ID and Green Bay, WI 2018. Virtually Online 2020 (Twice) and 2022 (Twice). Rockford, IL 2022. Assisted with revision of Course 100 as Subject Matter Expert (SME) 2021-2023.

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LICENSES AND PROFESSIONAL AFFILIATIONS

- Michigan Certified General Real Estate Appraiser - ID #1205-000222 (Expires July 31, 2024)
- Idaho Certified General Real Estate Appraiser - ID #CGA-5985 (Expires April 30, 2024)
- Indiana Certified General Real Appraiser License No. CG 41300020 (Expires June 30, 2024)
- Missouri Certified General Real Appraiser License No. CG 41300020 (Expires June 30, 2024)
- North Carolina Certified General Real Appraiser License No. A8123 (Expires June 30, 2025)
- South Carolina Certified General Real Appraiser License No. 7473 (Expires June 30, 2024)
- Washington Certified General Real Appraiser License #1102579. (Expires April 30, 2025)
- American Society of Appraisers: ASA Real Property #00725800 - Reaccredited to June 10, 2027
- International Right of Way Association:

  Senior Member #735337 - SR/WA Designation #3993. Re-certified through June 15, 2028
  PEAK and CLIMB Certified Instructor – IRWA Instructor since 1990
  Right of Way – Appraisal Certified. R/W-AC. Certified through February 1, 2026.
  2015 2014 Recipient W. Howard Armstrong Instructor of the Year Award (International)
  2011-2013 Member of International Instructors Task Force
  1991 Professional of the Year Award - Michigan Chapter Seven
  1991 Chapter President and International Director

- AQB Certified USPAP Instructor #44603 (Expires March 31, 2024)

APPRAISAL EXPERIENCE

Over the past 39 years, Mr. Burgoyne has appraised and/or reviewed agricultural, developmental, residential, commercial, dealership, office, industrial, aggregate (sand, gravel, and peat) mining, landfill, environmentally contaminated, waterfront (including Great Lakes and Detroit River waterfront, as well as Missouri River floodplain and Chesapeake Bay area), deep water marine terminals, billboards, easements, corridors, special purpose property, subsidized housing projects, assisted and independent living facilities, underground storage of natural gas, fast food restaurants, and properties having identifiable conservation values. He has appraised vacant and improved property for estate, insurance, consulting, development, sale, and litigation purposes. Litigation appraisals include right of way acquisition, airports and avigation easements, Ad Valorem tax appeals, class actions, special assessment benefit analysis, partnership disputes, environmental contamination, construction defects, divorce, permanent and temporary easements, erosion, zoning, bankruptcy, encroachments, inverse condemnation, trespass, regulatory takings, total and partial takings.

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REPRESENTATIVE LIST OF CLIENTS

MUNICIPALITIES

-- *Charter Township of Ann Arbor - Washtenaw County, Michigan*
-- *City of Bay City – Bay County, Michigan*
-- *Village of Clinton, - Lenawee County, Michigan*
-- *City of Dearborn Heights - Wayne County, Michigan*
-- *City of Dowagiac - Cass County, Michigan*
-- *City of Howell, - Livingston County, Michigan*
-- *Isle of Wight County, Commonwealth of Virginia*
-- *City of Lincoln Park - Wayne County, Michigan*
-- *City of Marysville – St. Clair County, Michigan*
-- *Village of Northport – Leelanau County, Michigan*
-- *City of Plymouth – Wayne County, Michigan*
-- *City of Romulus – Wayne County, Michigan*
-- *City of Southfield - Oakland County, Michigan*
-- *City of Suffolk – Suffolk, Commonwealth of Virginia*
-- *City of Taylor - Wayne County, Michigan*
-- *City of Troy - Oakland County, Michigan*
-- *City of Westland - Wayne County, Michigan*
-- *City of Ann Arbor - Washtenaw County, Michigan*
-- *Charter Township of Bloomfield, Oakland County, Michigan*
-- *City of Dearborn - Wayne County, Michigan*
-- *City of Detroit - Wayne County, Michigan*
-- *City of Grosse Pointe Woods – Wayne County, Michigan*
-- *City of West Des Moines – West Des Moines, Iowa*
-- *City of Kalamazoo - Kalamazoo County, Michigan*
-- *City of Marshall - Calhoun County, Michigan*
-- *City of Midland – Midland and Bay Counties, Michigan*
-- *Charter Township of Oshtemo – Kalamazoo County, Michigan*
-- *City of Riverview – Wayne County, Michigan*
-- *City of Royal Oak - Oakland County, Michigan*
-- *Charter Township of Sumpter, - Wayne County, Michigan*
-- *City of Traverse City - Grand Traverse County, Michigan*
-- *Charter Township of Washington – Macomb County, Michigan*
-- *City of Adrian – Lenawee County, Michigan*

OTHER GOVERNMENTAL AGENCIES

-- *Detroit Wayne County Stadium Authority - Detroit, Michigan*
-- *East Chicago Water Management District – Lake County, Indiana*
-- *Federal Aviation Administration, Great Lakes Region – Chicago*
-- *Federal Deposit Insurance Corporation – Washington, D.C.*
-- *Flint Bishop Airport – Genesee County, Michigan*
-- *Idaho Transportation Department – Boise, Idaho*
-- *Little Traverse Conservancy, Harbor Springs, Michigan*
-- *County of Livingston – Howell, Michigan*
-- *Macomb County Office of Public Works - Mt. Clemens, Michigan*
-- *Michigan Department of Management & Budget - Lansing, Michigan*
-- *Michigan Department of Natural Resources - Lansing, Michigan*
-- *United States Army Corps of Engineers – Detroit, Michigan*
-- *United States Department of Justice, Environment & Natural Resources Division and Tax Division - Washington, DC*
-- *United States District Court, Eastern District of Michigan – Detroit*
-- *Virginia Department of Transportation – Richmond, Virginia*
-- *Washtenaw County Road Commission - Scio Township, Michigan*
-- *Washtenaw County Water Resources Commissioner – Scio Township, Michigan*
-- *Ypsilanti Community Utility Authority, Ypsilanti, Michigan*

SCHOOL DISTRICTS AND UNIVERSITIES

-- *Allendale Christian School – Allendale, Ottawa County, Michigan*
-- *Ann Arbor Learning Community – Washtenaw County, Michigan*
-- *Avondale School District - Auburn Hills, Rochester Hills and Troy, Michigan*
-- *Birmingham Public Schools - Birmingham, Oakland County, Michigan*
-- *Bloomfield Hills School District –Bloomfield Hills, Oakland County, Michigan*
-- *Center Line Public Schools – Center Line, Macomb County, Michigan*
-- *Clarkston School District, - Oakland County, Michigan*
-- *Crescent Academy – Southfield, Oakland County, Michigan*
-- *Dr. Charles Drew Academy – Ecorse, Wayne County, Michigan*
-- *Farmington Public Schools – City of Farmington, Oakland County, Michigan*
-- *Grand Valley State University - Allendale, Michigan*
-- *Hamtramck Public Schools – Hamtramck, Wayne County, Michigan*
-- *Hazel Park School District - Hazel Park & Ferndale, Oakland County, Michigan*
-- *Huron Valley Public Schools – Highland, Oakland County, Michigan*
-- *Lake Orion Community Schools – Lake Orion, Oakland County, Michigan*
-- *Lakeshore Schools – Stevensville, Berrien County, Michigan*
-- *Lakeview Schools - St. Clair Shores, Macomb County, Michigan*
-- *Lapeer School District – City of Lapeer, Lapeer County, Michigan*
-- *Livonia Public Schools – City of Livonia, Wayne County, Michigan*
-- *Macomb Community College – Clinton Township, Macomb County, Michigan*
-- *Northville Schools – City of Northville, Wayne County, Michigan*
-- *Plymouth Canton Community Schools - Wayne County, Michigan*
-- *Rochester Community Schools - Rochester & Rochester Hills, Oakland County, Michigan*
-- *Romeo Community Schools – Washington & Bruce Townships, Macomb County, Michigan*
-- *Royal Oak Schools - Oakland County, Michigan*
-- *St. Paul Lutheran Church and School – Frankenlust Township, Bay County, Michigan*
-- *Taylor School District – City of Taylor, Wayne County, Michigan*
-- *Troy School District - City of Troy, Oakland County, Michigan*
-- *University of Michigan – City of Ann Arbor, Michigan*
-- *Warren Fitzgerald School District – City of Warren, Macomb County, Michigan*
-- *West Bloomfield School District – West Bloomfield, Oakland County, Michigan*

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PUBLIC UTILITIES AND RAILROADS

-- *Adrian & Blissfield Rail Road – Westland, Michigan*
-- *Bonneville Power Authority*
-- *Canadian National North America/Grand Trunk Western Railroad*
-- *DTE Energy (and Detroit Edison Company) - Detroit, Michigan*
-- *Michigan Bell Telephone*
-- *Michigan Star Clipper Dinner Train - Walled Lake, Michigan*
-- *RES Americas – Denver, CO and Minneapolis, MN*
-- *Vector Pipeline Company - East Lansing, Michigan*
-- *Idaho Power – Boise, Idaho*
-- *Burlington Northern Santa Fe Railroad - Chicago, Illinois*
-- *Consumers Energy Company - Jackson, Michigan*
-- *Merit Energy Company – Dallas, Texas*
-- *Michigan Consolidated Gas – prior to merger with DTE Energy*
-- *Mirant Pipeline – Wyandotte, Riverview and Brownstown Township*
-- *Union Pacific Railroad - Omaha, Nebraska*
-- *Wolverine Pipeline – Chicago, Illinois*

SELECT CORPORATIONS AND BUSINESSES

-- *Arcelor-Mittal – Lapeer County, Michigan*
-- *Ajax Paving/Bald Mountain West – Troy and Orion Township*
-- *Arnie's Hot Dogs – Munster, Indiana*
-- *Arrowhead Properties (Flint Ink) – Washtenaw County, Michigan*
-- *Art Van Furniture - Warren, Michigan*
-- *Benton Harbor Fruit Market – Berrien County, Michigan*
-- *Bill Fox Jeep Eagle - Rochester Hills, Michigan*
-- *Bosch Corporation – Flat Rock, Michigan*
-- *Canada Creek Ranch Association - Montmorency County, Michigan*
-- *Central Transport – Warren, Michigan*
-- *Coast to Coast – The Collection, Exotic Imports – Indianapolis, Indiana*
-- *Crown Enterprises – Warren, Michigan*
-- *Chrysler Motors Corporation – Auburn Hills, Michigan*
-- *Detroit Marine Terminal – Detroit, Michigan*
-- *Domino's Farms Development and TSM Properties, Inc. - Ann Arbor*
-- *Detroit International Bridge Company – Detroit and Warren, Michigan*
-- *Detroit RiverFront Conservancy – Detroit, Michigan*
-- *Exxon-Mobil Corporation – Fairfax, Virginia (Also Mobil Oil Corporation – prior to merger with Exxon)*
-- *First American Title Company - Troy, Michigan*
-- *Fox Toyota - Rochester Hills, Michigan*
-- *General Motors Corporation – Detroit, Michigan*
-- *Gilboa Quarry – Gilboa, Ohio*
-- *Grosse Ile Bridge Company – Trenton, Michigan*
-- *Grosse Ile Country Club – Grosse Ile, Michigan*
-- *The Hayman Company – Troy, Michigan*
-- *JP Morgan Chase Bank – New York, New York*
-- *Kurtis Kitchens and Bath Centers - Livonia, Michigan*
-- *LaSalle Bank (now Bank of America) – Troy, Michigan*
-- *Marathon Oil Company - Findlay, Ohio*
-- *McNabb Carpet - Milford, Michigan*
-- *Meridian National Corporation - Toledo, Ohio*
-- *Meritor Automotive, a Rockwell Heritage Company – Troy, Michigan*
-- *Michigan Caterpillar – Novi, Michigan*
-- *New Holland North America – New Holland, Michigan*
-- *Peerless Metal Powders – Detroit, Michigan*
-- *Reddiman Farms Golf Club – Chelsea, Michigan*
-- *Rock Superior LLC (Rock Financial) – Troy, Michigan*
-- *Edward Rose & Sons & Occidental Development – Farmington Hills & Kalamazoo*
-- *Sanimax – Green Bay, Wisconsin*
-- *Saudi Aramco – Dhahran, Eastern Province, Saudi Arabia*
-- *Severstal North America – Inc., Dearborn, Michigan*
-- *Sunrise Development Inc. – McLean, Virginia*
-- *Thetford Inc. – Scio Township, Michigan*
-- *Thomas & Betts Automotive Inc. - Clinton Township*
-- *Union Oil Company of California - Schaumburg, Illinois*
-- *United Parcel Service (Royoak, Inc.) - Atlanta, Georgia*
-- *United States Steel Corporation, Ecorse and River Rouge, Michigan*
-- *Universal Truckload Services – Warren, Michigan*
-- *Veolia North America, Boston, MA*
-- *Walbridge Aldinger – Detroit, Michigan*
-- *Ray Wiegand's Nursery – Macomb Township, MI*
-- *White Chapel Cemetery – Troy, Michigan*
-- *Woodmere Cemetery – Detroit and Dearborn, Michigan*

AGGREGATE MINING & LANDFILL PROPERTY

-- *Driggs Properties for Lenawee County Airport Expansion – Madison Township, Lenawee County (Class II Sand)*
-- *Hoag and Souders Properties for Lenawee County Airport Expansion – Madison Township, Lenawee County (Class II Sand)*
-- *Finnerty, Michael and Norma - Eaton County, Michigan (Class II Sand)*
-- *France Stone Company - Sylvania, Ohio and Monroe, Michigan (Crushed Limestone for Aggregate)*
-- *Gardenscape, Inc. - Edinburgh, PA, Archbold, OH, and Eaton Rapids, MI (Black, Reed/Sedge & Sphagnum Peat)*
-- *Great Lakes Gravel - Addison Township, Oakland County (Gravel)*
-- *William Kettlewell - Ft. Gratiot Township, St. Clair County, Michigan (Landfill)*
-- *Lemrow Property - Expansion of Southeast Berrien County Landfill – Berrien County, Michigan (Landfill & Cover Dirt)*
-- *Edward C. Levy Company, Farmington Hills, Michigan [Property in Metamora Township, Lapeer County] (Sand and Gravel)*
-- *Mauthe Property - Expansion of Southeast Berrien County Landfill – Berrien County, Michigan (Landfill & Cover Dirt)*
-- *Michigan Peat - Minden and Sandusky, MI and Houston, TX (Sphagnum Moss, Horticultural & Reed/Sedge Peat)*
-- *Review of Triple Crown Aggregates – Nampha, Idaho*
-- *West Des Moines Sand for the City of West Des Moines, Iowa*

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BIRMINGHAM
A WALKABLE CITY

MEMORANDUM

Clerk's Office

DATE: January 2, 2024

TO: Jana L. Ecker, City Manager

FROM: Alexandria Bingham, City Clerk

SUBJECT: Board of Review Member Resignation

INTRODUCTION/BACKGROUND:
The Board of Review Regular Member Cynthia Rose submitted her resignation from the board effective December 18, 2023. This creates a vacancy for the remainder of her three-year term set to expire December 31, 2024.

LEGAL REVIEW:
None

FISCAL IMPACT:
None

PUBLIC COMMUNICATIONS:
The City Clerk's office will publish a notice of intention to appoint this position, post the vacancy on the "Boards and Commissions Opportunities" portion of the City's website and include it in the City's digital news vehicles as publication schedules permit.

SUMMARY:
The City Commission is being asked to accept the resignation of Cynthia Rose from the Board of Review, thank her for her service, and to direct the City Clerk to begin the process of filling the vacancy.

ATTACHMENTS:

1. Resignation letter dated December 18, 2023.

SUGGESTED COMMISSION ACTION:
To make a motion to accept the resignation of Cynthia Rose from the Board of Review, to thank her for her service and direct the City Clerk to begin the process of filling the vacancy.

BIRMINGHAM
A WALKABLE CITY

Mya Brown <mbrown@bhamgov.org>

Board of Review

Rose, Cynthia <cynthia.rose@cbrealty.com> Mon, Dec 18, 2023 at 12:07 PM
To: Mya Brown <mbrown@bhamgov.org>, "crose@cbwm.com" <crose@cbwm.com>, Clerks Office <ClerksOffice@bhamgov.org>

Good morning, Mya,

Unfortunately, after many years serving on this board, I need to resign my appointment.

Best Regards,
Cindy Rose
(248) 752-2667

From: Mya Brown <mbrown@bhamgov.org>
Sent: Monday, December 11, 2023 4:32 PM
To: crose@cbwm.com <crose@cbwm.com>; Clerks Office <ClerksOffice@bhamgov.org>
Subject: Board of Review

[Quoted text hidden]

Wire Fraud is Real. Before wiring any money, call the intended recipient at a number you know is valid to confirm the instructions. Additionally, please note that the sender does not have authority to bind a party to a real estate contract via written or verbal communication.

BIRMINGHAM
A WALKABLE CITY

MEMORANDUM

Engineering Department

DATE: January 3, 2024

TO: Jana L. Ecker, City Manager

FROM: Melissa A. Coatta, City Engineer

SUBJECT: Redding Road Project
Contract #9-23(S) Contract Award

INTRODUCTION:
The City received and opened bids for the Redding Road Project Contract #9-23(S) on November 21, 2023. Four (4) bids were received for consideration, and the Engineering Department recommends awarding this contract to FDM Contracting, Inc.

BACKGROUND:
The Redding Road Project includes the replacement of water main and storm sewer on Redding Road between Lake Park Drive and Woodward Avenue, and the repaving of the roadway. The City will also install a sidewalk on the north side of Redding Road between Lake Park Drive and the Rouge River where no sidewalk exists while public investments are being made in this project.

The Redding Road Project was presented to the Multi-Modal Transportation Board (MMTB) on March 3, 2022. As part of the pavement replacement, the City will place new curb and gutters along with replacing driveway approaches, improving sidewalk ramps as needed, and narrow the island between the two approaches at Woodward. In addition, the project also includes the construction of 57 feet of 12" diameter storm sewer and two catch basins on Mill Race at the Lakeside Drive intersection to capture storm water runoff. This new storm sewer could be incorporated into a bioretention feature in the future to infiltrate runoff. A Sidewalk Special Assessment District for this project was presented to the City Commission on November 27, 2023 for a Hearing of Necessity and on December 4, 2023 for a Confirmation of Roll. The SAD was approved by City Commission.

The Engineering Department opened bids on November 21, 2023. Four (4) bids were received, as listed in the attached summary. The low bidder was FDM Contracting, Inc. with their bid of $2,957,637.00 for Paving Alternate #1 (concrete road) and $2,925,983.00 for Paving Alternate #2 (asphalt road with concrete curb and gutter). The low bid of $2,957,637.00 (for concrete road) was approximately $392,146.00 higher (13.3%) than the engineer's estimate. Factors that

influence bid pricing include rising material and labor costs. The low bidder priced asphalt pavement $31,654.00 lower in cost than concrete pavement. The Engineering Department recommends proceeding with concrete pavement on this project due to a minor increase in price for a material that has a longer lifespan.

FDM Contracting, Inc. has completed projects for the City in the past, including the Westwood/Oak/Raynale Project completed in 2023. Based on their performance on previous projects, we are confident that they are fully qualified to perform the type of work included in the Redding Road Sewer and Water Main Project.

As required for all City construction projects, FDM Contracting, Inc. has submitted a 5% bid security with their bid which will be forfeited if they do not provide signed contracts, bonds, and insurance required by the contract following the award by the City Commission.

LEGAL REVIEW:
The City's standard contract language was used for this bidding document which the City Attorney had reviewed and approved. No legal issues exist based on the documentation.

FISCAL IMPACT:
This project is budgeted for in the 2023/2024 fiscal year. The street and sidewalk portions of the low bid are within the budget. However, the sewer and water portions are over budget by $548,700 and $324,270. Budget amendments are required for the sewer and water costs exceeding the budgeted amount. The total construction cost for the project is estimated to be $3,105,518.85 which includes the FDM Contracting, Inc. bid amount of $2,957,637.00 and a 5% construction contingency. The project award will be funded by the following accounts:

Fund Account	Fund ID Number	Project Award	5% Contingencies	Total
Major Street Fund	202.0-449.001-981.0100	$1,167,173.89	$58,358.69	$1,225,532.59
Sidewalk Fund	101.0-444.000-981.0100	$101,927.92	$5,096.40	$107,024.31
Sewer Fund	590.0-537.000-981.0100	$913,043.84	$45,652.19	$958,696.03
Water Fund	591.0-544.000-981.0100	$775,491.35	$38,774.57	$814,265.92

SUSTAINABILITY:
This project will install new sidewalk on the north side of Redding Road east of Lakepark Drive to link existing areas of sidewalk. This will improve non-motorized transportation routes in this area. In addition, the new storm sewer will include two (2) hydrodynamic separator structures to capture trash, debris, and sediment from the storm sewer prior to discharging into the Rouge River.

PUBLIC COMMUNICATIONS:
Property owners received notification of the sidewalk special assessment district. The Engineering Department will be holding a property owner meeting prior to the start of construction to discuss the project and to answer questions. Communication with property owners in the project will be included in the general project announcement.

SUMMARY:
The Engineering Department recommends the Redding Road Project Contract #9-23(S) be awarded to FDM Contracting, Inc.

ATTACHMENTS:

- Project Area Maps
- Bid Summary
- Hubbell, Roth & Clark, Inc. Recommendation Letter
- Contract
- Plans

SUGGESTED COMMISSION ACTION:
Make a motion adopting a resolution to award the Redding Road Sewer and Water Main Improvements Project #9-23(S) to FDM Contracting, Inc. in the amount of $2,957,637.00 and a 5% construction contingency for a total of $3,105,518.85. In addition, to authorize the Mayor and City Clerk to sign the agreement on behalf of the City contingent upon execution of the agreement and meeting all insurance and bonding requirements by FDM Contracting, Inc. Funding for this project has been budgeted in the following accounts:

Fund Account	Fund ID Number	Project Award	5% Contingencies	Total
Major Street Fund	202.0-449.001-981.0100	$1,167,173.89	$58,358.69	$1,225,532.59
Sidewalk Fund	101.0-444.000-981.0100	$101,927.92	$5,096.40	$107,024.31
Sewer Fund	590.0-537.000-981.0100	$913,043.84	$45,652.19	$958,696.03
Water Fund	591.0-544.000-981.0100	$775,491.35	$38,774.57	$814,265.92

AND
To approve the appropriation and amendment of the fiscal year 2023/2024 budget as follows:

Sewer Fund:

Revenues:		
590.0-000.000-400.0000	Draw from Net Position	$548,700
Total Revenue		$548,700
Expenditures:		
590.0-537.000-981.0100	Public Improvement	$548,700
Total Expenses		$548,700

Water Fund:

Revenues:		
591.0-000.000-400.0000	Draw from Net Position	$324,270
Total Revenue		$324,270
Expenditures:		
591.0-544.000-981.0100	Public Improvement	$324,270
Total Expenses		$324,270

Redding Road Project
Project Limits

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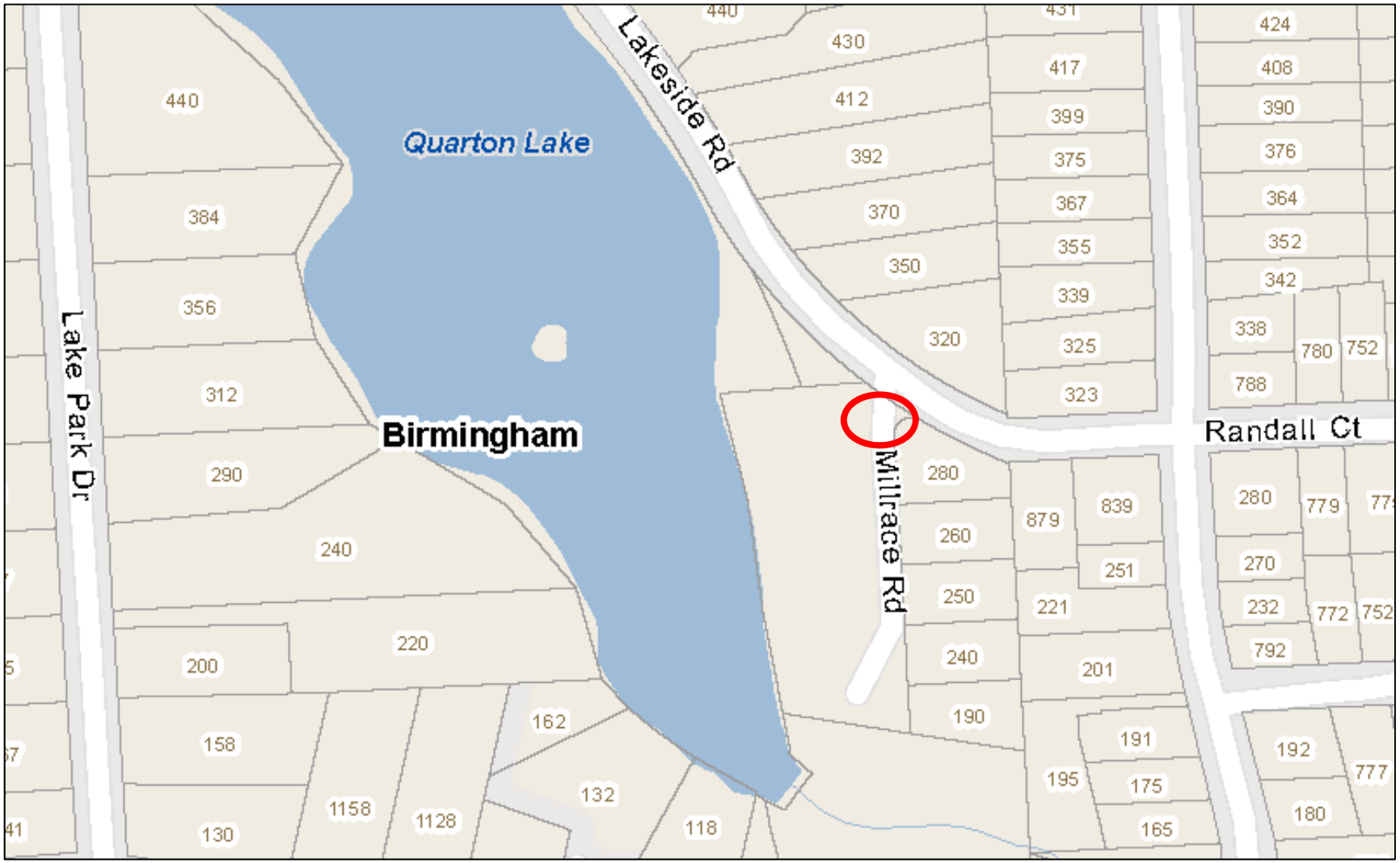
Mill Race Storm Sewer
Project Limits



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BID TABULATION
CITY OF BIRMINGHAM
REDDING ROAD SEWER AND WATER MAIN IMPROVEMENTS PROJECT
CONTRACT #9-23(S)

Bids Due: November 21, 2023

Item	Quantity	Unit	**F.D.M. Contracting Inc.** 49156 Van Dyke Shelby Twp, Michigan 48317 Unit Price	Total Cost	**Pamar Enterprises, Inc** 31604 Parmar Court New Haven, Michigan 48048 Unit Price	Total Cost	**Diponio Contracting** 51251 Simone Industrial Dr Shelby Twp, Michigan 48316 Unit Price	Total Cost
DIVISION 1: Road Reconstruction General								
1. Curb and Gutter, Rem	48	LF	$ 20.00	$ 960.00	$ 17.00	$ 816.00	$ 13.00	$ 624.00
2. Pavt, Rem	5,891	SY	$ 10.00	$ 58,910.00	$ 15.00	$ 88,365.00	$ 18.00	$ 106,038.00
3. HMA Drive, Rem	106	SY	$ 10.00	$ 1,060.00	$ 12.00	$ 1,272.00	$ 20.00	$ 2,120.00
4. Conc Drive, Rem	249	SY	$ 10.00	$ 2,490.00	$ 13.00	$ 3,237.00	$ 23.00	$ 5,727.00
5. Subgrade Undercutting	520	CY	$ 35.00	$ 18,200.00	$ 65.00	$ 33,800.00	$ 70.00	$ 36,400.00
6. Erosion Control, Inlet Filter	35	EA	$ 100.00	$ 3,500.00	$ 80.00	$ 2,800.00	$ 150.00	$ 5,250.00
7. Erosion Control, Silt Fence	1000	LF	$ 3.00	$ 3,000.00	$ 1.65	$ 1,650.00	$ 3.00	$ 3,000.00
8. Aggregate Base, 8 inch, 21AA, MDOT	6135	SY	$ 18.00	$ 110,430.00	$ 15.00	$ 92,025.00	$ 20.00	$ 122,700.00
9. Aggregate Base, 6 inch, 21AA, MDOT	755	SY	$ 15.00	$ 11,325.00	$ 14.00	$ 10,570.00	$ 19.00	$ 14,345.00
10. Maintenance Aggregate	100	TON	$ 38.00	$ 3,800.00	$ 20.00	$ 2,000.00	$ 70.00	$ 7,000.00
11. Road Grade Biaxial Geogrid	1540	SY	$ 4.00	$ 6,160.00	$ 2.00	$ 3,080.00	$ 3.00	$ 4,620.00
12. 6" Perforated Pipe Underdrain (No Sock)	2,489	LF	$ 22.00	$ 54,758.00	$ 14.00	$ 34,846.00	$ 30.00	$ 74,670.00
13. Hand Patching	10	TON	$ 450.00	$ 4,500.00	$ 395.00	$ 3,950.00	$ 450.00	$ 4,500.00
14. HMA Approach	38	TON	$ 420.00	$ 15,960.00	$ 370.00	$ 14,060.00	$ 250.00	$ 9,500.00
15. HMA, 3EML	79	TON	$ 355.00	$ 28,045.00	$ 315.00	$ 24,885.00	$ 250.00	$ 19,750.00
16. HMA, 5EML	34	TON	$ 400.00	$ 13,600.00	$ 350.00	$ 11,900.00	$ 300.00	$ 10,200.00
17. Post, Steel, 3 pound	280	VF	$ 12.00	$ 3,360.00	$ 10.00	$ 2,800.00	$ 10.00	$ 2,800.00
18. Sign, Type III, Erect, Salv	20	EA	$ 100.00	$ 2,000.00	$ 50.00	$ 1,000.00	$ 50.00	$ 1,000.00
19. Sign, Type III, Rem	34	SF	$ 25.00	$ 850.00	$ 10.00	$ 340.00	$ 10.00	$ 340.00
20. Sign, Type IIIA	62	SF	$ 25.00	$ 1,550.00	$ 20.00	$ 1,240.00	$ 20.00	$ 1,240.00
21. Sign, Type IIIB	29	EA	$ 25.00	$ 725.00	$ 20.00	$ 580.00	$ 20.00	$ 580.00
22. Sign, Type III, Rem, Salv	20	EA	$ 50.00	$ 1,000.00	$ 150.00	$ 3,000.00	$ 20.00	$ 400.00
23. Ground Mtd Sign Support, Rem	26	EA	$ 25.00	$ 650.00	$ 10.00	$ 260.00	$ 10.00	$ 260.00
24. Pavt Mrkg, Polyurea, 12 inch, Crosswalk	808	LF	$ 7.00	$ 5,656.00	$ 5.95	$ 4,807.60	$ 5.95	$ 4,807.60
25. Barricade, Type III, High Intensity, Double Sided, Lighted, Oper	20	EA	$ 100.00	$ 2,000.00	$ 75.00	$ 1,500.00	$ 75.00	$ 1,500.00
26. Barricade, Type III, High Intensity, Double Sided, Lighted, Furn	20	EA	$ 25.00	$ 500.00	$ 0.01	$ 0.20	$ 0.01	$ 0.20
27. Channelizing Device, 42 inch, Fluorescent, Furn	100	EA	$ 25.00	$ 2,500.00	$ 16.00	$ 1,600.00	$ 16.00	$ 1,600.00
28. Channelizing Device, 42 inch, Flourescent, Furn	100	EA	$ 1.00	$ 100.00	$ 0.01	$ 1.00	$ 0.01	$ 1.00
29. Lighted Arrow, Type C, Furn	1	EA	$ 1,000.00	$ 1,000.00	$ 500.00	$ 500.00	$ 500.00	$ 500.00
30. Lighted Arrow, Type C, Oper	1	EA	$ 100.00	$ 100.00	$ 0.01	$ 0.01	$ 0.01	$ 0.01
31. Plastic Drum, Fluorescent, Furn	100	EA	$ 30.00	$ 3,000.00	$ 23.00	$ 2,300.00	$ 23.00	$ 2,300.00

BID TABULATION
CITY OF BIRMINGHAM
REDDING ROAD SEWER AND WATER MAIN IMPROVEMENTS PROJECT
CONTRACT #9-23(S)

Bids Due: November 21, 2023

Item	Quantity	Unit	F.D.M. Contracting Inc. 49156 Van Dyke Shelby Twp, Michigan 48317 Unit Price	F.D.M. Contracting Inc. Total Cost	Pamar Enterprises, Inc 31604 Parmar Court New Haven, Michigan 48048 Unit Price	Pamar Enterprises, Inc Total Cost	Diponio Contracting 51251 Simone Industrial Dr Shelby Twp, Michigan 48316 Unit Price	Diponio Contracting Total Cost
32. Plastic Drum, Fluorescent, Oper	100	EA	$ 1.00	$ 100.00	$ 0.01	$ 1.00	$ 0.01	$ 1.00
33. Sign Cover	5	EA	$ 50.00	$ 250.00	$ 25.00	$ 125.00	$ 25.00	$ 125.00
34. Sign, Type B, Temp, Prismatic, Furn	1100	SF	$ 6.00	$ 6,600.00	$ 5.00	$ 5,500.00	$ 5.00	$ 5,500.00
35. Sign, Type B, Temp, Prismatic, Oper	1,100	SF	$ 1.00	$ 1,100.00	$ 0.01	$ 11.00	$ 0.01	$ 11.00
36. Sign, Type B, Temp, Prismatic, Special, Furn	300	SF	$ 12.00	$ 3,600.00	$ 10.00	$ 3,000.00	$ 10.00	$ 3,000.00
37. Sign, Type B, Temp, Prismatic, Special, Oper	300	SF	$ 1.00	$ 300.00	$ 0.01	$ 3.00	$ 0.01	$ 3.00
38. Driveway, Nonreinf, Conc, 6 inch	538	SY	$ 57.00	$ 30,666.00	$ 57.00	$ 30,666.00	$ 80.00	$ 43,040.00
39. Curb and Gutter, Conc, Det C6	76	LF	$ 44.00	$ 3,344.00	$ 35.00	$ 2,660.00	$ 35.00	$ 2,660.00
40. Curb and Gutter, Conc, 18" Wide (Birmingham Roll)	48	LF	$ 44.00	$ 2,112.00	$ 25.00	$ 1,200.00	$ 25.00	$ 1,200.00
41. Turf Establishment	4,715	SY	$ 20.00	$ 94,300.00	$ 5.00	$ 23,575.00	$ 10.00	$ 47,150.00
42. Mulch, 3 inch	50	SY	$ 20.00	$ 1,000.00	$ 25.00	$ 1,250.00	$ 4.00	$ 200.00
SUBTOTAL DIVISION 1				**$ 505,061.00**		**$ 417,175.81**		**$ 546,662.81**
DIVISION 2A : PAVING ALTERNATE No.1								
43. Station Grading, Alternate No. 1	14.5	STA	$ 6,500.00	$ 94,250.00	$ 6,500.00	$ 94,250.00	$ 14,000.00	$ 203,000.00
44. Conc Pavt, Nonreinf, 7 inch, with Integral 6" Curb	5,131	SY	$ 63.00	$ 323,253.00	$ 57.00	$ 292,467.00	$ 57.00	$ 292,467.00
45. Pavt Gapping	200	LF	$ 30.00	$ 6,000.00	$ 25.00	$ 5,000.00	$ 25.00	$ 5,000.00
46. Rem Curing Compound, for Longit Mrkg, 12 inch	808	LF	$ 4.00	$ 3,232.00	$ 2.95	$ 2,383.60	$ 2.95	$ 2,383.60
SUBTOTAL DIVISION 2A : PAVING ALTERNATE No. 1 - CONCRETE				**$ 426,735.00**		**$ 394,100.60**		**$ 502,850.60**
DIVISION 2B : PAVING ALTERNATE No. 2								
47. Station Grading, Alternate No. 2	14.5	STA	$ 6,500.00	$ 94,250.00	$ 7,000.00	$ 101,500.00	$ 14,500.00	$ 210,250.00
48. HMA, 3EML	720	TON	$ 135.00	$ 97,200.00	$ 122.25	$ 88,020.00	$ 152.00	$ 109,440.00
49. HMA, 4EML	480	TON	$ 136.00	$ 65,280.00	$ 124.00	$ 59,520.00	$ 152.00	$ 72,960.00
50. HMA, 5EML	360	TON	$ 138.00	$ 49,680.00	$ 125.00	$ 45,000.00	$ 175.00	$ 63,000.00
51. Curb and Gutter, Conc, 18" Wide (Birmingham Roll)	2,421	LF	$ 33.00	$ 79,893.00	$ 20.00	$ 48,420.00	$ 20.00	$ 48,420.00

BID TABULATION
CITY OF BIRMINGHAM
REDDING ROAD SEWER AND WATER MAIN IMPROVEMENTS PROJECT
CONTRACT #9-23(S)

Bids Due: November 21, 2023

Item	Quantity	Unit	F.D.M. Contracting Inc. 49156 Van Dyke Shelby Twp, Michigan 48317 Unit Price	F.D.M. Contracting Inc. Total Cost	Pamar Enterprises, Inc 31604 Parmar Court New Haven, Michigan 48048 Unit Price	Pamar Enterprises, Inc Total Cost	Diponio Contracting 51251 Simone Industrial Dr Shelby Twp, Michigan 48316 Unit Price	Diponio Contracting Total Cost
52. Curb and Gutter, Conc, 18" Wide, Spillout (Reverse)	266	LF	$ 33.00	$ 8,778.00	$ 22.00	$ 5,852.00	$ 22.00	$ 5,852.00
SUBTOTAL DIVISION 2B : PAVING ALTERNATE No. 2 - ASPHALT				**$ 395,081.00**		**$ 348,312.00**		**$ 509,922.00**
DIVISION 3 - SEWER								
53. Dr Structure, Rem	19	EA	$ 800.00	$ 15,200.00	$ 350.00	$ 6,650.00	$ 800.00	$ 15,200.00
54. Sewer, Rem, Less than 24 inch	1,052	LF	$ 35.00	$ 36,820.00	$ 5.00	$ 5,260.00	$ 30.00	$ 31,560.00
55. Water & Sewer Allowance	50,000	DLR	$ 1.00	$ 50,000.00	$ 1.00	$ 50,000.00	$ 1.00	$ 50,000.00
56. Storm Sewer, C1 IV, 12 inch, Tr Det A	388	LF	$ 120.00	$ 46,560.00	$ 195.00	$ 75,660.00	$ 140.00	$ 54,320.00
57. Storm Sewer, C1 IV, 15 inch, Tr Det A	41	LF	$ 135.00	$ 5,535.00	$ 218.00	$ 8,938.00	$ 160.00	$ 6,560.00
58. Storm Sewer, C1 IV, 18 inch, Tr Det A	47	LF	$ 150.00	$ 7,050.00	$ 285.00	$ 13,395.00	$ 180.00	$ 8,460.00
59. Storm Sewer, C1 IV, 21 inch, Tr Det A	67	LF	$ 185.00	$ 12,395.00	$ 295.00	$ 19,765.00	$ 200.00	$ 13,400.00
60. Storm Sewer, C1 IV, 30 inch, Tr Det A	485	LF	$ 260.00	$ 126,100.00	$ 326.00	$ 158,110.00	$ 270.00	$ 130,950.00
61. Sewer Tap, 12 inch	3	EA	$ 1,500.00	$ 4,500.00	$ 1,950.00	$ 5,850.00	$ 800.00	$ 2,400.00
62. Sewer Tap, 21 inch	1	EA	$ 2,500.00	$ 2,500.00	$ 2,750.00	$ 2,750.00	$ 1,500.00	$ 1,500.00
63. CCTV Sewer Acceptance Inspection	1	LS	$ 10,000.00	$ 10,000.00	$ 1,449.48	$ 1,449.48	$ 8,500.00	$ 8,500.00
64. Adjust Structure Cover	13	EA	$ 700.00	$ 9,100.00	$ 600.00	$ 7,800.00	$ 1,700.00	$ 22,100.00
65. Manhole Cover, Type 1040B	21	EA	$ 750.00	$ 15,750.00	$ 500.00	$ 10,500.00	$ 800.00	$ 16,800.00
66. Dr Structure Cover, Type 5000M4	16	EA	$ 750.00	$ 12,000.00	$ 550.00	$ 8,800.00	$ 800.00	$ 12,800.00
67. Manhole Cover, Type 1040ZPT	2	EA	$ 1,000.00	$ 2,000.00	$ 550.00	$ 1,100.00	$ 900.00	$ 1,800.00
68. Dr Structure, 24 inch dia	12	EA	$ 3,500.00	$ 42,000.00	$ 3,000.00	$ 36,000.00	$ 1,700.00	$ 20,400.00
69. Dr Structure, 48 inch dia	1	EA	$ 5,000.00	$ 5,000.00	$ 3,500.00	$ 3,500.00	$ 2,800.00	$ 2,800.00
70. Dr Structure, 60 inch dia	3	EA	$ 6,500.00	$ 19,500.00	$ 6,250.00	$ 18,750.00	$ 5,000.00	$ 15,000.00
71. Manhole, 48 inch dia	2	EA	$ 5,500.00	$ 11,000.00	$ 3,500.00	$ 7,000.00	$ 4,000.00	$ 8,000.00
72. Manhole, 60 inch dia	4	EA	$ 7,000.00	$ 28,000.00	$ 6,250.00	$ 25,000.00	$ 6,500.00	$ 26,000.00
73. Manhole, 72 inch dia	1	EA	$ 10,000.00	$ 10,000.00	$ 8,100.00	$ 8,100.00	$ 9,000.00	$ 9,000.00
74. Manhole, 48 inch dia, Over Existing Sewer	1	EA	$ 7,500.00	$ 7,500.00	$ 6,000.00	$ 6,000.00	$ 4,200.00	$ 4,200.00
75. Manhole, 60 inch dia, Over Existing Sewer	3	EA	$ 9,000.00	$ 27,000.00	$ 9,500.00	$ 28,500.00	$ 6,200.00	$ 18,600.00
76. Manhole, 48 inch dia, w/ 2' Sump, Over Existing Sewer	1	EA	$ 7,000.00	$ 7,000.00	$ 6,400.00	$ 6,400.00	$ 5,000.00	$ 5,000.00

BID TABULATION
CITY OF BIRMINGHAM
REDDING ROAD SEWER AND WATER MAIN IMPROVEMENTS PROJECT
CONTRACT #9-23(S)

Bids Due: November 21, 2023

Item	Quantity	Unit	**F.D.M. Contracting Inc.** 49156 Van Dyke Shelby Twp, Michigan 48317		**Pamar Enterprises, Inc** 31604 Parmar Court New Haven, Michigan 48048		**Diponio Contracting** 51251 Simone Industrial Dr Shelby Twp, Michigan 48316	
			Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost
77. Manhole, 60 inch dia, w/ 2' Sump, Over Existing Sewer	1	EA	$ 10,000.00	$ 10,000.00	$ 10,500.00	$ 10,500.00	$ 7,000.00	$ 7,000.00
78. Manhole, 72 inch dia, w/ 2' Sump, Over Existing Sewer	1	EA	$ 18,000.00	$ 18,000.00	$ 18,000.00	$ 18,000.00	$ 15,000.00	$ 15,000.00
79. Manhole, 84 inch dia, w/ 2' Sump and Weir Wall	1	EA	$ 23,000.00	$ 23,000.00	$ 22,500.00	$ 22,500.00	$ 20,000.00	$ 20,000.00
80. Dr Structure, Add Depth, 48 inch dia, 8ft to 15ft	0.6	VF	$ 200.00	$ 120.00	$ 55.00	$ 33.00	$ 160.00	$ 96.00
81. Dr Structure, Add Depth, 60 inch dia, 8ft to 15ft	5.5	VF	$ 300.00	$ 1,650.00	$ 65.00	$ 357.50	$ 240.00	$ 1,320.00
82. Dr Structure, Add Depth, 72 inch dia, 8ft to 15ft	0.6	VF	$ 400.00	$ 240.00	$ 75.00	$ 45.00	$ 400.00	$ 240.00
83. Dr Structure, Add Depth, 84 inch dia, 8ft to 15ft	0.9	VF	$ 500.00	$ 450.00	$ 80.00	$ 72.00	$ 500.00	$ 450.00
84. Reconstruct Manhole (If & Where Needed)	20	VF	$ 100.00	$ 2,000.00	$ 400.00	$ 8,000.00	$ 600.00	$ 12,000.00
85. Hydrodynamic Separator Structure A	1	EA	$ 70,000.00	$ 70,000.00	$ 125,000.00	$ 125,000.00	$ 56,000.00	$ 56,000.00
86. Hydrodynamic Separator Structure D	1	EA	$ 120,000.00	$ 120,000.00	$ 125,000.00	$ 125,000.00	$ 100,000.00	$ 100,000.00
SUBTOTAL DIVISION 3: SEWER				**$ 757,970.00**		**$ 824,784.98**		**$ 697,456.00**
DIVISION 4 : WATER MAIN								
87. Water Main, HDPE, Dr 11, HDD, 8 inch	240	LF	$ 275.00	$ 66,000.00	$ 355.00	$ 85,200.00	$ 250.00	$ 60,000.00
88. Water Main, DI CL 54, Open Cut, 6 inch	53	LF	$ 200.00	$ 10,600.00	$ 225.00	$ 11,925.00	$ 250.00	$ 13,250.00
89. Water Main, DI CL 54, Open Cut, 8 inch	715	LF	$ 210.00	$ 150,150.00	$ 265.00	$ 189,475.00	$ 260.00	$ 185,900.00
90. Water Main, DI CL 54, Open Cut, 12 inch	863	LF	$ 240.00	$ 207,120.00	$ 297.00	$ 256,311.00	$ 270.00	$ 233,010.00
91. Reconnect Water Service	9	EA	$ 900.00	$ 8,100.00	$ 1,750.00	$ 15,750.00	$ 1,600.00	$ 14,400.00
92. Gate Valve & Box, Rem	10	EA	$ 100.00	$ 1,000.00	$ 90.00	$ 900.00	$ 500.00	$ 5,000.00
93. Gate Valve & Box, 6 inch	1	EA	$ 3,500.00	$ 3,500.00	$ 2,500.00	$ 2,500.00	$ 2,200.00	$ 2,200.00
94. Gate Valve & Box, 8 inch	1	EA	$ 4,000.00	$ 4,000.00	$ 3,000.00	$ 3,000.00	$ 2,700.00	$ 2,700.00
95. Gate Valve & Well, 8 inch	9	EA	$ 8,500.00	$ 76,500.00	$ 6,750.00	$ 60,750.00	$ 6,000.00	$ 54,000.00
96. Gate Valve & Well, 12 inch	4	EA	$ 10,000.00	$ 40,000.00	$ 8,800.00	$ 35,200.00	$ 8,000.00	$ 32,000.00
97. Water Main Connection, 6 inch to ex 6 inch	4	EA	$ 6,500.00	$ 26,000.00	$ 7,500.00	$ 30,000.00	$ 8,000.00	$ 32,000.00
98. Water Main Connection, 8 inch to ex 8 inch	5	EA	$ 7,500.00	$ 37,500.00	$ 8,000.00	$ 40,000.00	$ 9,000.00	$ 45,000.00
99. Fire Hydrant, Rem	2	EA	$ 1,000.00	$ 2,000.00	$ 1,100.00	$ 2,200.00	$ 800.00	$ 1,600.00
100. Fire Hydrant Assembly, Complete	7	EA	$ 7,500.00	$ 52,500.00	$ 9,000.00	$ 63,000.00	$ 7,000.00	$ 49,000.00
101. Water Main, Abandon	1753	LF	$ 7.00	$ 12,271.00	$ 1.00	$ 1,753.00	$ 3.00	$ 5,259.00
102. Hydra-Stop Line Stop, 6 inch (As Needed)	3	EA	$ 100.00	$ 300.00	$ 1,000.00	$ 3,000.00	$ 9,000.00	$ 27,000.00
103. Hydra-Stop Line Stop, 8 inch (As Needed)	5	EA	$ 200.00	$ 1,000.00	$ 1,500.00	$ 7,500.00	$ 9,400.00	$ 47,000.00

BID TABULATION
CITY OF BIRMINGHAM
REDDING ROAD SEWER AND WATER MAIN IMPROVEMENTS PROJECT
CONTRACT #9-23(S)

Bids Due: November 21, 2023

Item	Quantity	Unit	F.D.M. Contracting Inc. 49156 Van Dyke Shelby Twp, Michigan 48317 Unit Price	F.D.M. Contracting Inc. Total Cost	Pamar Enterprises, Inc 31604 Parmar Court New Haven, Michigan 48048 Unit Price	Pamar Enterprises, Inc Total Cost	Diponio Contracting 51251 Simone Industrial Dr Shelby Twp, Michigan 48316 Unit Price	Diponio Contracting Total Cost
104. Insta-Valve Insertion Valve, 6 inch (As Needed)	2	EA	$ 800.00	$ 1,600.00	$ 2,500.00	$ 5,000.00	$ 10,000.00	$ 20,000.00
105. Insta-Valve Insertion Valve, 8 inch (As Needed)	2	EA	$ 1,000.00	$ 2,000.00	$ 3,000.00	$ 6,000.00	$ 11,000.00	$ 22,000.00
SUBTOTAL DIVISION 4 : WATER MAIN				**$ 702,141.00**		**$ 819,464.00**		**$ 851,319.00**
DIVISION 5 : SIDEWALK								
106. Tree, Rem, 19 inch to 36 inch	1	EA	$ 2,500.00	$ 2,500.00	$ 2,000.00	$ 2,000.00	$ 2,400.00	$ 2,400.00
107. Tree, Rem, 6 inch to 18 inch	26	EA	$ 500.00	$ 13,000.00	$ 1,350.00	$ 35,100.00	$ 275.00	$ 7,150.00
108. Sidewalk, Rem	336	SY	$ 10.00	$ 3,360.00	$ 11.00	$ 3,696.00	$ 25.00	$ 8,400.00
109. Handicap Ramp Truncated Domes	99	LF	$ 160.00	$ 15,840.00	$ 120.00	$ 11,880.00	$ 120.00	$ 11,880.00
110. Sidewalk, Conc, 4 inch	2721	SF	$ 7.00	$ 19,047.00	$ 6.50	$ 17,686.50	$ 9.00	$ 24,489.00
111. Sidewalk, Conc, 6 inch	1512	SF	$ 8.00	$ 12,096.00	$ 11.00	$ 16,632.00	$ 13.00	$ 19,656.00
112. Sidewalk, Conc, 4 inch, w/ Integral Curb	2404	SF	$ 11.00	$ 26,444.00	$ 7.50	$ 18,030.00	$ 10.00	$ 24,040.00
SUBTOTAL DIVISION 5 : SIDEWALK				**$ 92,287.00**		**$ 105,024.50**		**$ 98,015.00**
DIVISION 6 : RETAINING WALL								
113. Modular Concrete Block Retaining Wall	1174	SF	$ 100.00	$ 117,400.00	$ 74.00	$ 86,876.00	$ 60.00	$ 70,440.00
SUBTOTAL DIVISION 6 : RETAINING WALL				**$ 117,400.00**		**$ 86,876.00**		**$ 70,440.00**
DIVISION 7 : GENERAL ITEMS								
114. Mobilization, Max 5%	1	LS	$ 130,000.00	$ 130,000.00	$ 172,000.00	$ 172,000.00	$ 155,000.00	$ 155,000.00
115. Tree Protection, 3" Dia or Greater	50	EA	$ 125.00	$ 6,250.00	$ 25.00	$ 1,250.00	$ 200.00	$ 10,000.00
116. Project Cleanup	1	LS	$ 50,000.00	$ 50,000.00	$ 2,500.00	$ 2,500.00	$ 10,000.00	$ 10,000.00
117. Minor Traf Devices	1	LS	$ 10,000.00	$ 10,000.00	$ 88,000.00	$ 88,000.00	$ 35,000.00	$ 35,000.00
118. Traf Regulator Control	1	LS	$ 10,000.00	$ 10,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00
119. Reimbursed Permit Fees	2000	DLR	1.00	$ 2,000.00	1.00	$ 2,000.00	1.00	$ 2,000.00
120. Inspection Crew Days	$650.00	WDAY	110.00	$ 71,500.00	90.00	$ 58,500.00	110.00	$ 71,500.00
SUBTOTAL DIVISION 7 : GENERAL ITEMS				**$ 279,750.00**		**$ 339,250.00**		**$ 298,500.00**

BID TABULATION
CITY OF BIRMINGHAM
REDDING ROAD SEWER AND WATER MAIN IMPROVEMENTS PROJECT
CONTRACT #9-23(S)

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DIVISION 8 : BRIDGE MAINTENANCE								
121. Conc Sidewalk Replacement	38	SF	$ 25.00	$ 950.00	$ 55.00	$ 2,090.00	$ 100.00	$ 3,800.00
122. Wing Wall Cap Replacement	89	CF	$ 35.00	$ 3,115.00	$ 689.00	$ 61,321.00	$ 400.00	$ 35,600.00
123. Reinforcement, Steel Epoxy Coated	231	LB	$ 5.00	$ 1,155.00	$ 5.00	$ 1,155.00	$ 5.00	$ 1,155.00
124. Adhesive Anchoring of Vertical Bars, 3/4 inch	30	EA	$ 12.00	$ 360.00	$ 45.00	$ 1,350.00	$ 20.00	$ 600.00
125. Precast Conc Repair	2	CF	$ 1,000.00	$ 2,000.00	$ 4,435.00	$ 8,870.00	$ 4,500.00	$ 9,000.00
SUBTOTAL DIVISION 8 : BRIDGE MAINTENANCE				**$ 7,580.00**		**$ 74,786.00**		**$ 50,155.00**
DIVISION 9 : MILL RACE STORM IMPROVEMENTS								
126. Pavt, Rem	65	SY	$ 20.00	$ 1,300.00	$ 15.00	$ 975.00	$ 50.00	$ 3,250.00
127. Erosion Control, Silt Fence	200	LF	$ 5.00	$ 1,000.00	$ 1.65	$ 330.00	$ 5.00	$ 1,000.00
128. Aggregate Base, 8 inch, 21AA, MDOT	60	SY	$ 40.00	$ 2,400.00	$ 12.00	$ 720.00	$ 75.00	$ 4,500.00
129. Aggregate Base, 6 inch, 21AA, MDOT	10	SY	$ 30.00	$ 300.00	$ 11.00	$ 110.00	$ 100.00	$ 1,000.00
130. Maintenance Aggregate	20	TON	$ 50.00	$ 1,000.00	$ 20.00	$ 400.00	$ 100.00	$ 2,000.00
131. HMA, 5EML	8	TON	$ 450.00	$ 3,600.00	$ 395.00	$ 3,160.00	$ 500.00	$ 4,000.00
132. HMA, 3EML	11	TON	$ 450.00	$ 4,950.00	$ 395.00	$ 4,345.00	$ 400.00	$ 4,400.00
133. Barricade, Type III, High Intensity, Double Sided, Lighted, Oper	3	EA	$ 200.00	$ 600.00	$ 75.00	$ 225.00	$ 75.00	$ 225.00
134. Barricade, Type III, High Intensity, Double Sided, Lighted, Furn	3	EA	$ 1.00	$ 3.00	$ 0.01	$ 0.03	$ 0.01	$ 0.03
135. Channelizing Device, 42 inch, Fluorescent, Furn	10	EA	$ 50.00	$ 500.00	$ 16.00	$ 160.00	$ 16.00	$ 160.00
136. Channelizing Device, 42 inch, Fluorescent, Furn	10	EA	$ 1.00	$ 10.00	$ 0.01	$ 0.10	$ 0.01	$ 0.10
137. Curb and Gutter, Conc, 18" Wide (Birmingham Roll)	35	LF	$ 60.00	$ 2,100.00	$ 115.00	$ 4,025.00	$ 100.00	$ 3,500.00
138. Turf Establishment	80	SY	$ 30.00	$ 2,400.00	$ 28.50	$ 2,280.00	$ 10.00	$ 800.00
139. Storm Sewer, C1 IV, 12 inch, Tr Det A	57	LF	$ 150.00	$ 8,550.00	$ 210.00	$ 11,970.00	$ 180.00	$ 10,260.00
140. Manhole Cover, Type 1040B	1	EA	$ 1,000.00	$ 1,000.00	$ 500.00	$ 500.00	$ 800.00	$ 800.00
141. Dr Structure Cover, Type 5000M4	2	EA	$ 1,000.00	$ 2,000.00	$ 550.00	$ 1,100.00	$ 800.00	$ 1,600.00
142. Dr Structure, 24 inch dia	1	EA	$ 5,000.00	$ 5,000.00	$ 3,000.00	$ 3,000.00	$ 2,500.00	$ 2,500.00
143. Manhole. 48 inch dia, Over Existing Sewer	1	EA	$ 12,000.00	$ 12,000.00	$ 6,000.00	$ 6,000.00	$ 4,500.00	$ 4,500.00

BID TABULATION
CITY OF BIRMINGHAM
REDDING ROAD SEWER AND WATER MAIN IMPROVEMENTS PROJECT
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144. Dr Structure, 48 inch dia	2	EA	$ 10,000.00	$ 20,000.00	$ 3,500.00	$ 7,000.00	$ 4,000.00	$ 8,000.00
SUBTOTAL DIVISION 9 : MILL RACE STORM IMPROVEMENTS				**$ 68,713.00**		**$ 46,300.13**		**$ 52,495.13**
TOTAL AMOUNT BID 2A - CONCRETE				**$ 2,957,637.00**		**$ 3,107,762.02**		**$ 3,167,893.54**
TOTAL AMOUNT BID 2B - ASHPALT				**$ 2,925,983.00**		**$ 3,061,973.42**		**$ 3,174,964.94**

Other Bids Received:

Major Contracting Group:	Bid 2A	$ 3,391,026.54 *
	Bid 2B	$ 3,435,602.94 *

Corrected By Engineer*

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915

555 Hulet Drive
Bloomfield Hills, MI 48302-0360

248-454-6300

www.hrcengr.com

December 12, 2023

City of Birmingham
151 Martin Street
Birmingham, Michigan 48012

Attn: Ms. Melissa Coatta, P.E., City Engineer

Re: Redding Rd Sewer & Water Main Improvement Project
City Contract #9-23(S)
Recommendation for Bid Award

HRC Job No. 20210961

Dear Ms. Coatta,

Bids for the subject project were taken on Tuesday, November 21, 2023 at City Hall. The City received four (4) bids for the project, with a low bid of $2,957,637.00 for Paving Alternate #1 (concrete) and $2,925,983.00 for Paving Alternate #2 (asphalt with concrete curb & gutter) submitted by FDM Contracting, Inc. (FDM). The second low bidder was Pamar Enterprises, Inc., with bids of $3,107,762.02 and $3,061,973.42 for Paving Alternatives #1 and #2, respectively.

HRC's Engineer's Opinion of Estimated Construction Cost for the project was $2,565,491 for Paving Alternate #1 and $2,558,958 for Paving Alternate #2. Contractor bid pricing continues to outpace our anticipated increases for material, labor, trucking/hauling, and other construction costs due to inflation and contractor labor issues. This trend is also being seen in other communities and agencies throughout southeast Michigan.

FDM has constructed a number of similar projects for the City in the past, and have performed well. FDM has also worked for other communities in southeast Michigan for which HRC was responsible for administering their contracts, with satisfactory results.

In our capacity as Consulting Engineers for the City of Birmingham, we recommend that the contract for Redding Road Sewer and Water Main Improvements Project – City Contract #9-23(S) be awarded to FDM Contracting, Inc. in the amount of **$2,957,637.00** if Paving Alternate #1 is selected, or **$2,925,983.00** if Paving Alternate #2 is selected.

If you have any questions or require any additional information, please contact the undersigned.

Very Truly Yours,

HUBBELL, ROTH & CLARK, INC.

James J. Surhigh, P.E.
Senior Associate

Andrea L. Pike, P.E.
Associate

pc: Birmingham – Cory Borton
HRC – M. MacDonald, File

MEMORANDUM

Engineering Department

DATE: December 28, 2023

TO: Jana L. Ecker, City Manager

FROM: Melissa A. Coatta, City Engineer

SUBJECT: Edgewood Road Project #6-24 (S)
Hearing of Necessity for Water and Sewer Lateral Special Assessment District (SAD)

INTRODUCTION:
A number of the water and sewer leads will be replaced as part of the Engineering Department's planned project for the sewer and water main improvements on Edgewood Road between E. Lincoln St. and E. Southlawn Blvd. The City proposes to replace private water and sewer laterals that meet "useful life" criteria within the right-of-way (ROW) in an effort to protect public investments.

BACKGROUND:
Edgewood Road has been planned for a road reconstruction starting in FY 17-18 budget with planned construction in FY 20/21. In the FY 20-21 budget, additional money was allocated for sewer repairs on Edgewood Road between E. Lincoln St. and Catalpa Dr., and a new watermain on Edgewood Road between Catalpa Dr. and E. Southlawn Blvd. The pavement surface evaluation and rating (PASER) of this road is 3 out of 10, which is poor condition. The recommended pavement repair for a poor condition is reconstruction of the road.

Edgewood Road – E. Lincoln St. to Catalpa Dr.:
The existing water main in this location is 8" diameter and was installed in 1999. The existing sewer in this location was installed in 1929 and ranges in size from 10" to 18" diameter. These sewers were reviewed for trenchless repair by lining the existing sewer, and it is not recommended due to the pipe offsets, and existing pipe conditions.

Edgewood Road – Catalpa Dr. to E. Southlawn Blvd.:
Currently, there are no existing utilities located in this section of Edgewood Road. During the construction of E. Southlawn Blvd. in 2006, a water main was stubbed towards the north on Edgewood Road for a future water main installation. In 2014, Catalpa was under construction, and a water main was stubbed towards the south on Edgewood for a future connection. The

water model currently recommends an 8" diameter water main in this section of Edgewood since it improves water pressure and flow in this area.

In accordance with current City policy established to protect the public investment being made with capital improvement projects in the public roadway, we intend to replace all sewer laterals that are 50 years of age or older or of material that are not acceptable for City standards, as well as all water services less than 1-inch diameter as part of this project. All unsuitable sewer services will be replaced with 6" schedule 40 PVC, and water services less than 1-inch in diameter will be replaced with a new 1-inch diameter service, for service lengths located within the public ROW.

The parcels within the project zone that are subject to sewer and water lateral special assessment are highlighted on the attached map. Appended to this report is a list of properties that the department plans to include in the Assessment district, along with the estimated construction costs to be assessed at the Hearing of Confirmation.

LEGAL REVIEW:
Chapter 94 – Special Assessments of the Birmingham City Code outlines the process by which a special assessment is conducted in the City of Birmingham. This project will follow the prescribed City Code procedures. The City Attorney has no objections.

FISCAL IMPACT:
Revenue generated from the water and sewer lateral SAD for the Edgewood Road project will defray the costs incurred by the City for the construction of these improvements. One hundred percent of the costs for laterals within the ROW will be paid by the property owners. The cost can be paid back in either a lump sum or over up to a 5-year period with interest. The interest rate will be confirmed at the Confirmation of Roll.

SUSTAINABILITY:
N/A

PUBLIC COMMUNICATIONS:
Notice of the Hearing of Necessity was distributed by the Clerk's Office. The Engineering Department sent a letter to all property owners explaining the scope of work and will have a resident meeting prior to starting the project in March 2024, weather dependent.

SUMMARY:
The Engineering Department recommends that the City Commission declare necessity and approve a special assessment district for water and sewer laterals as part of the Edgewood Road project. Should the Commission approve the special assessment district, a public hearing for confirmation of the Roll should be set for the City Commission meeting on January 22, 2024.

ATTACHMENTS:

- Map of proposed special assessment district of water and sewer replacement (6 pages)
- Edgewood road project Plans (25 pages)
- Spreadsheet with estimated cost of services (2 pages)
- Clerk's confirmation of public hearing notice (8 pages)

SUGGESTED COMMISSION ACTION:

WHEREAS, Notice was given pursuant to Section 94-7 of the City Code, to each owner or party-in-interest of property and lots to be assessed, by first class mail, and by publication in a newspaper generally circulated in the City; and

WHEREAS, The City Commission has conducted a public hearing and has determined to proceed with the project of replacing sewer services 50 years of age or older or of material that are not acceptable for City standards and replacing water services that are less than 1 inch in diameter on Edgewood Road between E. Lincoln Street and E. Southlawn Blvd.; and

WHEREAS, The City has previously established a policy requiring replacement of sewer services 50 years of age or older or of material that are not acceptable for City standard and water services less than 1 inch in diameter and the City street is open for repairs or reconstruction; and

WHEREAS, The City Commission, after the public hearing, has determined that the Edgewood Road Project, the replacement of sewer services that are 50 years of age or older or of material that are not acceptable for City standards, the replacement of water services that are less than 1 inch in diameter, is a necessity and is in the best interest of the City; and

WHEREAS, The Commission has approved the detailed plans and estimates of cost prepared by the City Engineer; and

WHEREAS, Formal bids have been received and the actual cost of sewer service and water service replacement has been determined; and

WHEREAS, The City Engineer has determined the boundaries of sewer service lateral and water service laterals located within the limits of the following streets shall be installed as part of the Edgewood Road Project (Contract #4-23(S)):

Edgewood Road – E. Lincoln Street to E. Southlawn Blvd.; and

WHEREAS, The formula used in making the assessment is 100% of the contractor's charge for replacing the lateral service that is 50 years of age or older or constructed of materials that are not acceptable for City standard and water service that is less than 1 inch in diameter within the public right-of-way between the utility and the property line (calculated at the rate of $170.00 per foot of sewer service pipe and $110.00 per foot of water service pipe).

THEREFORE LET IT BE RESOLVED, The City Commission has determined that the scope of the public improvement as described is in the best interest of the City and will benefit the properties listed in the assessment roll, and the City Commission directs the Manager to prepare a Special Assessment Roll and present the same to the City Commission for confirmation and further set a Public Hearing and give notice on January 22, 2024.

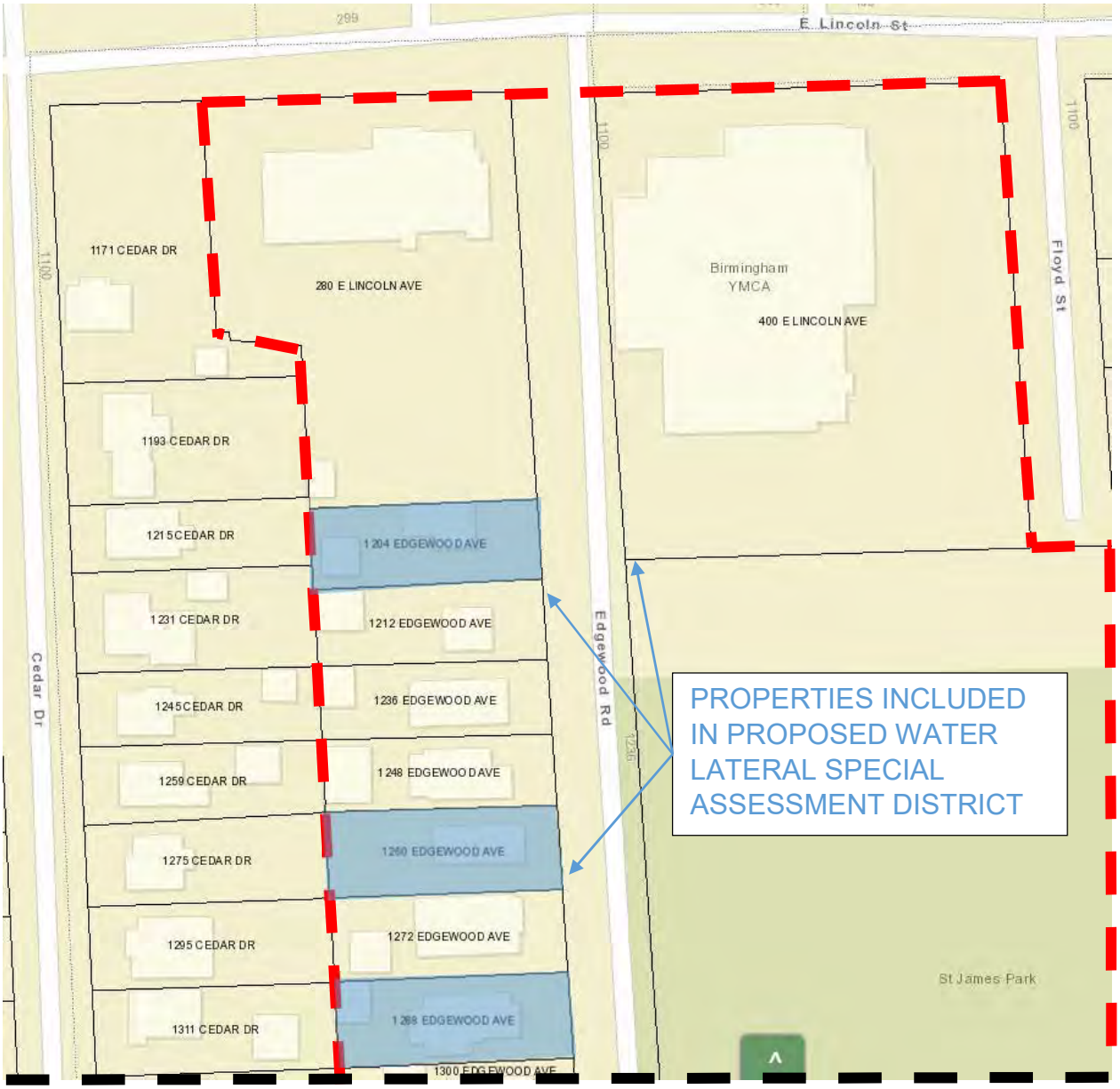
Sewer Lateral SAD

Parcel ID / Sidewell Number	Street Address
19-36-402-049	280 E. Lincoln
19-36-403-032	400 E. Lincoln
19-36-402-023	1204 Edgewood
19-36-402-024	1212 Edgewood
19-36-402-025	1236 Edgewood
19-36-402-027	1260 Edgewood
19-36-402-028	1272 Edgewood
19-36-402-030	1300 Edgewood
19-36-402-032	1332 Edgewood
19-36-402-033	1348 Edgewood
19-36-402-035	1416 Edgewood
19-36-402-036	1450 Edgewood
19-36-402-038	1486 Edgewood
19-36-402-039	1498 Edgewood

Water Lateral SAD

Parcel ID / Sidewell Number	Street Address
19-36-402-023	1204 Edgewood
19-36-402-027	1260 Edgewood
19-36-402-029	1288 Edgewood
19-36-402-030	1300 Edgewood
19-36-402-032	1332 Edgewood
19-36-402-035	1416 Edgewood
19-36-402-036	1450 Edgewood
19-36-402-037	1472 Edgewood
19-36-402-039	1498 Edgewood

Edgewood Road Project Area
Water Lateral Special Assessment District Map



MATCH LINE

Edgewood Road Project Area
Water Lateral Special Assessment District Map

MATCH LINE PREVOUS PAGE

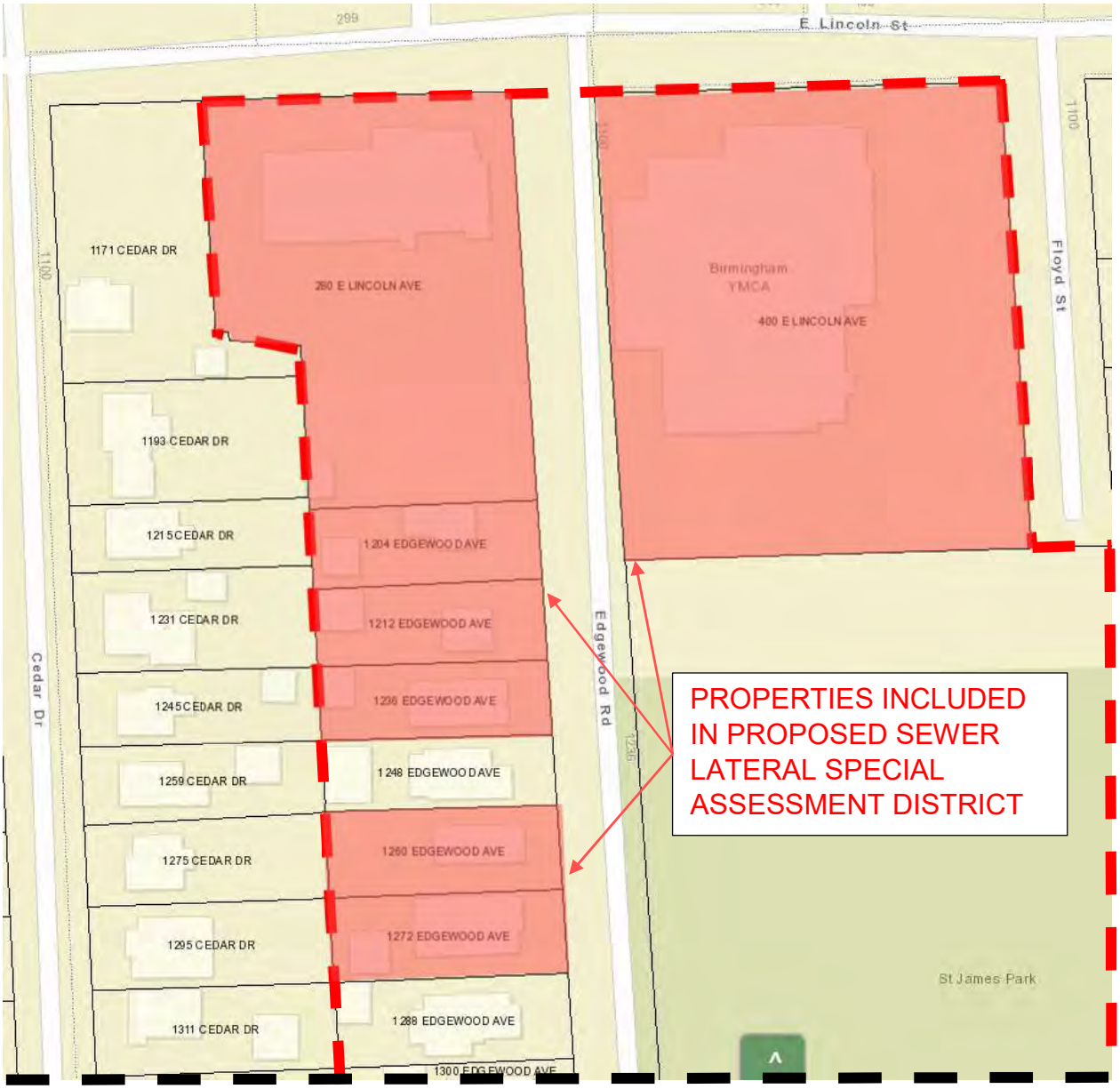
MATCH LINE

8A

Edgewood Road Project Area
Water Lateral Special Assessment District Map

M ATCH LINE PREVOUS PAGE

Edgewood Road Project Area
Sewer Lateral Special Assessment District Map



MATCH LINE

Edgewood Road Project Area
Sewer Lateral Special Assessment District Map

MATCH LINE PREVOUS PAGE

MATCH LINE

Edgewood Road Project Area
Sewer Lateral Special Assessment District Map

M ATCH LINE PREVOUS PAGE

BIRMINGHAM

A WALKABLE CITY

ENGINEERING DEPARTMENT

EDGEWOOD ROAD PAVING PROJECT
CONTRACT#6-24(S)

SHEET INDEX

COVER SHEET (EDGEWOOD ROAD PAVING PROJECT)
C1 - Paving and Utility Plan Sta P.O.B. to 5+00
C2 - Paving and Utility Plan Sta 5+00 to 10+00
C3 - Paving and Utility Plan Sta 10+00 to 15+00
C4 - Paving and Utility Plan Sta 15+00 to P.O.E.
C5 - Utility Service Plan Sta P.O.B. to 10+00
C6 - Utility Service Plan Sta 10+00 to P.O.E.
C8 - Supplemental Sewer Profile Plan (2 of 2)
C7 - Supplemental Sewer Profile Plan (1 of 2)
C9 - Grading Plan Sta. P.O.B. to 5+00
C10 - Grading Plan Sta. 05+00 to 10+00
C11 - Grading Plan Sta. 10+00 to 15+00
C12 - Grading Plan Sta. 15+00 to P.O.E.
C13 - Intersection Grading Details
C14 - Exisiting and Proposed Road Cross-Sections
C15 - Detour Plan
C16 - Notes and Details (1of 3)
C17 - Notes and Details (2 of 3)
C18 - Notes and Details (3 of 3)
Q1 - Quantities

COVER SHEET (GRANT STREET WATER MAIN REPLACEMENT)
2 of 14 Project Notes
11 of 14 Grant Street Water Main Plan

CITY OF BIRMINGHAM - WATER MAIN STANDARD DETAILS
CITY OF BIRMINGHAM - SEWER STANDARD DETAILS

WATER / SEWER SERVICE NOTE

ALL WATER AND SEWER SERVICE LATERAL INFORMATION IS SHOWN PER RECORD, WITHIN THE PUBLIC RIGHT OF WAY. THE CONTRACTOR SHALL COORDINATE WITH CITY FOR ALL PRIVATE-SIDE WATER AND SEWER LATERAL INFORMATION, AS REQUIRED, TO CONSTRUCT THE PROJECT (INC.).

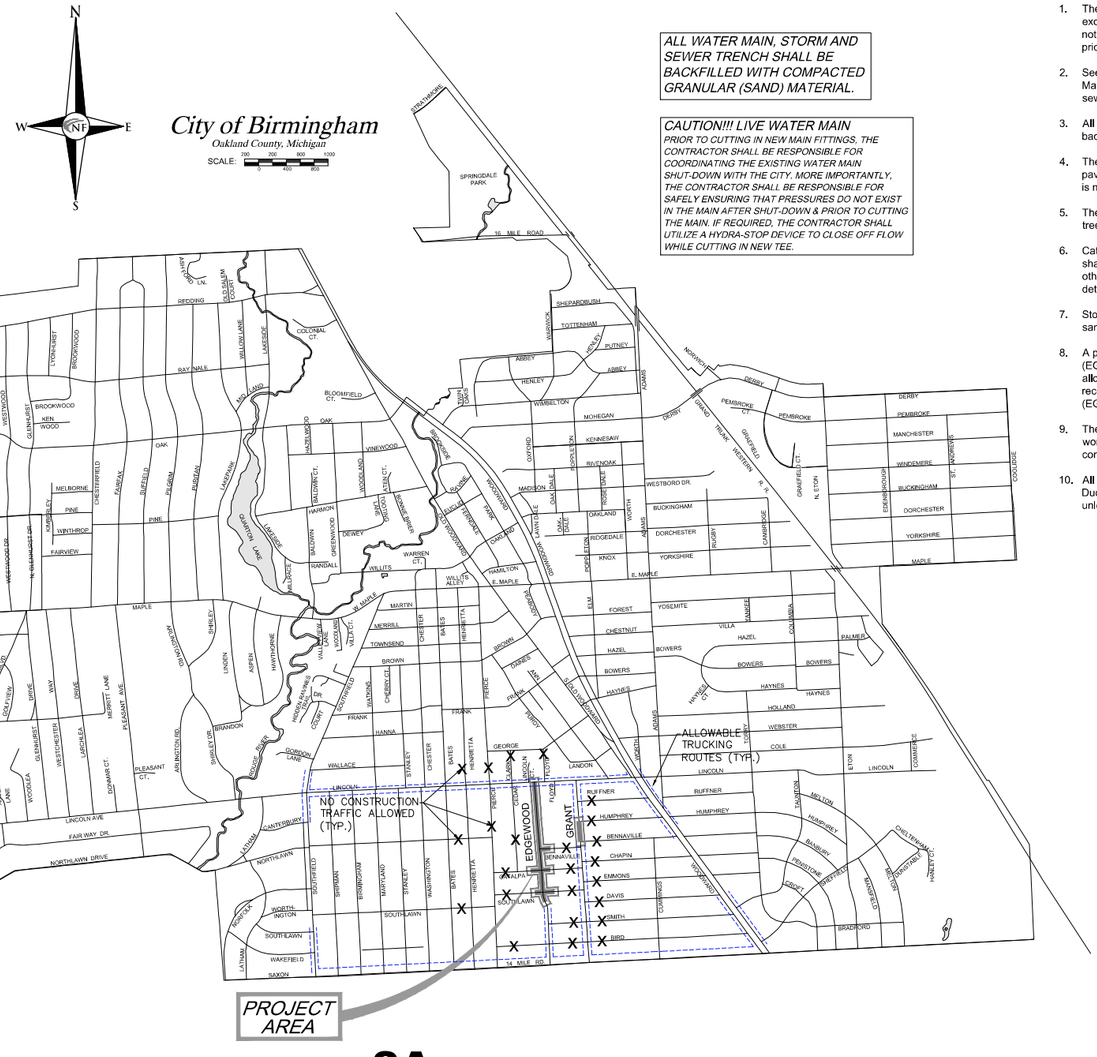
UTILITY NOTE

THE LOCATIONS AND ELEVATIONS OF SOME OF THE EXISTING UNDERGROUND UTILITIES AS SHOWN ON THE SURVEY DRAWING WERE OBTAINED FROM MUNICIPAL AND UTILITY COMPANY RECORDS AND MAPS. THEREFORE, NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

Know what's below Call before you dig.

BENCHMARK NOTE

BENCHMARKS SET AND SHOWN PER SHEET WERE ESTABLISHED OFF OF THE CITY OF BIRMINGHAM BENCHMARK DATUM.



DESIGN ENGINEER SEAL

STATE OF MICHIGAN
PAUL TULIKANGAS
ENGINEER NO. 057929
LICENSED PROFESSIONAL ENGINEER

CONSTRUCTION NOTES

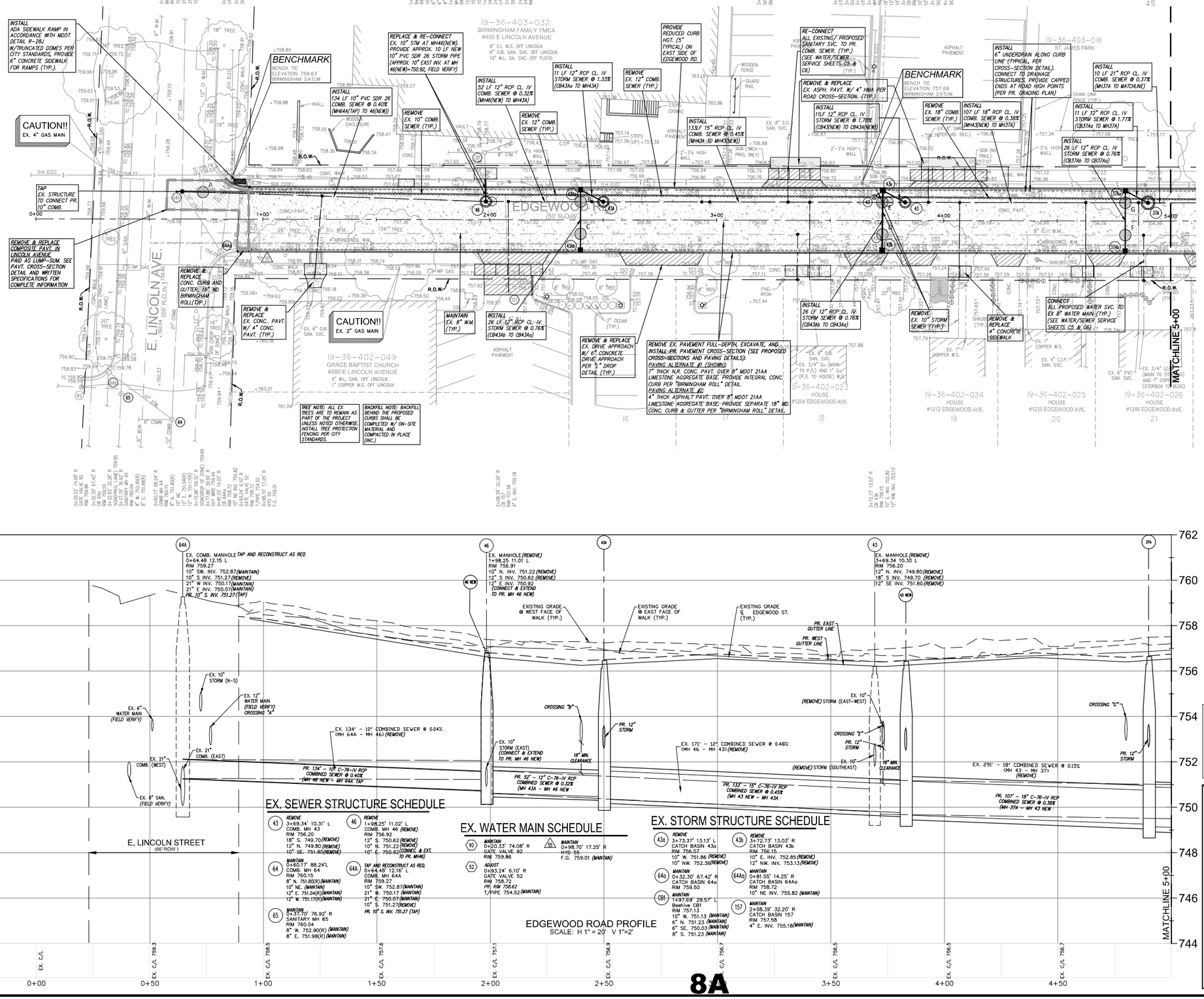
These notes shall apply for all work within this contract:

1. The contractor shall notify MISS DIG 1-800-482-7171 at least 3 working days excluding Saturday, Sunday, and Holidays before making any excavations and notify the City of Birmingham Engineering Department a minimum of 24 hours prior to the start of construction (248-530-1850).
2. See the City of Birmingham drawings "Sewer Standard Details" and "Water Main Standard Details" for details of manholes, catch basins, inlets, and related sewer and water main work.
3. All excavation under or within three feet of pavement, public or private, shall be backfilled and compacted with sand.
4. The joints at the edges of all excavations in the pavement shall be sawcut, or pavement will be removed to existing joints, as directed by the Engineer. There is no separate pay item for saw cutting pavements.
5. The contractor shall be responsible for damage to existing utilities, pavement, trees, landscaping, gravel, etc., whether located on public or private property.
6. Catch basin and inlet castings scheduled for replacement, or new construction shall be EJIW 5000Z4 DI / 5000M4 DI Hinged Assembly unless specified otherwise. Manhole castings shall be EJIW 1040-A cover as noted on the detail sheets and plans, unless otherwise specified.
7. Storm, sewer and water main trench shall be backfilled with MDOT Class II sand and properly compacted to 95% of modified proctor density.
8. A permit from the Michigan Department of Environment, Great Lakes & Energy (EGLE) is required for all new water main installations. Also, no work shall be allowed on the combined sewer system until appropriate permits have been received by the Michigan Department of Environment, Great Lakes & Energy (EGLE).
9. The contractor shall coordinate and cooperate with all other utility companies working in the same area, project related or not, during the same allotted construction period.
10. All proposed Public Water Main for this project shall be Pressure Class 52 Ductile Iron Pipe (D.I.P.) in conformance with City of Birmingham specifications, unless otherwise noted.

EDGEWOOD ROAD PAVING PROJECT
CONTRACT 6-24(S)

APPROVED DATE

DECEMBER 13, 2023 ADDENDUM 1



EX. SEWER STRUCTURE SCHEDULE

43 — REMOVE
3+69.34' 10.31' L
COMB. MH 43
RIM 756.20
18" S. 749.70 (REMOVE)
12" N. 749.80 (REMOVE)
10" SE. 751.80 (REMOVE)

46 — REMOVE
1+98.25' 11.02' L
COMB. MH 46 (REMOVE)
RIM 756.93
12" S. 750.62 (REMOVE)
10" N. 751.22 (REMOVE)
10" E. 750.92 (CONNEC. & EXT. TO PR. MH46)

64 — MAINTAIN
0+60.17' 88.24'L
COMB. MH 64
RIM 760.15
8" N. 751.80(R) (MAINTAIN)
10" NE. (MAINTAIN)
12" E. 751.04(R) (MAINTAIN)
12" W. 751.17(R) (MAINTAIN)

64A — TAP AND RECONSTRUCT AS REQ.
0+64.48' 12.16' L
COMB. MH 64A
RIM 759.27
10" SW. 752.87 (MAINTAIN)
21" W. 750.17 (MAINTAIN)
21" E. 750.07 (MAINTAIN)
10" S. 751.27 (REMOVE)
PR. 10" S. INV. 751.27 (TAP)

65 — MAINTAIN
0+37.70' 76.92' R
SANITARY MH 65
RIM 760.04
8" W. 752.90(R) (MAINTAIN)
8" E. 751.98(R) (MAINTAIN)

EX. WATER MAIN SCHEDULE

92 — MAINTAIN
0+20.33' 74.08' R
GATE VALVE 92
RIM 759.86

52 — ADJUST
0+93.24' 6.10' R
GATE VALVE 52
RIM 758.72
T/PIPE 754.52 (MAINTAIN)

50 — MAINTAIN
0+98.70' 17.25' R
HYD-55
F.G. 759.01 (MAINTAIN)

EX. STORM STRUCTURE SCHEDULE

43a — REMOVE
3+73.37' 13.13' L
CATCH BASIN 43a
RIM 756.07
10" W. 751.86 (REMOVE)
10" NW. 752.36(REMOVE)

43b — REMOVE
3+72.73' 13.03' R
CATCH BASIN 43b
RIM 756.15
10" E. inv. 752.85 (REMOVE)
12" NW. inv. 753.13 (REMOVE)

64a — MAINTAIN
0+32.30' 67.42' R
CATCH BASIN 64a
RIM 759.50

64Aa — MAINTAIN
0+81.55' 14.25' R
CATCH BASIN 64Aa
RIM 758.72
10" NE INV. 755.82 (MAINTAIN)

CB1 — MAINTAIN
1+97.69' 29.57' L
Beehive CB1
RIM 757.13
10" W. 751.13 (MAINTAIN)
6" N. 751.23 (MAINTAIN)
6" SE. 750.03 (MAINTAIN)
8" S. 751.23 (MAINTAIN)

157 — MAINTAIN
2+08.39' 32.20' R
CATCH BASIN 157
RIM 757.58
4" E. INV. 755.18 (MAINTAIN)

EDGEWOOD ROAD PROFILE
SCALE: H 1" = 20' V 1"=2'

PR. COMBINED SEWER STRUCTURE SCHEDULE

Structure Name	Structure Details
#37A PR. 5' DIA. COMB. SEWER MANHOLE	PR. RIM 756.63 PR. 21" S. INV. 749.15 PR. 12" NE. INV. 752.65 PR. 18" N. INV. 749.25
#43 NEW PR. 4' DIA. COMB. SEWER MANHOLE	PR. RIM 756.42 PR. 18" S. INV. 749.66 PR. 12" NE. INV. 752.50 PR. 15" N. INV. 749.76
#43A PR. 4' DIA. COMB. SEWER MANHOLE	PR. RIM 756.46 PR. 15" S. INV. 750.36 PR. 12" NE. INV. 752.60 PR. 12" N. INV. 750.46
#46 NEW PR. 4' DIA. COMB. SEWER MANHOLE	PR. RIM 756.79 PR. 12" S. INV. 750.63 PR. 10" N. INV. 750.73

PR. STORM SEWER STRUCTURE SCHEDULE

Structure Name	Structure Details
#37Aa PR. 4' DIA. CATCH BASIN W/ 2' SUMP (INSTALL GAS TRAP ON S.W. PIPE OUTLET)	PR. RIM 756.43 PR. 12" W. INV. 752.85 PR. 12" SW. INV. 752.85
#37Ab PR. 2' DIA. INLET	PR. RIM 756.63 PR. 12" E. INV. 753.05
#43a NEW PR. 4' DIA. CATCH BASIN W/ 2' SUMP (INSTALL GAS TRAP ON S.W. PIPE OUTLET)	PR. RIM 756.23 PR. 12" W. INV. 752.70 PR. 12" SW. INV. 752.70
#43Aa PR. 4' DIA. CATCH BASIN W/ 2' SUMP (INSTALL GAS TRAP ON S.W. PIPE OUTLET)	PR. RIM 756.28 PR. 12" W. INV. 752.75 PR. 12" SW. INV. 752.75
#43Ab PR. 2' DIA. INLET	PR. RIM 756.48 PR. 12" E. INV. 752.95
#43b NEW PR. 4' DIA CATCH BASIN W/ 2' SUMP (RE-CONNECT EX. 12" NW. 753.13)	PR. RIM 756.43 PR. 12" E. INV. 752.90

UTILITY CROSSING SCHEDULE

- **A** — EX. 12" W.M. B/P V.I.F. PR. 6" WM T/P 752.08 PROVIDE 1.5' CLEARANCE MIN.
- **B** — PR. 12" STM. B/P 752.80 PR. 12" COMB. T/P 751.50 PROVIDE 1.30' CLEARANCE MIN.
- **C** — PR. 12" COMB. B/P 752.89 EX. 8" WM. T/P V.I.F. PROVIDE 1.50' CLEARANCE MIN.
- **D** — PR. 12" STM. B/P 752.72 EX. 8" WM T/P V.I.F. PROVIDE 1.50' CLEARANCE MIN.
- **E** — PR. 12" STM. B/P 752.56 PR. 12" COMB. T/P 751.06 PROVIDE 1.50' CLEARANCE
- **F** — PR. 12" STM. B/P 753.00 EX. 8" WM. T/P V.I.F. PROVIDE 1.50' CLEARANCE MIN.
- **G** — PR. 12" STM. B/P 752.89 PR. 18" COMB. T/P 750.79 PROVIDE 2.1' CLEARANCE

UTILITY NOTE

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LEGEND

- EXISTING SAN/COMB SEWER
- EXISTING WATER MAIN
- EXISTING STORM SEWER
- EXISTING BURIED CABLES
- EXISTING GAS MAIN
- OVERHEAD LINES
- EX PAVERS
- PR. 7" CONC. PAVT. W/ INT. CURB
- PR. 6" CONC. SIDEWALK OR DRIVE APPROACH
- PR. 4" CONC. SIDEWALK
- PR. FULL-DEPTH ASPH. (4" HMA ON 8" 21AA)
- (RECORD) CURB STOP LOCATION (APPROX.)
- LANDSCAPE BED
- EX. SOIL BORING
- PUBLIC PHONE
- WELL
- PUMP
- SIGN
- POST/BOLLARD
- PARKING METER
- MAIL BOX
- ROCK/BOULDER
- SPRINKLER VALVE BOX
- SPRINKLER HEAD
- FOUND PROPERTY MARKER
- GROUND ELEVATION

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS
NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NOWAKFRAUS.COM

SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

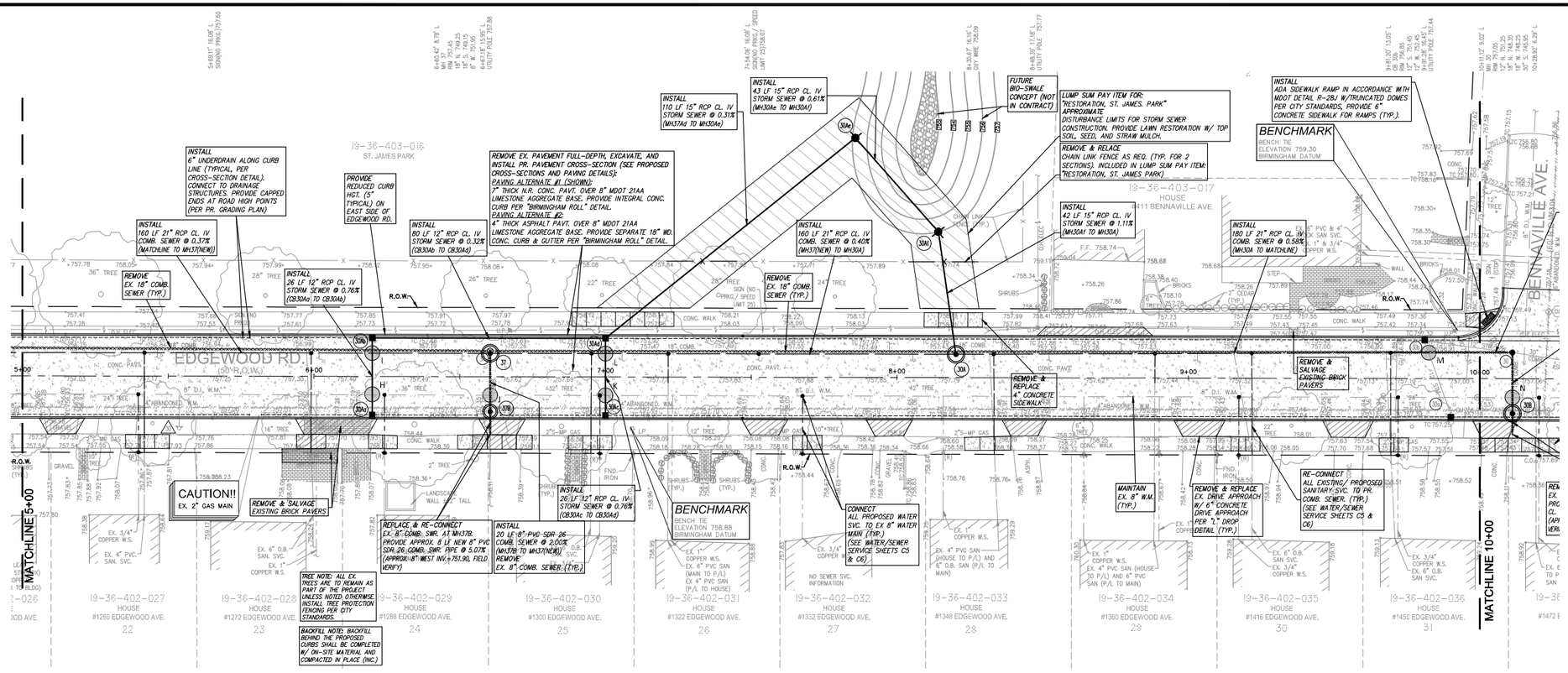
SHEET
Paving and Utility Plan Sta P.O.B. to 5+00

811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: 1" = 20' / 1"=2'
20 10 0 10 20 30

NFE JOB NO. M516
SHEET NO. C1



PR. COMBINED SEWER STRUCTURE SCHEDULE

Structure Name	Structure Details
#30A PR. 5' DIA. COMB. SEWER MANHOLE	PR. RIM 757.71 PR. 21" S. INV. 747.68 PR. 15" E. INV. 749.27 PR. 21" N. INV. 747.78
#37B PR. 4' DIA. COMB. SEWER MANHOLE	PR. RIM 757.39 PR. 8" E. INV. 750.32 PR. 8" W. INV. 751.50
#MH 37 NEW PR. 5' DIA. COMB. SEWER MANHOLE	PR. RIM 757.47 PR. 21" S. INV. 748.42 PR. 21" N. INV. 748.52 PR. 8" W. INV. 749.92

PR. STORM SEWER STRUCTURE SCHEDULE

Structure Name	Structure Details
#30Aa PR. 2' DIA. INLET	PR. RIM 757.03 PR. 12" E. INV. 753.50
#30Ab PR. 4' DIA. CATCH BASIN W/ 2' SUMP	PR. RIM 756.93 PR. 12" S. INV. 753.30 PR. 12" W. INV. 753.30
#30Ac PR. 2' DIA. INLET	PR. RIM 757.18 PR. 12" E. INV. 753.65
#30Ad PR. 4' DIA. CATCH BASIN W/ 2' SUMP	PR. RIM 757.18 PR. 12" W. INV. 753.45 PR. 12" N. INV. 753.04 PR. 15" SE. INV. 753.04
#30Ae PR. 4' DIA. CATCH BASIN W/ 2' SUMP EJIW 1040-N FRAME AND COVER	PR. RIM 757.00 PR. 15" NW. INV. 752.70 PR. 15" SW. INV. 750.00
#30Af PR. 5' DIA. CATCH BASIN W/ 2' SUMP AND TRAP EJIW 1040-N FRAME AND COVER	PR. RIM 757.00 PR. 15" NE. INV. 749.74 PR. 15" W. INV. 749.74

EX. SEWER STRUCTURE SCHEDULE

(37) REMOVE
6+60.42' 8.78' L
COMB. MH 37
RIM 757.45
18" N. INV. 749.25 (REMOVE)
18" S. INV. 749.15 (REMOVE)
8" W. INV. 751.95 (REMOVE)

EX. STORM STRUCTURE SCHEDULE

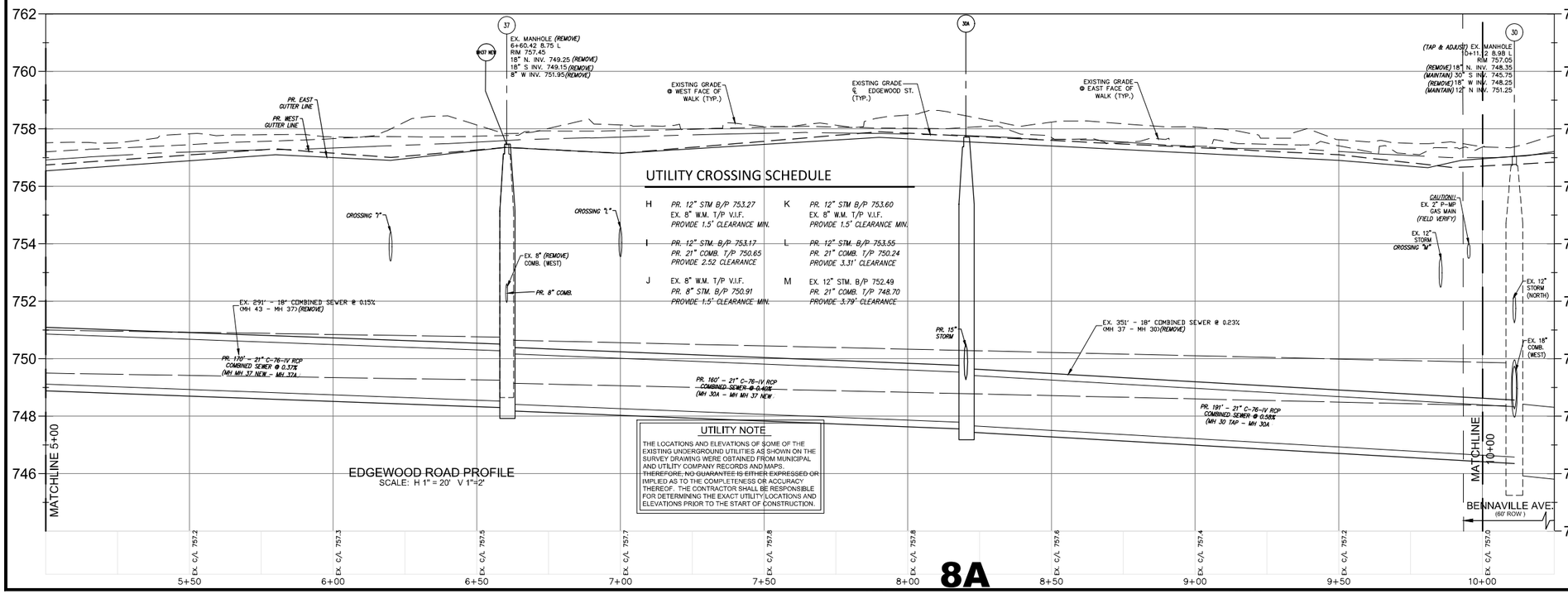
(30a) ADJUST AND RECONSTRUCT AS REQ.
9+90.06' 13.46' R
CATCH BASIN 30a
RIM 756.63
PR. RIM 756.68
12" E. 752.53 (MAINTAIN)

(30b) ADJUST AND RECONSTRUCT AS REQ.
9+81.20' 13.05' L
CB 30b
RIM 756.85
PR. RIM 756.65
12" S. 751.45 (MAINTAIN)
12" W. 752.45 (MAINTAIN)

EX. WATER MAIN SCHEDULE

(53) ADJUST
9+99.14' 6.46' R
GATE VALVE 53
RIM 756.97
PR. RIM 756.80
T/PIPE 752.53 (MAINTAIN)

(W) MAINTAIN
5+53.77' 17.89' R
HYD 30
F.G. 757.81



UTILITY CROSSING SCHEDULE

H	PR. 12" STM B/P 753.27 EX. 8" W.M. T/P V.I.F. PROVIDE 1.5' CLEARANCE MIN.	K	PR. 12" STM B/P 753.60 EX. 8" W.M. T/P V.I.F. PROVIDE 1.5' CLEARANCE MIN.
I	PR. 12" STM. B/P 753.17 PR. 21" COMB. T/P 750.65 PROVIDE 2.52' CLEARANCE	L	PR. 12" STM. B/P 753.55 PR. 21" COMB. T/P 750.24 PROVIDE 3.31' CLEARANCE
J	EX. 8" W.M. T/P V.I.F. PR. 8" STM. B/P 750.91 PROVIDE 1.5' CLEARANCE MIN.	M	EX. 12" STM. B/P 752.49 PR. 21" COMB. T/P 748.70 PROVIDE 3.79' CLEARANCE

UTILITY NOTE

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LEGEND

- EXISTING SAN/COMB SEWER
- EXISTING WATER MAIN
- EXISTING STORM SEWER
- EXISTING BURIED CABLES
- EXISTING GAS MAIN
- OVERHEAD LINES
- (RECORD) CURB STOP LOCATION (APPROX.)
- LANDSCAPE BED
- EX. SOIL BORING
- PUBLIC PHONE
- WELL
- PUMP
- SIGN
- POST/BOLLARD
- PARKING METER
- MAIL BOX
- ROCK/BOULDER
- SPRINKLER VALVE BOX
- SPRINKLER HEAD
- FOUND PROPERTY MARKER
- GROUND ELEVATION
- EX PAVERS
- PR. 7" CONC. PAVT. W/ INT. CURB
- PR. 6" CONC. SIDEWALK OR DRIVE APPROACH
- PR. 4" CONC. SIDEWALK
- PR. FULL-DEPTH ASPH. (4" HMA ON 8" 21AA)

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS
NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NOWAKFRAUS.COM

SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

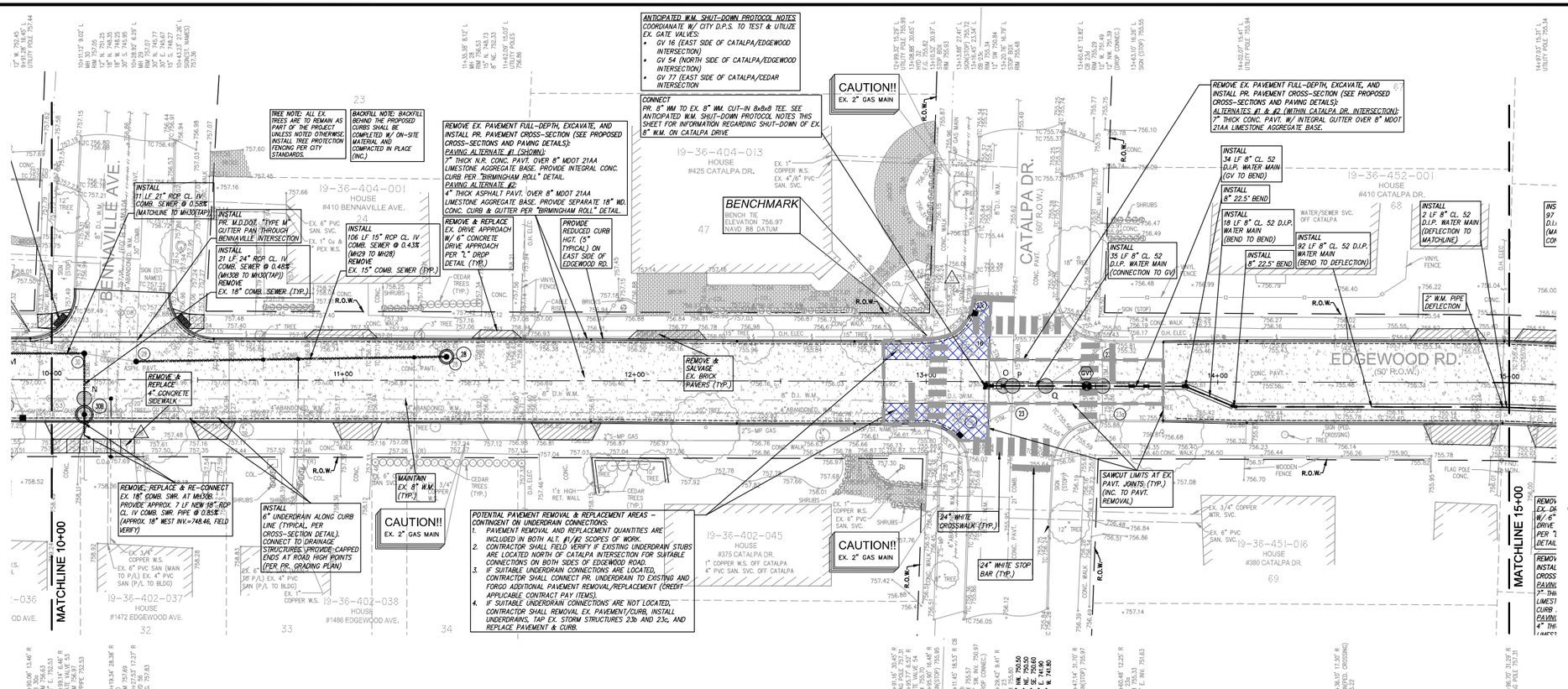
SHEET
Paving and Utility Plan
Sta 5+00 to 10+00

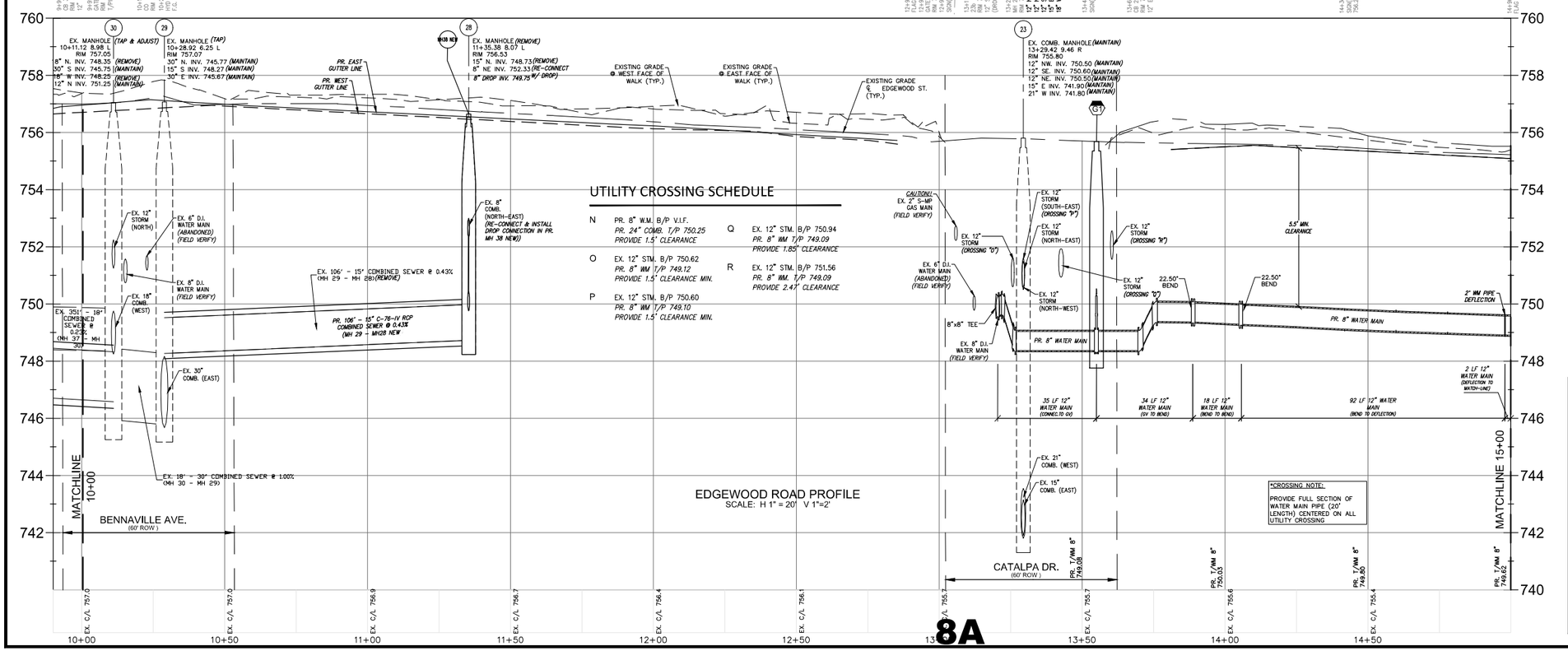
811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: 1" = 20' / 1"=2'

NFE JOB NO. M516
SHEET NO. C2





UTILITY CROSSING SCHEDULE

N	PR. 8" W.M. B/P V.I.F. PR. 24" COMB. T/P 750.25 PROVIDE 1.5' CLEARANCE	Q	EX. 12" STM. B/P 750.94 PR. 8" WM T/P 749.09 PROVIDE 1.85" CLEARANCE
O	EX. 12" STM. B/P 750.62 PR. 8" WM T/P 749.12 PROVIDE 1.5' CLEARANCE MIN.	R	EX. 12" STM. B/P 751.56 PR. 8" WM. T/P 749.09 PROVIDE 2.47' CLEARANCE
P	EX. 12" STM. B/P 750.60 PR. 8" WM T/P 749.10 PROVIDE 1.5' CLEARANCE MIN.		

*CROSSING NOTE:
PROVIDE FULL SECTION OF WATER MAIN PIPE (20' LENGTH) CENTERED ON ALL UTILITY CROSSING

SEWER STRUCTURE SCHEDULE

(23) MAINTAIN 13+29.42' 9.41' R COMB. MH 23 RIM 755.80 12" NW. 750.50 (MAINTAIN) 12" SE. 750.60 (MAINTAIN) 15" E. 741.90 (MAINTAIN) 21" W. 741.80 (MAINTAIN)

(28) REMOVE 11+35.38' 8.12' L COMB. MH 28 RIM 756.53 15" N. 748.73 (REMOVE) 8" NE. 752.33 (RE-CONNECT)

(29) ADJUST & TAP 10+28.92' 6.29' L COMB. MH 29 RIM 757.07 PR. RIM 757.18 30" N. 745.77 (MAINTAIN) 30" E. 745.67 (MAINTAIN) 15" S. 748.27 (REMOVE) PR. 15" S. 748.27

(30) ADJUST & TAP 10+11.12' 9.02' L COMB. MH 30 RIM 757.05 PR. RIM 757.08 12" N. 751.25 (MAINTAIN) 18" N. 748.35 (REMOVE) 18" 748.25 (REMOVE) 30" S. 745.95 (MAINTAIN) PR. 21" N. 746.58 PR. 24" W. 747.92

STORM STRUCTURE SCHEDULE

(23a) MAINTAIN 13+60.48' 12.25' R CB 23a RIM 755.33 12" E. INV. 751.63 (MAINTAIN)

(23b) TAP 13+11.45' 18.53' R CB 23b RIM 755.57 12" SW. INV. 750.97 (DROP CONN.) (MAINTAIN) PR. 6" NE. 753.08

(23c) TAP 13+16.45' 23.34' L CB 23c RIM 755.34 12" SW 750.84 PR. 6" NW. 752.85 (MAINTAIN)

(23d) MAINTAIN 13+60.43' 12.82' L CB 23d RIM 755.29 12" W. 751.49 (MAINTAIN) 12" NW. 751.39 (MAINTAIN) (DROP CONNEC.)

WATER MAIN SCHEDULE

(08) 10+23.57' 22.95' L GATE VALVE 08 ABANDONED

(16) ADJUST 13+20.76' 16.79' L GATE VALVE 16 RIM 755.48 PR. RIM 755.49

(54) ADJUST 12+95.77' 6.52' R GATE VALVE 54 RIM 755.70 PR. RIM 755.74

(GV) INSTALL PR. STA. 13+54.93' 1.48' R PR. GATE VALVE IN WELL PR. RIM 755.68 PR. T/PIPE 750.18

(56) MAINTAIN 10+27.53' 17.27' R HYD 56 F.G. 757.83

(32) MAINTAIN 13+08.88' 30.65' L HYD. 32 F.G. 755.82

PR. COMBINED SEWER STRUCTURE SCHEDULE

Structure Name	Structure Details
#30B PR. 5' DIA. COMB. SEWER MANHOLE	PR. RIM 756.82 PR. 24" E. INV. 748.02 PR. 18" W. INV. 748.40
#MH28 NEW PR. 5' DIA. COMB. SEWER MANHOLE W/ DROP CONNECTION (CONSTRUCT ONLINE)	PR. RIM 756.65 PR. 15" N. INV. 748.73 PR. 8" NE. INV. 752.33

UTILITY NOTE

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LEGEND

EXISTING SAN/COMB SEWER
EXISTING WATER MAIN
EXISTING STORM SEWER
EXISTING BURIED CABLES
EXISTING GAS MAIN
OVERHEAD LINES
(RECORD) CURB STOP LOCATION (APPROX.)
LANDSCAPE BED
EX. SOIL BORING
PUBLIC PHONE
WELL
PUMP
SIGN
POST/BOLLARD
PARKING METER
MAIL BOX
ROCK/BOULDER
SPRINKLER VALVE BOX
SPRINKLER HEAD
FOUND PROPERTY MARKER
GROUND ELEVATION
DX PAVERS
PR. 7" CONC. PAVT. W/ INT. CURB
PR. 6" CONC. SIDEWALK OR DRIVE APPROACH
PR. 4" CONC. SIDEWALK
PR. FULL-DEPTH ASPH. (4" HMA ON 8" 21AA)

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WWW.NOWAKFRAUS.COM

SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

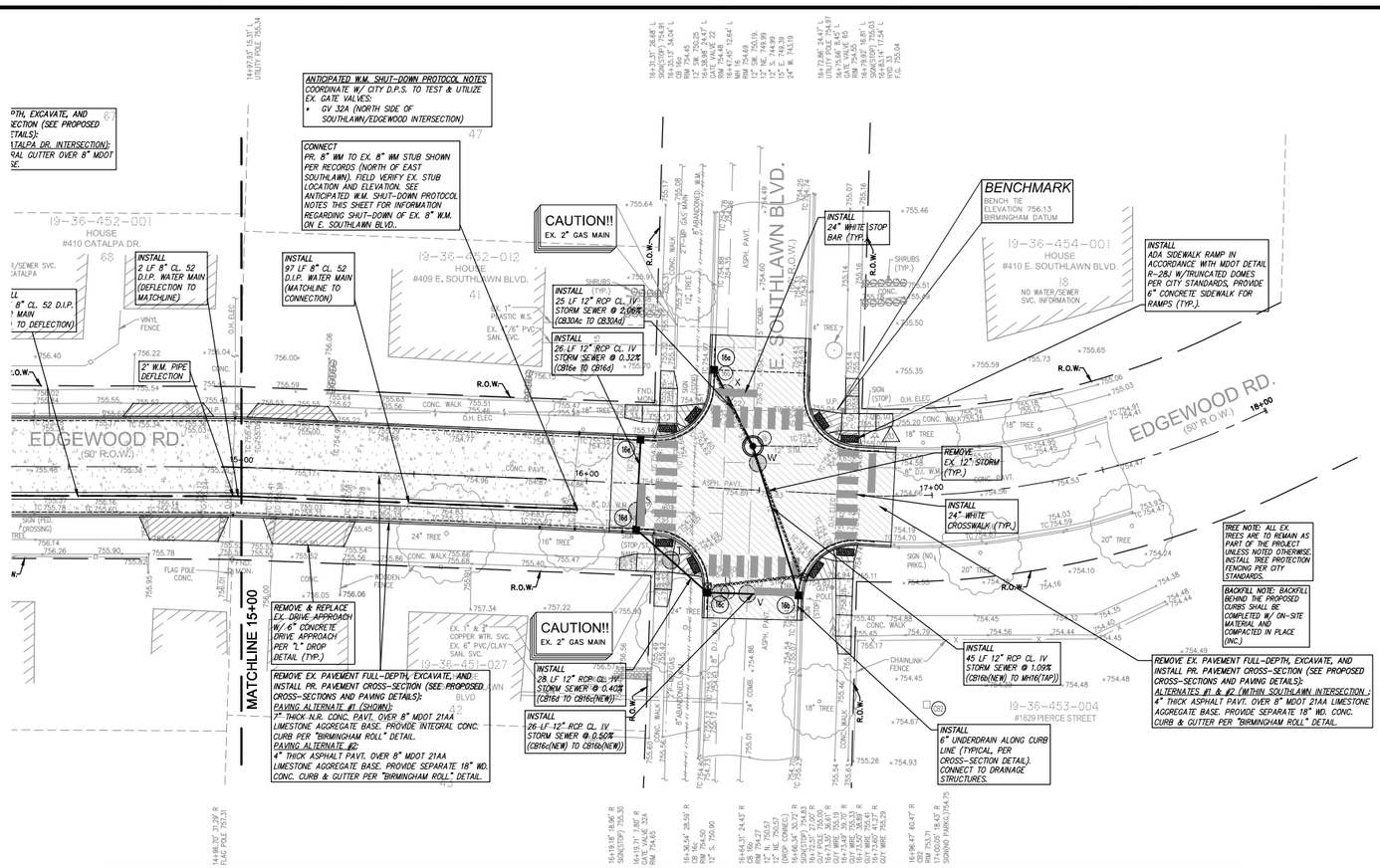
SHEET
Paving and Utility Plan
Sta 10+00 to 15+00

Know what's below Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: 1" = 20' / 1"=2'

NFE JOB NO. M516
SHEET NO. C3



SEWER STRUCTURE SCHEDULE

(16) *ADJUST AND TAP* 16+47.45' 12.64' L COMB. MH 16 RIM 754.69 *PR. RIM 754.92* 12" SW. 750.19 *(REMOVE)* 12" NE. 749.99 *(REMOVE)* 12" S. 744.99 *(MAINTAIN)* 15" E. 749.39 *(MAINTAIN)* 24" W. 743.19 *(MAINTAIN)* *PR. 12" N.E. 749.99* *PR. 12" W. 750.19*

STORM STRUCTURE SCHEDULE

(16a) *REMOVE* 16+35.13' 34.04' L CATCH BASIN 16a RIM 754.45 12" SW. 750.25 *(REMOVE)*

(16b) *REMOVE* 16+64.31' 24.43' R CB 16b RIM 754.27 12" N. 750.57 *(REMOVE)* 12" NE. 750.57 *(REMOVE)* (DROP CONNEC.)

(16c) *REMOVE* 16+36.54' 28.59' R CATCH BASIN 16c RIM 754.50 12" S. 750.90 *(REMOVE)*

(CB2) *MAINTAIN* 16+96.47' 60.47' R CB2 RIM 753.71

WATER MAIN SCHEDULE

(22) *ADJUST* 16+38.98' 24.47' L GATE VALVE 22 RIM 754.48 *PR. RIM 754.68*

(32A) *ADJUST* 16+19.71' 7.80' R GATE VALVE 32A RIM 754.65 *PR. RIM 754.71*

(65) *ADJUST* 16+75.66' 8.45' L GATE VALVE 65 RIM 754.55 *PR. RIM 754.72*

(3A) *MAINTAIN* 16+83.14' 17.54' L HYD 33 F.G. 755.04

UTILITY CROSSING SCHEDULE

S *PR. 12" STM. B/P 750.77* EX. 8" W.M. T/P V.I.F. *PROVIDE 1.5' CLEARANCE MIN.*

T EX. 2" GAS MAIN B/P V.I.F. *PR. 12" STM T/P 752.03* *PROVIDE 1.5' CLEARANCE MIN.*

U *PR. 12" STM. B/P 750.57* EX. 8" W.M. T/P V.I.F. *PROVIDE 1.5' CLEARANCE MIN.*

V *PR. 12" STM B/P 750.59* EX. 24" COMB. T/P 745.19 *PROVIDE 5.4' CLEARANCE*

W *PR. 12" STM. B/P 750.08* EX. 6" W.M. T/P V.I.F. *PROVIDE 1.5' CLEARANCE MIN.*

X PR. 12" STM. B/P 750.17 EX. 6" W.M. T/P V.I.F. PROVIDE 1.5' CLEARANCE MIN.

PR. STORM SEWER STRUCTURE SCHEDULE

Structure Name	Structure Details
#16a NEW PR. 4' DIA. CATCH BASIN W/ 2' SUMP (INSTALL GAS TRAP ON S.W. PIPE OUTLET)	PR. RIM 754.50 PR. 12" SW. INV. 750.50
#16b NEW PR. 4' DIA. CATCH BASIN W/ 2' SUMP (INSTALL GAS TRAP ON N.E. PIPE OUTLET)	PR. RIM 754.35 PR. 12" N. INV. 750.68 PR. 12" E. INV. 750.68
#16c NEW PR. 4' DIA. CATCH BASIN W/ 2' SUMP	PR. RIM 754.50 PR. 12" NE. INV. 750.81 PR. 12" S. INV. 750.81
#16d PR. 4' DIA. CATCH BASIN W/ 2' SUMP	PR. RIM 754.50 PR. 12" E. INV. 750.92 PR. 12" SW. INV. 750.92
#16e PR. 2' DIA. INLET	PR. RIM 754.50 PR. 12" W. INV. 751.00

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EXISTING WATER MAIN
EXISTING STORM SEWER
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EXISTING GAS MAIN
OVERHEAD LINES
(RECORD) CURB STOP LOCATION (APPROX.)
LANDSCAPE BED
EX. SOIL BORING
PUBLIC PHONE
WELL
PUMP
SIGN
POST/BOLLARD
PARKING METER
MAIL BOX
ROCK/BOULDER
SPRINKLER VALVE BOX
SPRINKLER HEAD
FOUND PROPERTY MARKER
×000.00 GROUND ELEVATION
EX. PAVERS
PR. 7" CONC. PAVT. W/ INT. CURB
PR. 6" CONC. SIDEWALK OR DRIVE APPROACH
PR. 4" CONC. SIDEWALK
PR. FULL-DEPTH ASPH. (4" HMA ON 8" 21AA)

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SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

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PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

SHEET
Paving and Utility Plan
Sta 15+00 to P.O.E.

811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: 1" = 20' / 1"=2'
20 10 0 10 20 30
NFE JOB NO. M516
SHEET NO. C4

Sanitary Sewer Service Schedule - Edgewood Road Sta. P.O.B. to 5+00								
Existing MH64A to MH46								
Station	**Address/Description**	**Ex. Sewer Main**	**Direction**	**Service Dia.**	**Service Material**	**Service Status**	**Action**	**New PVC (LF/Dia.)**
1+37.68	280 E. Lincoln	10" Combined	West	6"(Observed)	Orangeburg	Active	Replace-Tap to New Sewer	37/6"
Existing MH46 to MH43								
Station	**Address/Description**	**Ex. Sewer Main**	**Direction**	**Service Dia.**	**Service Material**	**Service Status**	**Service Status**	**New PVC (LF/Dia.)**
2+6.85	280 E. Lincoln	12" Combined	West	6"(Record)	WedgeLock	Active	Replace-Tap to New Sewer	35/6"
2+24.95	280 E. Lincoln	12" Combined	West	6"(Observed)	Unknown	Not Active (Capped)	None	-
2+34.95	400 E. Lincoln	12" Combined	East	6"(Observed)	Unknown	Not Active (Capped)	None	-
2+44.95	280 E. Lincoln	12" Combined	West	6"(Observed)	Unknown	Likely Active	Field Investigate-Tap if Req.	TBD (up to 35/6")
2+66.84	280 E. Lincoln	12" Combined	West	6"(Observed)	Unknown	Not Active (Capped)	None	-
2+78.33	400 E. Lincoln	12" Combined	East	6"(Observed)	Unknown	Not Active (Capped)	None	-
2+93.34	280 E. Lincoln	12" Combined	West	6"(Observed)	Unknown	Likely Active	Field Investigate-Tap if Req.	TBD (up to 35/6")
2+96.94	280 E. Lincoln	12" Combined	West	6"(Observed)	Unknown	Likely Active	Field Investigate-Tap if Req.	TBD (up to 35/6")
3+16.84	280 E. Lincoln	12" Combined	West	6"(Observed)	Unknown	Not Active (Capped)	None	-
3+31.34	400 E. Lincoln	12" Combined	East	8"(Record)	Slip Seal	Active	Replace-Tap to New Sewer	16/8"
3+40.95	1204 Edgewood	12" Combined	West	6"(Record)	Orangeburg	Active	Replace-Tap to New Sewer	35/6"
3+56.84	400 E. Lincoln	12" Combined	East	6"(Observed)	Unknown	Not Active (Capped)	None	-
3+62.84	Unknown	12" Combined	West	6"(Observed)	Unknown	Not Active (Capped)	None	-
Existing MH43 to MH37								
Station	**Address/Description**	**Ex. Sewer Main**	**Direction**	**Service Dia.**	**Service Material**	**Service Status**	**Service Status**	**New PVC (LF/Dia.)**
3+93.35	400 E. Lincoln	18" Combined	East	8"(Observed)	Unknown	Active	Replace-Tap to New Sewer	15/8"
4+06.97	1212 Edgewood	18" Combined	West	6"	W.L.	Active	Replace-Tap to New Sewer	35/6"
4+62.61	1236 Edgewood	18" Combined	West	4"	C.I.P.	Active	Replace-Tap to New Sewer	35/6"
4+81.74	St. James Park	18" Combined	East	6"(Observed)	Unknown	Not Active (Capped)	None	-
4+85.82	1248 Edgewood	18" Combined	West	6"	P.V.C.	Active	Confirm Mat.-Tap New Swr.	10/6"
4+97.14	1248 Edgewood	18" Combined	West	6"(Observed)	Unknown	Not Active (Capped)	None	-

Water Sewer Service Schedule - Edgewood Road Sta. P.O.B. to 5+00					
East Side Addresses					
Station	**Address/Description**	**Ex. Service**	**Length/Dia. New Service (LF/Dia.)**	**Service Connection Dia.**	**New Curb Box?**
Off Lincoln	400 E. Lincoln	6" C.I.	N/A	N/A	N
West Side Addresses					
Station	**Address/Description**	**Ex. Service**	**Length/Dia. New Service (LF/Dia.)**	**Service Connection Dia.**	**New Curb Box?**
3+35.64	1204 Edgewood	3/4" Copper	20/1"	1"	Y
4+09.91	1212 Edgewood	1" Copper	N/A	N/A	N
4+36.85	1236 Edgewood	1" Copper	N/A	N/A	N
4+88.08	1248 Edgewood*	3/4" Lead	20/1"	1"	Y

*NOTE: Records indicate #1248 service is lead between the main and stop box, and copper between stop box and house. Care shall be taken to field verify all lead components are removed within public R.O.W. Also, Contractor shall work with City Inspector to visually inspect private service between stop-box and house to confirm service material is copper.

Sanitary Sewer Service Schedule - Edgewood Road Sta. 5+00 to 10+00								
Existing MH43 to MH37								
Station	**Address/Description**	**Ex. Sewer Main**	**Direction**	**Service Dia.**	**Service Material**	**Service Status**	**Action**	**New PVC (LF/Dia.)**
5+41.82	1260 Edgewood	18" Combined	West	4"(Record)	P.V.C.	Active	Replace-Tap to New Sewer	35/6"
5+46.34	1260 Edgewood	18" Combined	West	6"(Observed)	Unknown	Not Active-Capped	None	-
5+58.74	St. James Park	18" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
5+97.44	1272 Edgewood	18" Combined	West	6"(Record)	Orangeburg	Active	Replace-Tap to New Sewer	35/6"
5+99.64	St. James Park	18" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
6+01.74	1272 Edgewood	18" Combined	West	6"(Observed)	Unknown	Not Active-Capped	None	-
6+40.44	St. James Park	18" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
6+50.74	1288 Edgewood	18" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
Existing MH37 to MH30								
Station	**Address/Description**	**Ex. Sewer Main**	**Direction**	**Service Dia.**	**Service Material**	**Service Status**	**Action**	**New PVC (LF/Dia.)**
6+95.19	1300 Edgewood	18" Combined	West	6"(Record)	Orangeburg	Active	Replace-Tap to New Sewer	35/6"
7+05.71	1300 Edgewood	18" Combined	West	6"(Observed)	Unknown	Not Active-Capped	None	-
7+21.51	1322 Edgewood	18" Combined	West	6"(Record)	PVC	Active	Confirm Mat.-Tap New Swr.	10/6"
7+44.51	St. James Park	18" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
7+52.61	1322/1332 Edgewood	18" Combined	West	6"(Observed)	Unknown	Likely Active	Field Investigate-Tap if Req.	TBD (up to 35/6")
7+97.41	St. James Park	18" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
8+05.41	1332 Edgewood	18" Combined	West	6"(Observed)	Unknown	Not Active-Capped	None	-
8+31.71	1348 Edgewood	18" Combined	West	6"(Record)	Orangeburg	Active	Replace-Tap to New Sewer	35/6"
8+36.01	St. James Park	18" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
8+52.21	1348 Edgewood	18" Combined	West	6"(Observed)	Unknown	Not Active-Capped	None	-
8+76.91	411 Bennaville	18" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
8+88.51	1360 Edgewood	18" Combined	West	6"(Record)	PVC	Active	Confirm Mat.-Tap New Swr.	10/6"
9+03.11	1360 Edgewood	18" Combined	West	6"(Observed)	Unknown	Not Active-Capped	None	-
9+15.51	411 Bennaville	18" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
9+15.51	1416 Edgewood	18" Combined	West	6"(Record)	Orangeburg	Active	Replace-Tap to New Sewer	35/6"
9+53.91	1416 Edgewood	18" Combined	West	6"(Observed)	Unknown	Not Active-Capped	None	-
9+64.31	411 Bennaville	18" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
9+67.71	1450 Edgewood	18" Combined	West	6"(Observed)	Orangeburg	Active	Replace-Tap to New Sewer	35/6"

Water Sewer Service Schedule - Edgewood Road Sta. 5+00 to 10+00					
East Side Addresses					
Station	**Address/Description**	**Ex. Service**	**Length/Dia. New Service (LF/Dia.)**	**Service Connection Dia.**	**New Curb Box?**
Off Bennaville	411 Bennaville	1" & 3/4" Copper	N/A	N/A	N
West Side Addresses					
Station	**Address/Description**	**Ex. Service**	**Length/Dia. New Service (LF/Dia.)**	**Service Connection Dia.**	**New Curb Box?**
5+39.74	1260 Edgewood**	3/4" Copper	20/1"	1"	Y
6+01.83	1272 Edgewood	1" Copper	N/A	N/A	N
6+24.27	1288 Edgewood	3/4" Copper	20/1"	1"	Y
6+98.13	1300 Edgewood	3/4" Copper	22/1"	1"	Y
7+23.13	1322 Edgewood	1" Copper	N/A	N/A	N
7+67.66	1332 Edgewood	3/4" Copper	20/1"	1"	Y
8+15.94	1348 Edgewood	1" Copper	N/A	N/A	N
8+90.04	1360 Edgewood	1" Copper	N/A	N/A	N
9+17.32	1416 Edgewood	3/4" Copper	22/1"	1"	Y
9+71.96	1450 Edgewood	3/4" Copper	20/1"	1"	Y

**NOTE: Records indicate #1260 service is likely copper. Care shall be taken to verify existing service material is copper between the main and the stop-box during planned service upgrade to 1" diameter within the public R.O.W. Also, Contractor shall work with City Inspecor to visually inspect private service between stop-box and house to confirm service material is copper.

8A

UTILITY NOTE

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WATER SERVICE LEGEND

- EX. OR PR. WATER MAIN
- EX. WATER SERVICE (SHOWN PER RECORD. SIZE & MATERIAL VARIES – SEE SCHEDULE)
- WATER SERVICE CONNECTION AT MAIN
- INSTALL WATER SERVICE (1" MIN. DIA. WITHIN PUBLIC R.O.W. – SEE SCHEDULE)
- R.O.W. (TYP.)
- EX. STOP-BOX NEAR R.O.W. LIMITS (SHOWN PER RECORD (R)
- INSTALL REPLACEMENT CURB STOP & BOX (WHERE REQ.) FOR NEW WATER SERVICE & RE-CONNECT EX. LINE

SANITARY SERVICE LEGEND

- EX. SANITARY SERVICE (PER RECORD–"ACTIVE")
- EX. OR PR. SEWER MAIN
- PR. SANITARY SERVICE TAP AT NEW MAIN OR CONNECTION TO EX. MAIN (SEE SCHEDULE)
- INSTALL PR. SANITARY SERVICE REPLACEMENT USING MIN. 6" DIA. PVC SDR 23.5 PIPE WITHIN PUBLIC R.O.W (OR PER SCHEDULE) & RE-CONNECT AT R.O.W.
- R.O.W. (TYP.)
- EX. SANITARY SERVICE TAP AT MAIN (PER VIDEO INSPECTION)
  - "LIKELY ACTIVE" OR
  - "NOT ACTIVE–CAPPED"

COORDINATE W/ CITY TO PERFORM FIELD INVESTIGATION (PER "EACH" PAY ITEM) AS REQUIRED TO CONFIRM "LIKELY ACTIVE" CONNECTIONS ARE ACTIVE. IF ACTIVE, REVIEW PIPE MATERIAL TO DETERMINE EXTENT OF REPLACEMENT REQUIRED AND CONNECTION REQUIREMENTS AT SEWER MAIN.

LEGEND

- CLEAN-OUT, SWR. SVC. (PER VIDEO INSP.), MANHOLE COMB, SAN — EXISTING SAN/COMB SEWER
- GVB, GVW, HYDRANT — EXISTING WATER MAIN
- RYCB, MANHOLE, CB, END SECTION — EXISTING STORM SEWER
- ELEC. METER, ELECTRIC MANHOLE, TELEPHONE MANHOLE — EXISTING BURIED CABLES
- GAS METER, GAS MARKER, GAS VALVE — EXISTING GAS MAIN
- UTILITY POLE, STRAIN POLE, LIGHT POLE, GUY WIRE — OVERHEAD LINES
- (RECORD) CURB STOP LOCATION (APPROX.)
- LANDSCAPE BED
- EX. SOIL BORING
- PUBLIC PHONE
- WELL
- PUMP
- SIGN
- POST/BOLLARD
- PARKING METER
- MAIL BOX
- ROCK/BOULDER
- SPRINKLER VALVE BOX
- SPRINKLER HEAD
- FOUND PROPERTY MARKER
- ×000.00 GROUND ELEVATION
- EX PAVERS
- PR. 7" CONC. PAVT. W/ INT. CURB
- PR. 6" CONC. SIDEWALK OR DRIVE APPROACH
- PR. 4" CONC. SIDEWALK
- PR. FULL-DEPTH ASPH. (4" HMA ON 8" 21AA)

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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PONTIAC, MI 48342-5032
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WWW.NOWAKFRAUS.COM

SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North, Range 10 East, City of Birmingham, Oakland County, Michigan

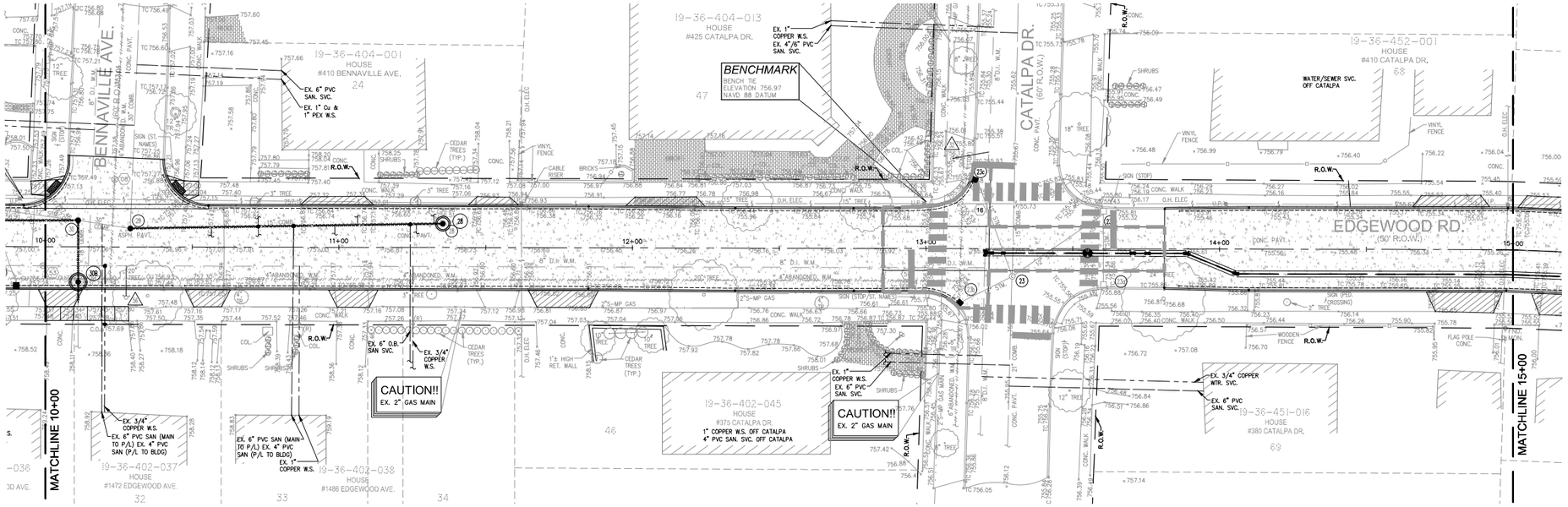
SHEET
Utility Service Plan Sta P.O.B. to 10+00

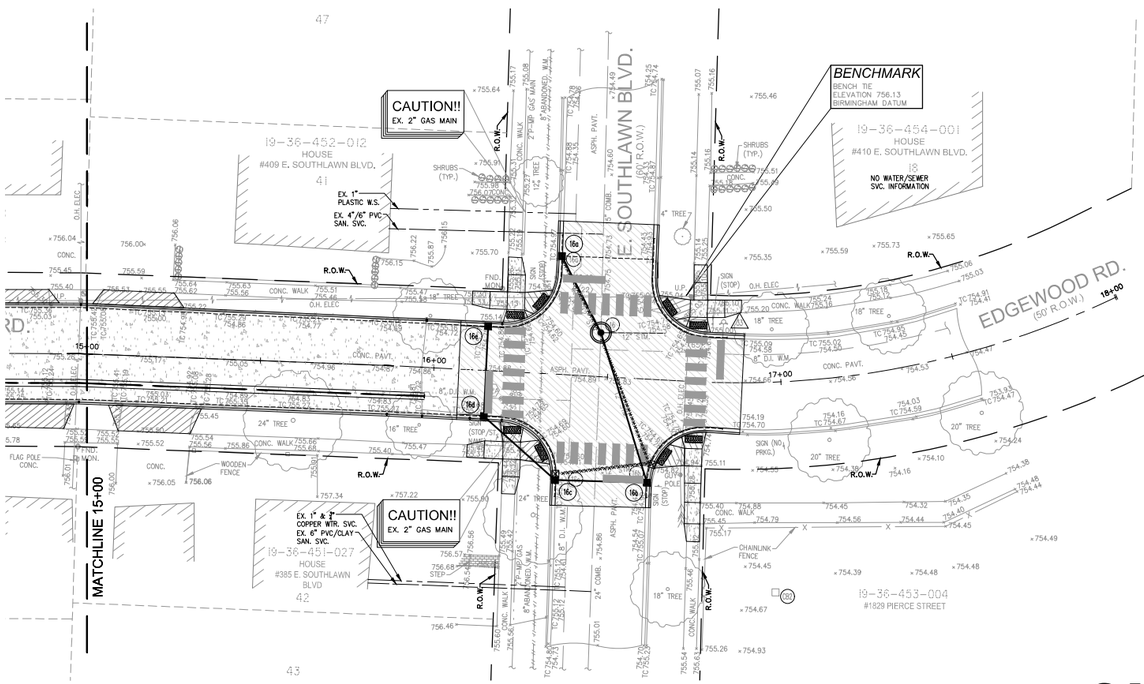
811
Know what's **below**
Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: 1" = 20'
20 10 0 10 20 30

NFE JOB NO. M516
SHEET NO. C5





Sanitary Sewer Service Schedule - Edgewood Road Sta. 10+00 to 15+00

Existing MH30 to MH29

Station	Address/Description	Ex. Sewer Main	Direction	Service Dia.	Service Material	Service Status	Action	New PVC (LF/Dia.)
10+17.25	Unknown	30" Combined	West	6"(Record)	PVC	Active	Maintain	-

Existing MH29 to MH28

Station	Address/Description	Ex. Sewer Main	Direction	Service Dia.	Service Material	Service Status	Action	New PVC (LF/Dia.)
10+56.49	Unknown	15" Combined	West	6"(Observed)	Unknown	Not Active-Capped	None	-
10+72.73	410 Bennaville	15" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
10+72.73	1486 Edgewood	15" Combined	West	6"(Observed)	Unknown	Likely Active	Field Investigate-Tap if Req.	TBD (up to 34/6")
10+84.59	1486 Edgewood	15" Combined	West	6"(Record)	PVC	Active	Tap to New Sewer	10/6"
10+98.58	1486 Edgewood	15" Combined	West	6"(Observed)	Unknown	Not Active-Capped	None	-
11+06.38	410 Bennaville	15" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-
11+24.28	1486 Edgewood	15" Combined	West	6"(Record)	Orangeburg	Active	Field Investigate-Tap if Req.	TBD (up to 34/6")***
11+26.38	1486 Edgewood	15" Combined	West	6"(Observed)	Unknown	Not Active-Capped	None	-
11+32.38	410 Bennaville	15" Combined	East	6"(Observed)	Unknown	Not Active-Capped	None	-

*** Note: Ex. Service listed for #1486 is for removed house (address #1498). Confirm if service is connected upstream or required for replacement based on material.

Water Sewer Service Schedule - Edgewood Road Sta. 10+00 to 15+00

East Side Addresses

Station	Address/Description	Ex. Service	Length/Dia. New Service (LF/Dia.)	Service Connection Dia.	New Curb Box?
9+[illegible]	410 Bennaville	1" Copper/PEX	N/A	N/A	N
9+[illegible]	425 Catalpa	1" Copper	N/A	N/A	N
9+[illegible]	410 Catalpa	Unknown	N/A	N/A	N

West Side Addresses

Station	Address/Description	Ex. Service	Length/Dia. New Service (LF/Dia.)	Service Connection Dia.	New Curb Box?
10+20.30	1472 Edgewood	3/4" Copper	20/1"	1"	Y
10+86.54	1486 Edgewood	1" Copper	N/A	N/A	N
11+25.25	1486 Edgewood***	3/4" Copper	N/A	N/A	N
9+[illegible]	375 Catalpa	1" Copper	N/A	N/A	N
9+[illegible]	380 Catalpa	Unknown	N/A	N/A	N

*** 40' L to 3/4" Copper Service listed for #1495 is for removed house (address #1498). Confirm if service requires disconnection at main or if upgrade to 1" service is required.

Sanitary Sewer Service Schedule - Edgewood Road Sta. 15+00 to P.O.E.

Station	Address/Description	Ex. Sewer Main	Direction	Service Dia.	Service Material	Service Status	Action	New PVC (LF/Dia.)
Off Catalpa	385 E. Southlawn	Off Southlawn	N/A	Unknown	Unknown	Off Southlawn	None	-
Off Catalpa	409 E. Southlawn	Off Southlawn	N/A	Unknown	Unknown	Off Southlawn	None	-
Off Catalpa	410 E. Southlawn	Off Southlawn	N/A	Unknown	Unknown	Off Southlawn	None	-

Water Sewer Service Schedule - Edgewood Road Sta. 15+00 to P.O.E.

East Side Addresses

Station	Address/Description	Ex. Service	Length/Dia. New Service (LF/Dia.)	Service Connection Dia.	New Curb Box?
Off South[illegible]	409 E. Southlawn	Unknown	N/A	N/A	N
Off South[illegible]	410 E. Southlawn	Unknown	N/A	N/A	N

West Side Addresses

Station	Address/Description	Ex. Service	Length/Dia. New Service (LF/Dia.)	Service Connection Dia.	New Curb Box?
Off South[illegible]	385 E. Southlawn	Unknown	N/A	N/A	N

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DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: 1" = 20'
20 10 0 10 20 30

NFE JOB NO. M516
SHEET NO. C6

UTILITY NOTE

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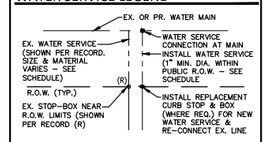
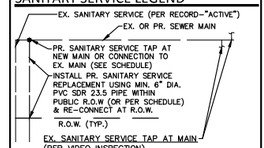
WATER SERVICE LEGEND



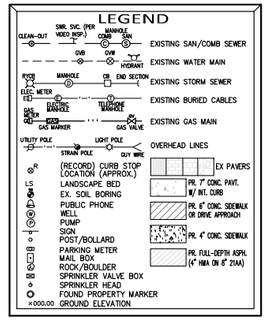
SANITARY SERVICE LEGEND

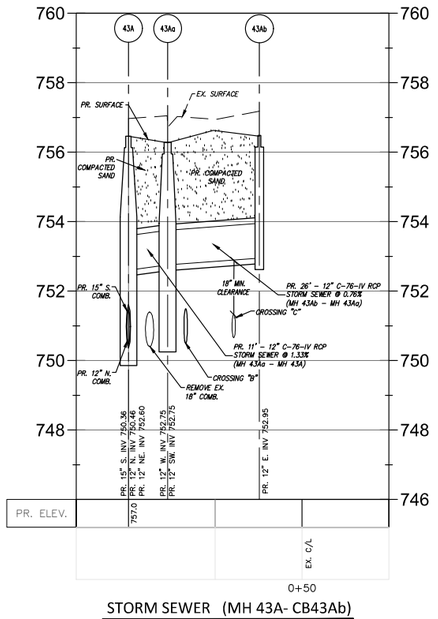


EX. SANITARY SERVICE TAP AT MAIN (PER VIDEO INSPECTION)
- "LIKELY ACTIVE" OR
- "NOT ACTIVE–CAPPED"

COORDINATE W/ CITY TO PERFORM FIELD INVESTIGATION (PER "EACH" PAY ITEM) AS REQUIRED TO CONFIRM "LIKELY ACTIVE" CONNECTIONS ARE ACTIVE. IF ACTIVE, REVIEW PIPE MATERIAL TO DETERMINE EXTENT OF REPLACEMENT REQUIRED AND CONNECTION REQUIREMENTS AT SEWER MAIN.

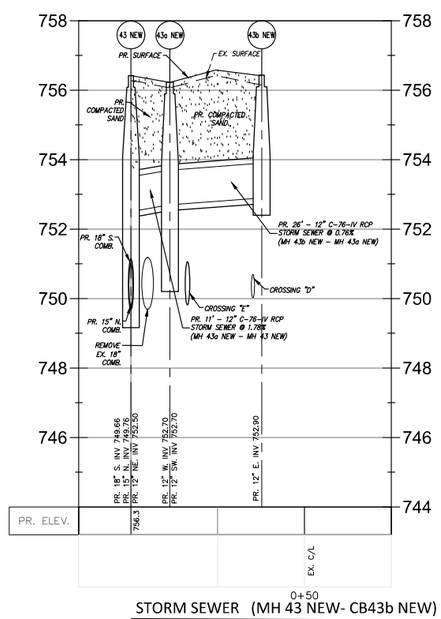
LEGEND





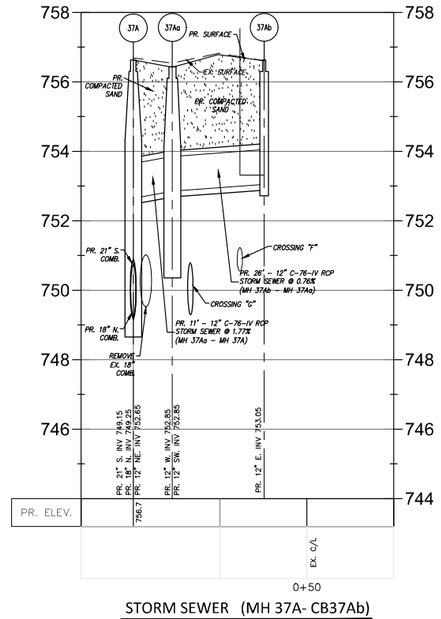
STORM SEWER (MH 43A- CB43Ab)

SCALE: 1"=20' (H), 1"=2' (V)



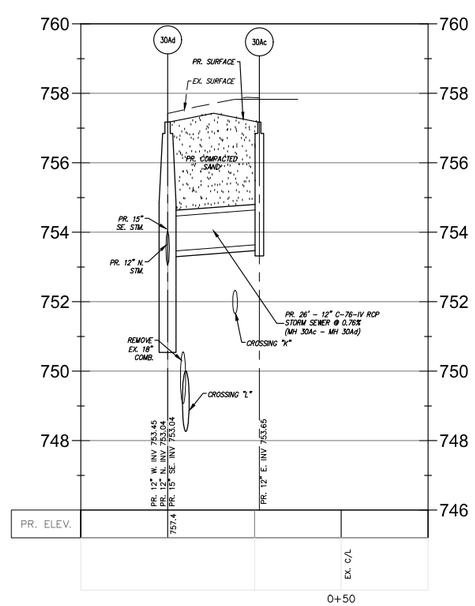
STORM SEWER (MH 43 NEW- CB43b NEW)

SCALE: 1"=20' (H), 1"=2' (V)



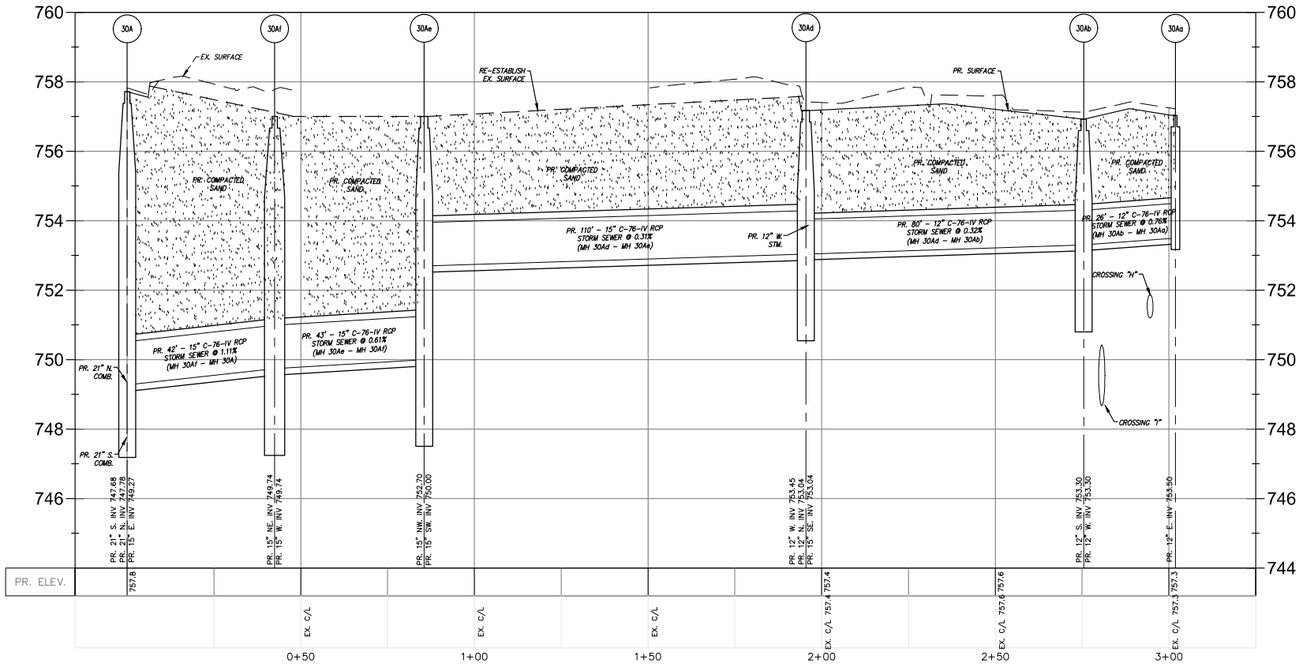
STORM SEWER (MH 37A- CB37Ab)

SCALE: 1"=20' (H), 1"=2' (V)



STORM SEWER (MH 30Ad- CB30Ac)

SCALE: 1"=20' (H), 1"=2' (V)



STORM SEWER (MH 30A - MH30Aa)

SCALE: 1"=20' (H), 1"=2' (V)

8A

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UTILITY CROSSING SCHEDULE

A	EX. 12" W.M. B/P V.I.F. PR. 6" WM T/P 752.08 PROVIDE 1.5' CLEARANCE MIN.	I	PR. 12" STM. B/P 753.17 PR. 21" COMB. T/P 750.65 PROVIDE 2.52' CLEARANCE	Q	EX. 12" STM. B/P 750.94 PR. 8" WM T/P 749.09 PROVIDE 1.85' CLEARANCE
B	PR. 12" STM. B/P 752.80 PR. 12" COMB. T/P 751.50 PROVIDE 1.30' CLEARANCE MIN.	J	EX. 8" W.M. T/P V.I.F. PR. 8" STM. B/P 750.91 PROVIDE 1.5' CLEARANCE MIN.	R	EX. 12" STM. B/P 751.56 PR. 8" WM. T/P 749.09 PROVIDE 2.47' CLEARANCE
C	PR. 12" COMB. B/P 752.89 EX. 8" WM. T/P V.I.F. PROVIDE 1.50' CLEARANCE MIN.	K	PR. 12" STM B/P 753.60 EX. 8" W.M. T/P V.I.F. PROVIDE 1.5' CLEARANCE MIN.	S	PR. 12" STM. B/P 750.77 EX. 8" W.M. T/P V.I.F. PROVIDE 1.5' CLEARANCE MIN.
D	PR. 12" STM. B/P 752.72 EX. 8" WM T/P V.I.F. PROVIDE 1.50' CLEARANCE MIN.	L	PR. 12" STM. B/P 753.55 PR. 21" COMB. T/P 750.24 PROVIDE 3.31' CLEARANCE	T	EX. 2" GAS MAIN B/P V.I.F. PR. 12" STM T/P 752.03 PROVIDE 1.5' CLEARANCE MIN.
E	PR. 12" STM. B/P 752.56 PR. 12" COMB. T/P 751.06 PROVIDE 1.50' CLEARANCE	M	EX. 12" STM. B/P 752.49 PR. 21" COMB. T/P 748.70 PROVIDE 3.79' CLEARANCE	U	PR. 12" STM. B/P 750.57 EX. 8" W.M. T/P V.I.F. PROVIDE 1.5' CLEARANCE MIN.
F	PR. 12" STM. B/P 753.00 EX. 8" WM. T/P V.I.F. PROVIDE 1.50' CLEARANCE MIN.	N	PR. 8" W.M. B/P V.I.F. PR. 24" COMB. T/P 750.25 PROVIDE 1.5' CLEARANCE	V	PR. 12" STM B/P 750.59 EX. 24" COMB. T/P 745.19 PROVIDE 5.4' CLEARANCE
G	PR. 12" STM. B/P 752.89 PR. 18" COMB. T/P 750.79 PROVIDE 2.1' CLEARANCE	O	EX. 12" STM. B/P 750.62 PR. 8" WM T/P 749.12 PROVIDE 1.5' CLEARANCE MIN.	W	PR. 12" STM. B/P 750.08 EX. 6" W.M. T/P V.I.F. PROVIDE 1.5' CLEARANCE MIN.
H	PR. 12" STM B/P 753.27 EX. 8" W.M. T/P V.I.F. PROVIDE 1.5' CLEARANCE MIN.	P	EX. 12" STM. B/P 750.60 PR. 8" WM T/P 749.10 PROVIDE 1.5' CLEARANCE MIN.	X	PR. 12" STM. B/P 750.17 EX. 6" W.M. T/P V.I.F. PROVIDE 1.5' CLEARANCE MIN.

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SHEET
Supplemental Sewer Profile Plan (1 of 2)

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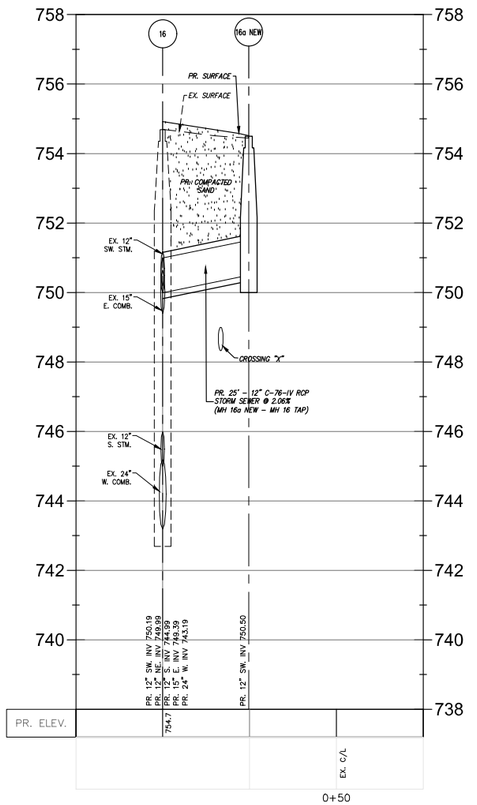
12-01-23	BIDS
12-13-23	ADDENDUM 1

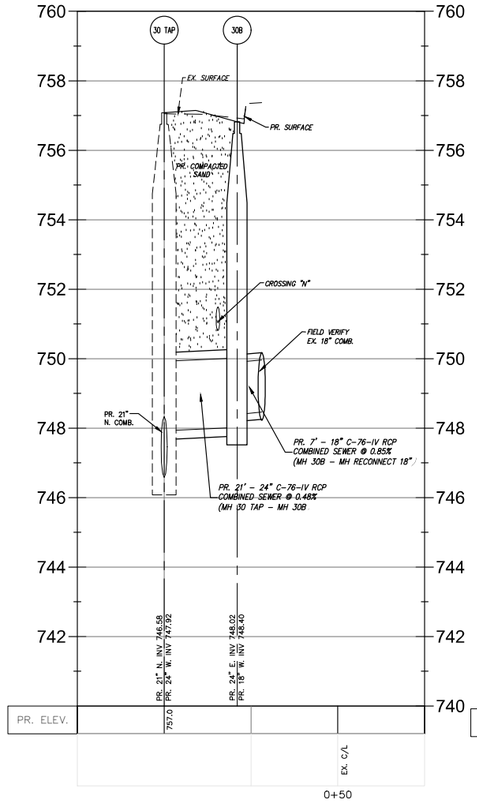
DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: 1" = 20'

NFE JOB NO. M516
SHEET NO. C7



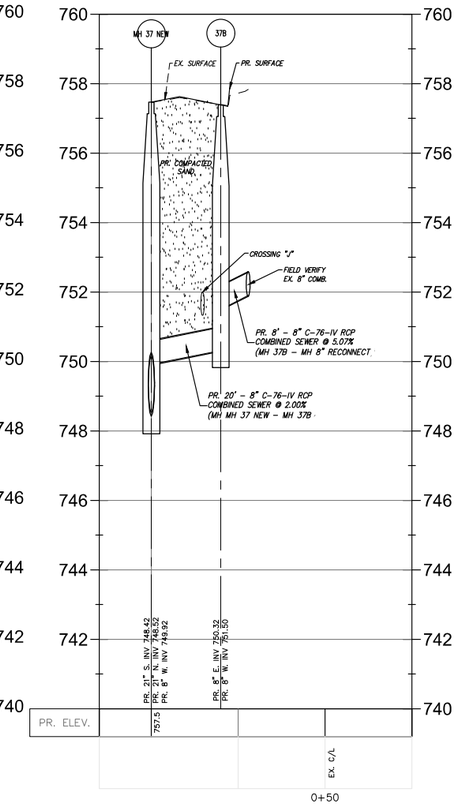
COMB. SEWER (MH 16- CB16a NEW)

SCALE: 1"=20' (H), 1"=2' (V)



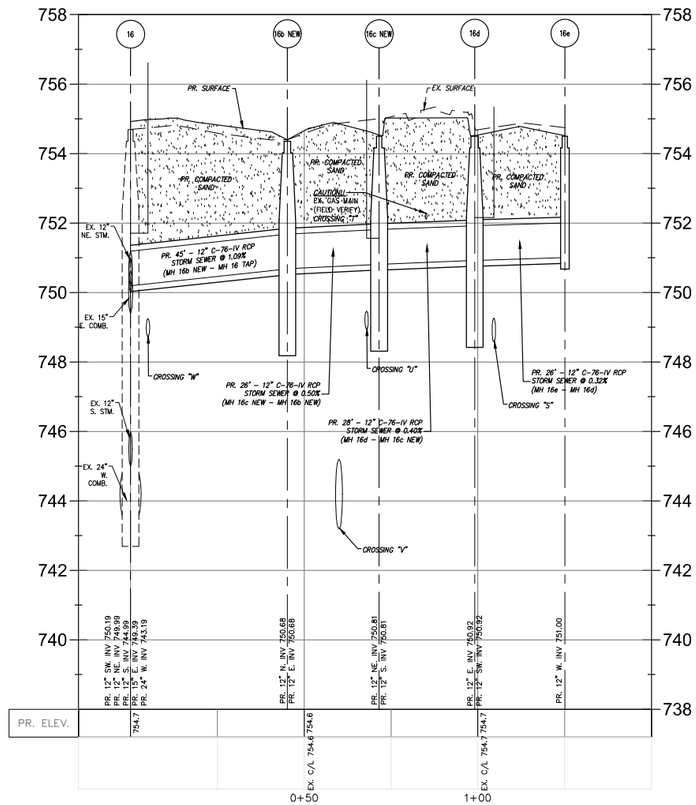
COMB. SEWER (MH 30- MH 30B)

SCALE: 1"=20' (H), 1"=2' (V)



STORM SEWER (MH 37 NEW- MH 37B)

SCALE: 1"=20' (H), 1"=2' (V)



STORM SEWER (MH 16 - CB16e)

SCALE: 1"=20' (H), 1"=2' (V)

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A	EX. 12" W.M. B/P *V.I.F.* *PR. 6" WM T/P 752.08* *PROVIDE 1.5' CLEARANCE MIN.*	I	*PR. 12" STM. B/P 753.17* *PR. 21" COMB. T/P 750.65* *PROVIDE 2.52' CLEARANCE*	Q	EX. 12" STM. B/P 750.94 *PR. 8" WM T/P 749.09* *PROVIDE 1.85' CLEARANCE*
B	*PR. 12" STM. B/P 752.80* *PR. 12" COMB. T/P 751.50* *PROVIDE 1.30' CLEARANCE MIN.*	J	EX. 8" W.M. T/P V.I.F. *PR. 8" STM. B/P 750.91* *PROVIDE 1.5' CLEARANCE MIN.*	R	EX. 12" STM. B/P 751.56 *PR. 8" WM. T/P 749.09* *PROVIDE 2.47' CLEARANCE*
C	*PR. 12" COMB. B/P 752.89* EX. 8" WM. T/P V.I.F. *PROVIDE 1.50' CLEARANCE MIN.*	K	*PR. 12" STM B/P 753.60* EX. 8" W.M. T/P V.I.F. *PROVIDE 1.5' CLEARANCE MIN.*	S	*PR. 12" STM. B/P 750.77* EX. 8" W.M. T/P V.I.F. *PROVIDE 1.5' CLEARANCE MIN.*
D	*PR. 12" STM. B/P 752.72* EX. 8" WM T/P V.I.F. *PROVIDE 1.50' CLEARANCE MIN.*	L	*PR. 12" STM. B/P 753.55* *PR. 21" COMB. T/P 750.24* *PROVIDE 3.31' CLEARANCE*	T	EX. 2" GAS MAIN B/P V.I.F. *PR. 12" STM T/P 752.03* *PROVIDE 1.5' CLEARANCE MIN.*
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F	*PR. 12" STM. B/P 753.00* EX. 8" WM. T/P V.I.F. *PROVIDE 1.50' CLEARANCE MIN.*	N	PR. 8" W.M. B/P V.I.F. *PR. 24" COMB. T/P 750.25* *PROVIDE 1.5' CLEARANCE*	V	*PR. 12" STM B/P 750.59* EX. 24" COMB. T/P 745.19 *PROVIDE 5.4' CLEARANCE*
G	*PR. 12" STM. B/P 752.89* *PR. 18" COMB. T/P 750.79* *PROVIDE 2.1' CLEARANCE*	O	EX. 12" STM. B/P 750.62 *PR. 8" WM T/P 749.12* *PROVIDE 1.5' CLEARANCE MIN.*	W	*PR. 12" STM. B/P 750.08* EX. 6" W.M. T/P V.I.F. *PROVIDE 1.5' CLEARANCE MIN.*
H	*PR. 12" STM B/P 753.27* EX. 8" W.M. T/P V.I.F. *PROVIDE 1.5' CLEARANCE MIN.*	P	EX. 12" STM. B/P 750.60 *PR. 8" WM T/P 749.10* *PROVIDE 1.5' CLEARANCE MIN.*	X	PR. 12" STM. B/P 750.17 EX. 6" W.M. T/P V.I.F. PROVIDE 1.5' CLEARANCE MIN.

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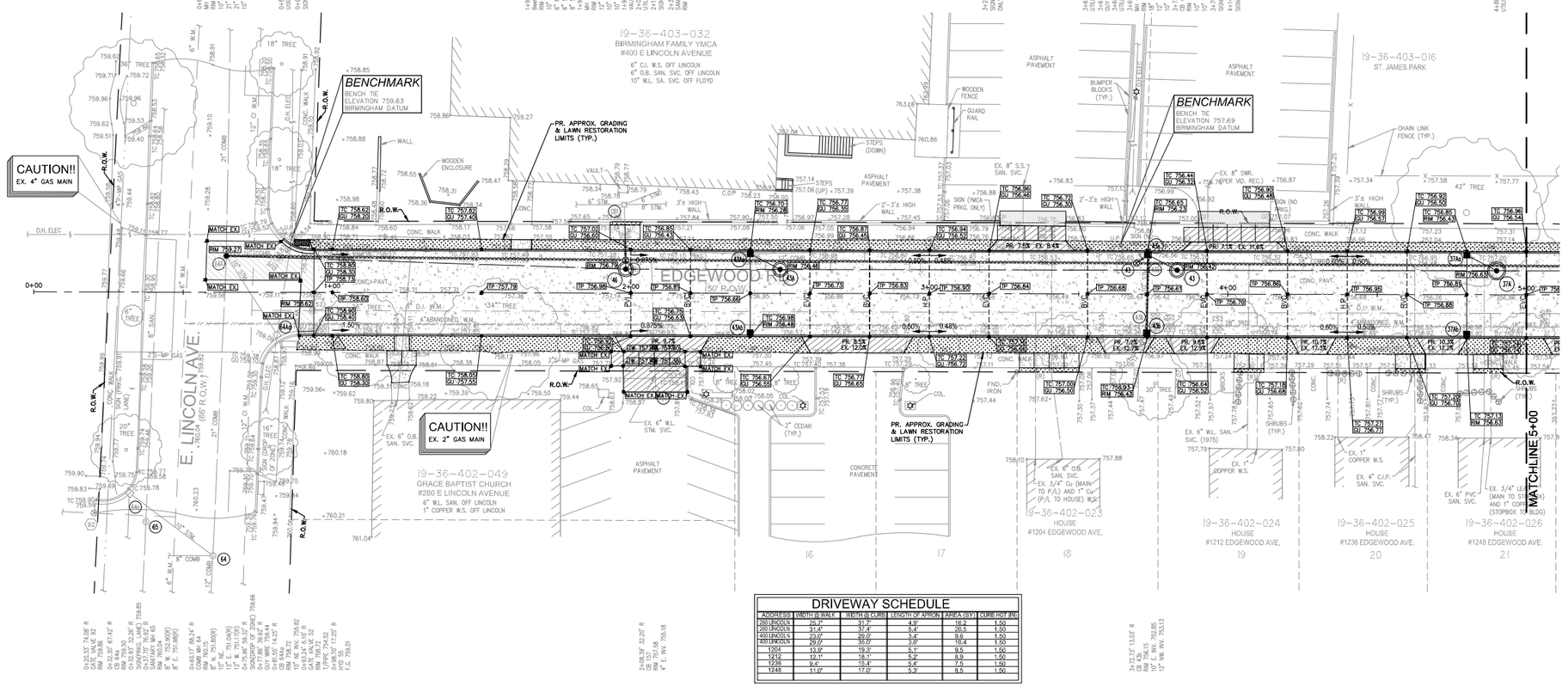
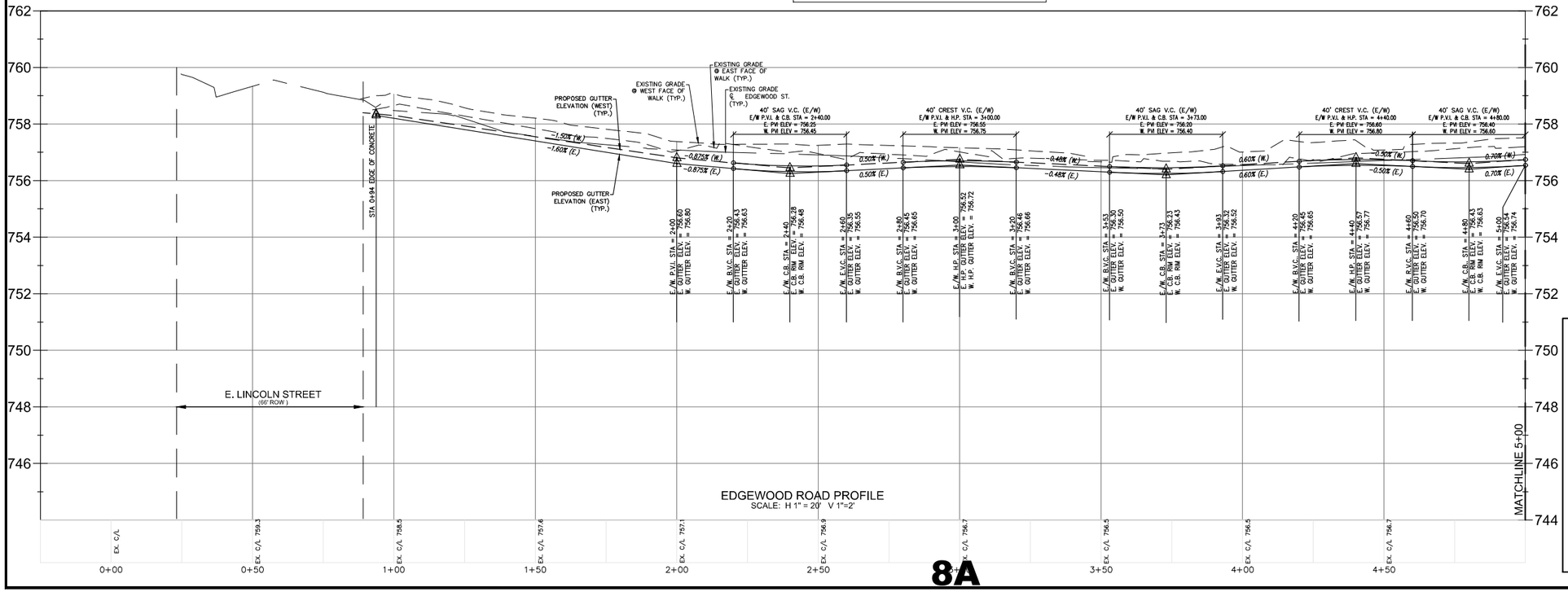
SHEET NO. C8



DRIVEWAY SCHEDULE

ADDRESS	WIDTH @ WALK	WIDTH @ CURB	LENGTH OF APRON	AREA (SY)	CURB HGT (IN)
280 LINCOLN	29.7'	31.7'	4.0'	16.2	1.50
280 LINCOLN	31.4'	37.4'	5.4'	20.5	1.50
400 LINCOLN	23.0'	29.0'	3.4'	9.6	1.50
400 LINCOLN	29.0'	35.0'	3.0'	10.4	1.50
1204	13.9'	19.3'	5.1'	9.5	1.50
1212	12.1'	18.1'	5.2'	8.9	1.50
1236	9.4'	15.4'	5.4'	7.5	1.50
1248	11.0'	17.0'	5.3'	8.5	1.50



LEGEND

- EXISTING SAN/COMB SEWER
- EXISTING WATER MAIN
- EXISTING STORM SEWER
- EXISTING BURIED CABLES
- EXISTING GAS MAIN
- OVERHEAD LINES
- EX PAVERS
- PR. 7" CONC. PVMT. W/ INT. CURB
- PR. 6" CONC. SIDEWALK OR DRIVE APPROACH
- PR. 4" CONC. SIDEWALK
- PR. FULL-DEPTH ASPH. (4" HMA ON 8" 21AA)

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NOWAKFRAUS.COM

SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

SHEET
Grading Plan Sta. P.O.B. to 5+00

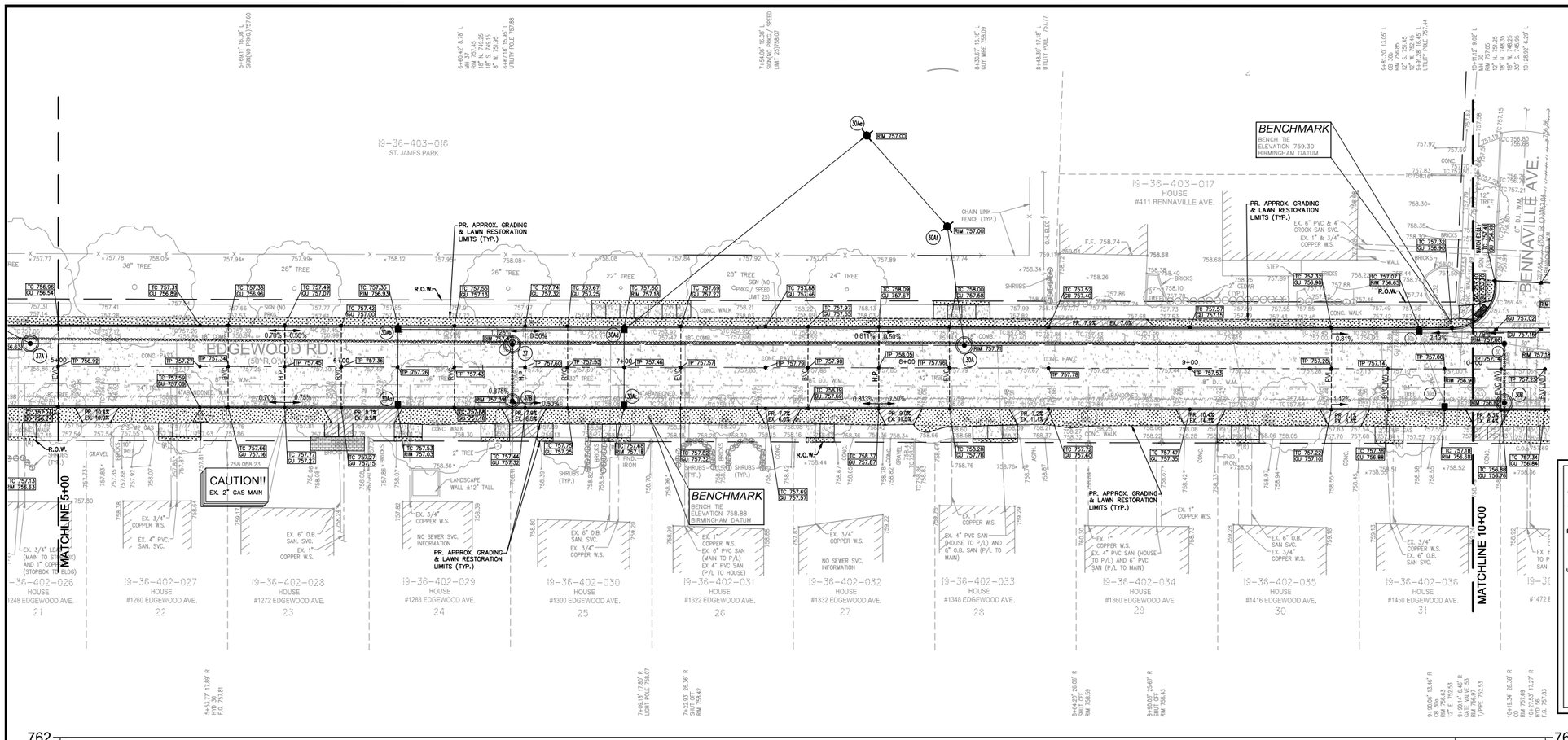
Know what's below Call before you dig.

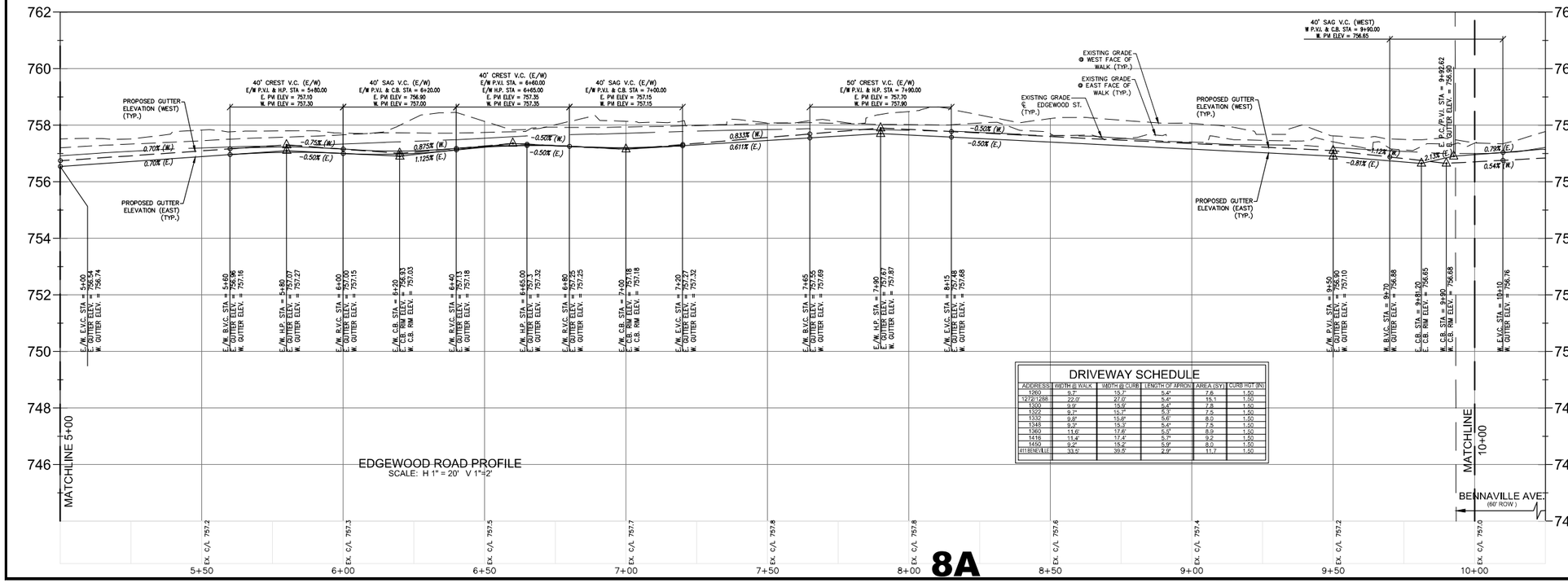
DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: 1" = 20' / 1"=2'

NFE JOB NO. M516
SHEET NO. C9

8A





DRIVEWAY SCHEDULE

ADDRESS	WIDTH @ WALK	WIDTH @ CURB	LENGTH OF APRON	AREA (SY)	CURB HGT (IN)
1260	9.7'	15.7'	5.4'	7.6	1.50
1272/1288	22.0'	27.0'	5.4'	15.1	1.50
1300	9.9'	13.9'	5.4'	7.5	1.50
1322	9.7'	15.7'	5.3'	7.5	1.50
1332	9.8'	15.8'	5.6'	8.0	1.50
1348	9.3'	15.3'	5.4'	7.5	1.50
1360	11.6'	17.6'	5.3'	8.9	1.50
1416	11.4'	17.4'	5.7'	9.2	1.50
1450	9.2'	15.2'	5.9'	8.0	1.50
411BENVILLE	33.5'	39.5'	2.9'	11.7	1.50

LEGEND

- EXISTING SAN/COMB SEWER
- EXISTING WATER MAIN
- EXISTING STORM SEWER
- EXISTING BURIED CABLES
- EXISTING GAS MAIN
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- PR. 4" CONC. SIDEWALK
- PR. FULL-DEPTH ASPH. (4" HMA ON 8" 21AA)
- (RECORD) CURB STOP LOCATION (APPROX.)
- LANDSCAPE BED
- EX. SOIL BORING
- PUBLIC PHONE
- WELL
- PUMP
- SIGN
- POST/BOLLARD
- PARKING METER
- MAIL BOX
- ROCK/BOULDER
- SPRINKLER VALVE BOX
- SPRINKLER HEAD
- FOUND PROPERTY MARKER
- GROUND ELEVATION

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WWW.NOWAKFRAUS.COM

SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

SHEET
Grading Plan Sta. 05+00 to 10+00

Know what's below Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: 1" = 20' / 1"=2'
20 10 0 10 20 30

NFE JOB NO. M516
SHEET NO. C10

8A

DRIVEWAY SCHEDULE

ADDRESS	WIDTH @ WALK	WIDTH @ CURB	LENGTH OF APRON	AREA (SY)	CURB HGT (IN)
410 BENNAVILLE	11.0'	17.0'	2.7'	4.2	1.50
410 BENNAVILLE	18.7'	24.7'	2.7'	6.7	1.50
1472	9.4'	15.4'	5.9'	8.2	1.50
1486	10.8'	16.8'	5.9'	9.0	1.50
375 CATALPA	18.0'	24.0'	5.8'	13.5	1.50
425 CATALPA	20.8'	26.8'	3.0'	8.0	1.50
380 CATALPA	19.8'	25.8'	6.9'	17.4	1.50
410 CATALPA	20.2'	26.2'	3.8'	9.6	1.50

UTILITY NOTE

THE LOCATIONS AND ELEVATIONS OF SOME OF THE EXISTING UNDERGROUND UTILITIES AS SHOWN ON THE SURVEY DRAWING WERE OBTAINED FROM MUNICIPAL AND UTILITY COMPANY RECORDS AND MAPS. THEREFORE, NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

LEGEND

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CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

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SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast 1/4 of Section 36, Town 2 North, Range 10 East, City of Birmingham, Oakland County, Michigan

SHEET
Grading Plan Sta. 10+00 to 15+00

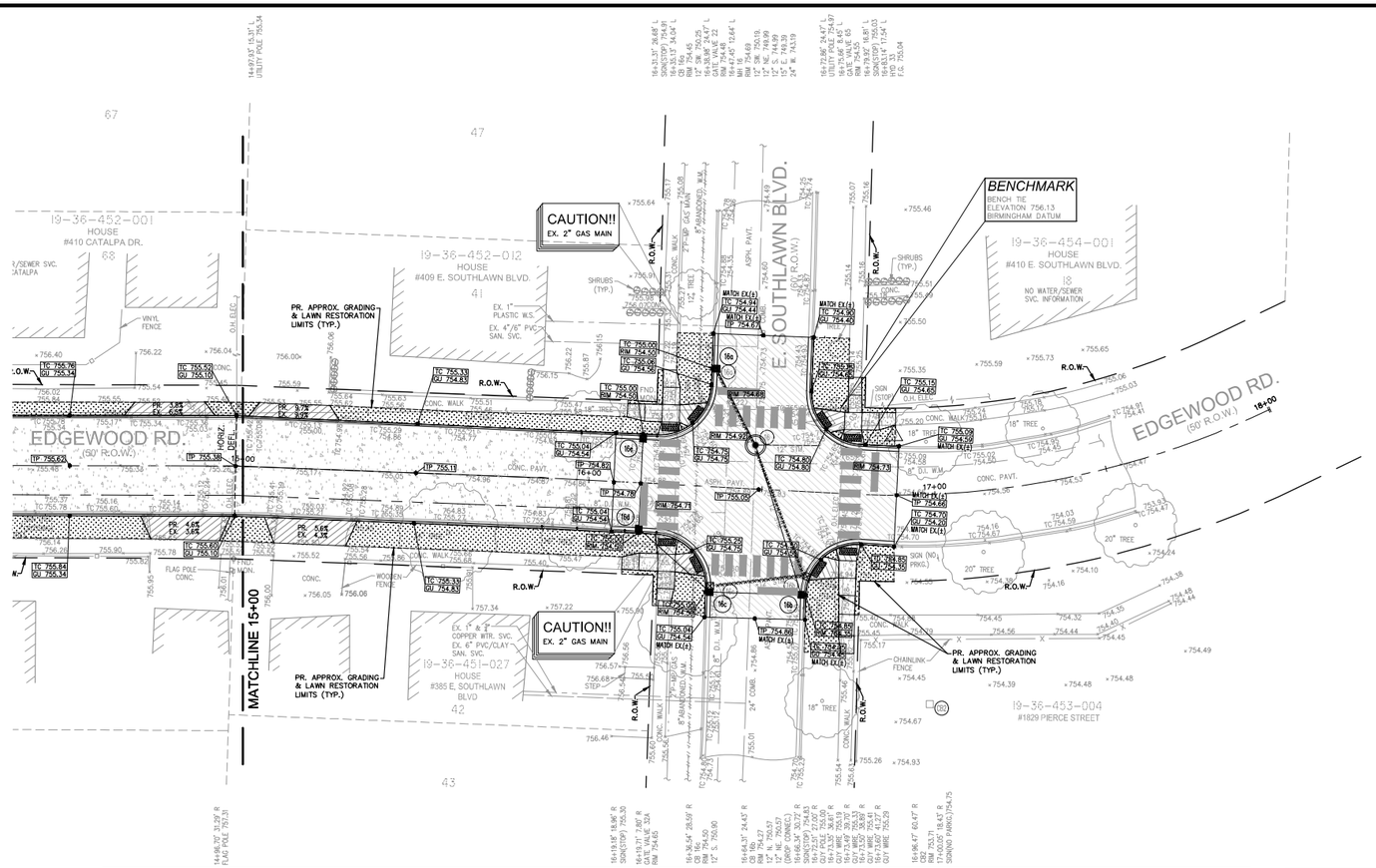
811
Know what's below
Call before you dig.

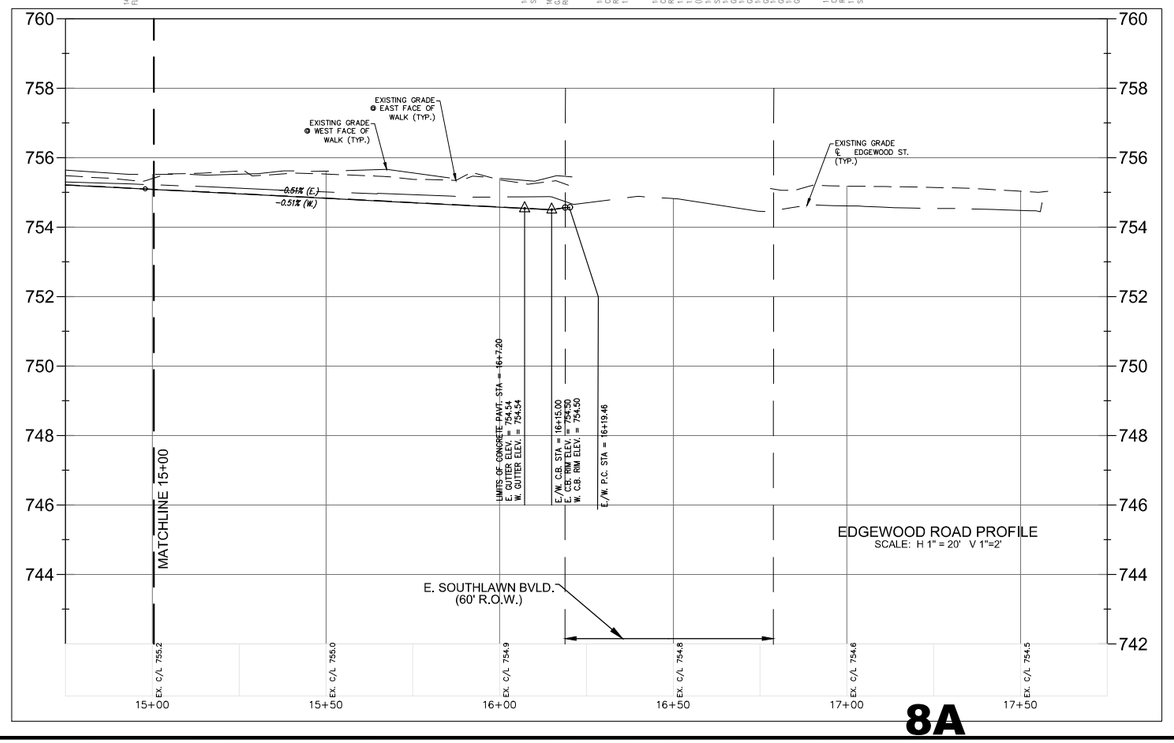
DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: 1" = 20' / 1"=2'

NFE JOB NO. M516
SHEET NO. C11

8A





8A

DRIVEWAY SCHEDULE

ADDRESS	WIDTH @ WALK	WIDTH @ CURB	LENGTH OF APRON	AREA (SY)	CURB RST (LN)
956 E. SOUTHLAWN	20.7'	26.7'	7.2'	19.2	1.50
930 E. SOUTHLAWN	20.2'	26.2'	4.1'	10.6	1.50

UTILITY NOTE

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LEGEND

- EXISTING SAN/COMB SEWER
- EXISTING WATER MAIN
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- EXISTING BURIED CABLES
- EXISTING GAS MAIN
- OVERHEAD LINES
- EX PAVERS
- PR. 7" CONC. PAVT. W/ INT. CURB
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- PR. 4" CONC. SIDEWALK
- PR. FULL-DEPTH ASPH. (4" HMA ON 6" 21AA)
- (RECORD) CURB STOP LOCATION (APPROX.)
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- SPRINKLER VALVE BOX
- SPRINKLER HEAD
- FOUND PROPERTY MARKER
- ×000.00 GROUND ELEVATION

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SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

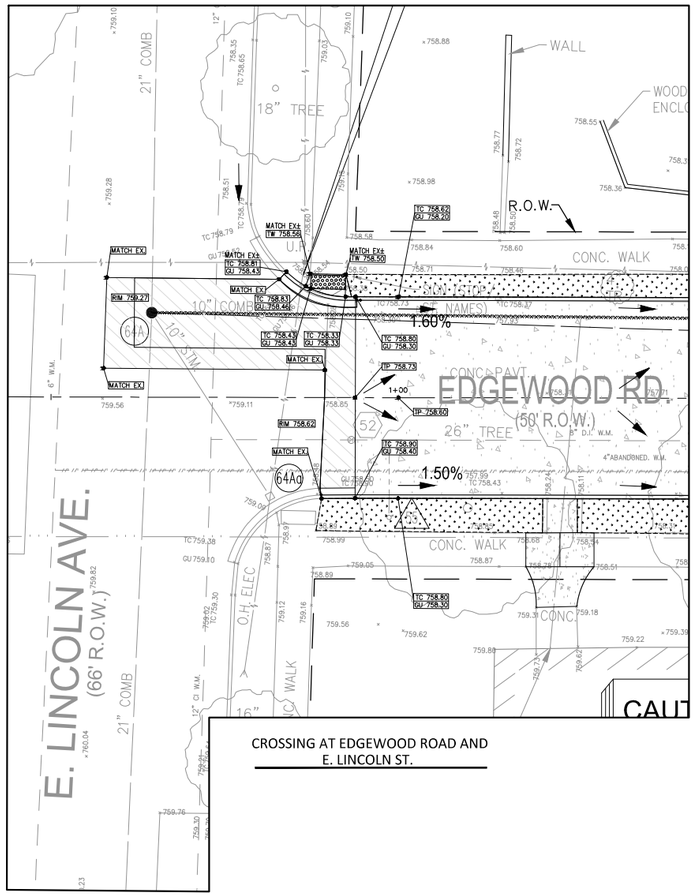
SHEET
Grading Plan Sta. 15+00 to P.O.E.

Know what's **below** **Call** before you dig.

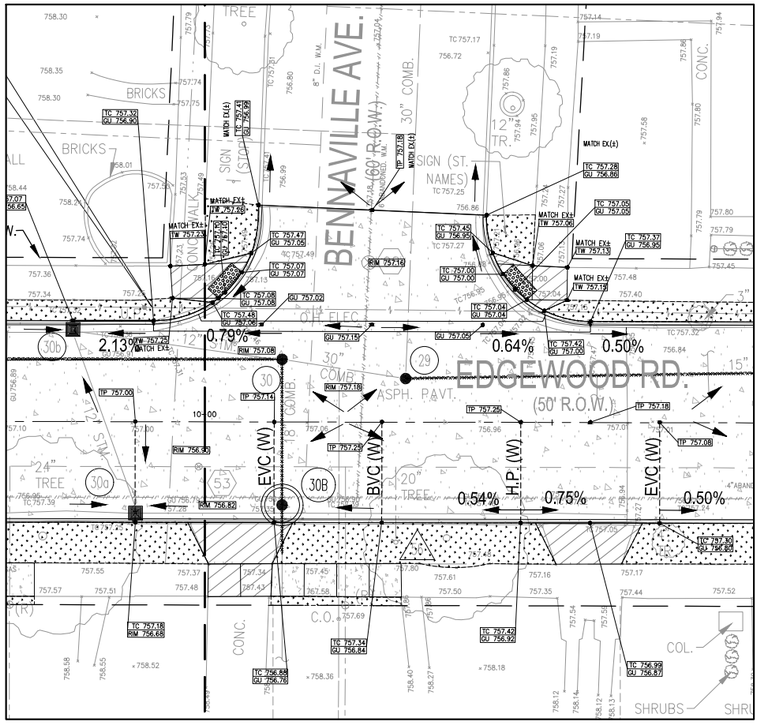
DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: 1" = 20' / 1"=2'

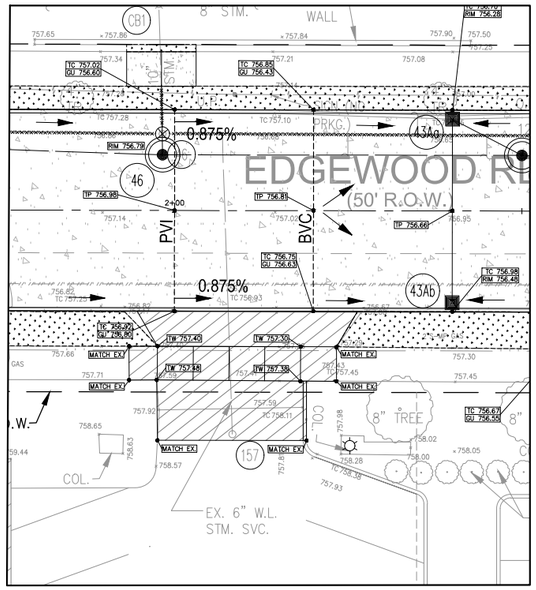
NFE JOB NO. M516
SHEET NO. C12



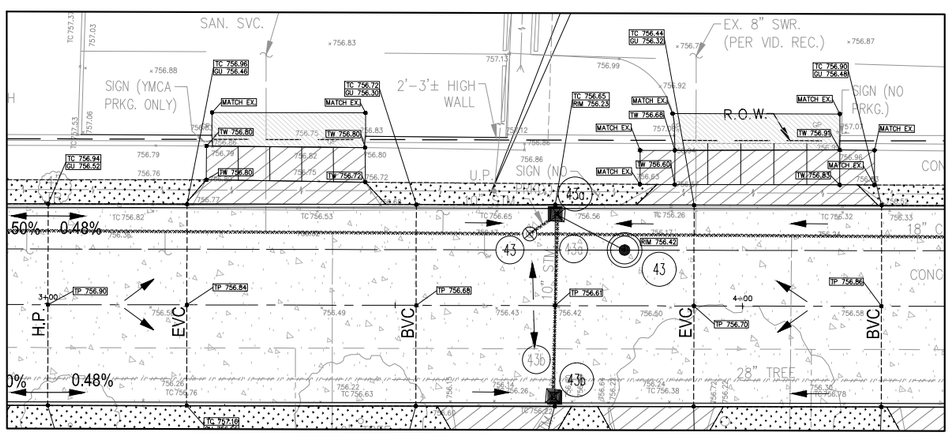
CROSSING AT EDGEWOOD ROAD AND
E. LINCOLN ST.



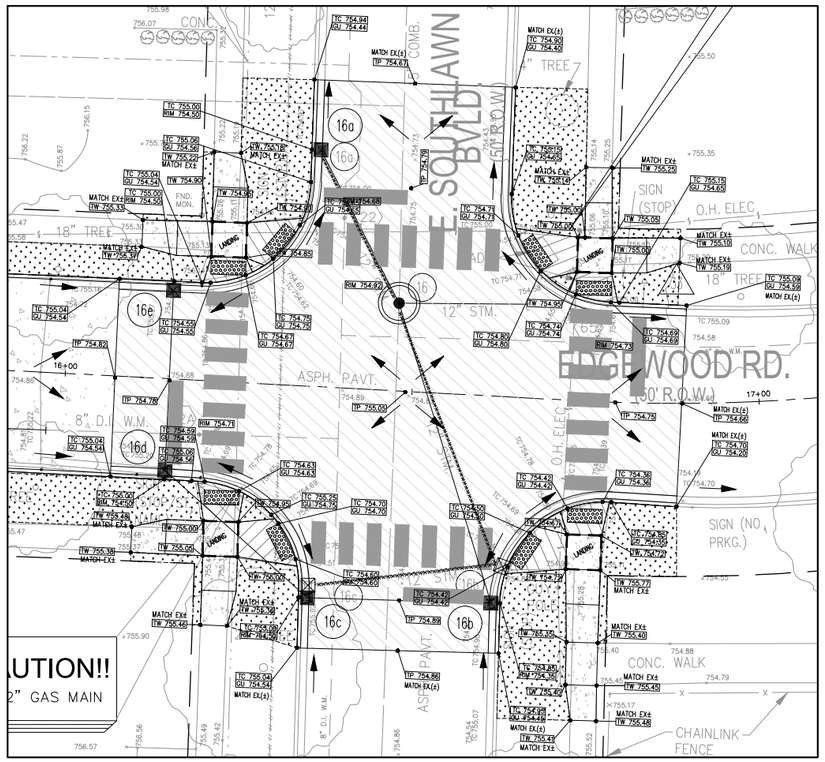
CROSSING AT EDGEWOOD ROAD AND
BENNAVILLE AVE.



280 EAST LINCOLN AVE. DRIVE
APPROACH GRADING DETAIL



400 EAST LINCOLN AVE. DRIVE
APPROACH GRADING DETAIL



CROSSING AT EDGEWOOD ROAD AND
E. SOUTHLAWN

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SEAL

PROJECT
Edgewood Road Paving
Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼
of Section 36, Town 2 North ,
Range 10 East, City of
Birmingham, Oakland
County, Michigan

SHEET
Intersection Grading
Details

811
Know what's below
Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY:
G. Viju

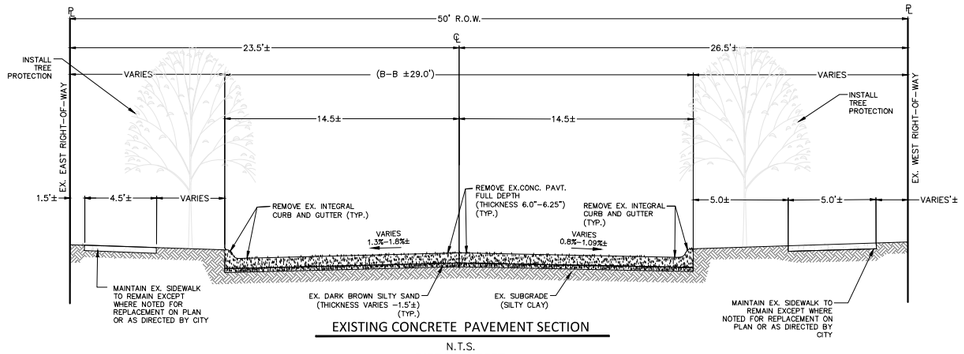
DESIGNED BY:
G. Viju

APPROVED BY:
B. Buchholz

DATE:
December 08, 2021

SCALE: 1" = 20'
20 10 0 10 20 30

NFE JOB NO. M516
SHEET NO. C13

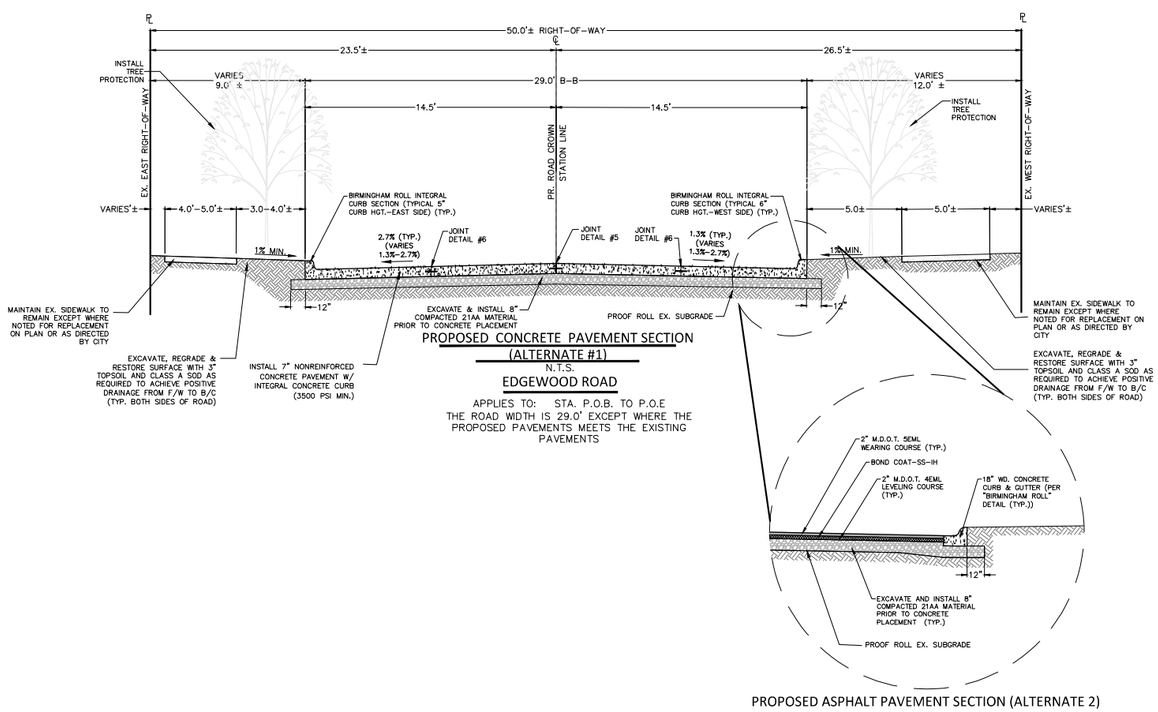


EXISTING CONCRETE PAVEMENT SECTION

N.T.S.

PIERCE STREET

APPLIES TO: STA. P.O.B. TO 9+71
10+60 TO 15+96
STA 9+71 TO 10+60 & 15+96 TO P.O.E. HAS ASPHALT PAVT.



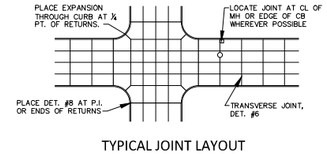
PROPOSED CONCRETE PAVEMENT SECTION (ALTERNATE #1)

N.T.S.

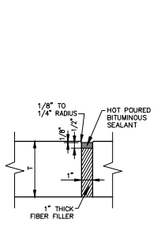
EDGEWOOD ROAD

APPLIES TO: STA. P.O.B. TO P.O.E
THE ROAD WIDTH IS 29.0' EXCEPT WHERE THE PROPOSED PAVEMENTS MEETS THE EXISTING PAVEMENTS

PROPOSED ASPHALT PAVEMENT SECTION (ALTERNATE 2)

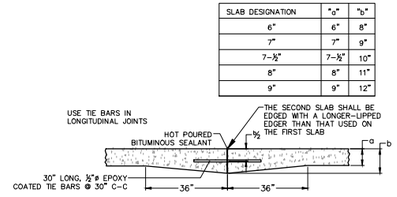


TYPICAL JOINT LAYOUT

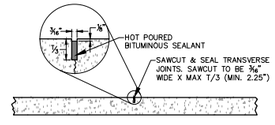


1" WIDE EXPANSION JOINT DETAIL

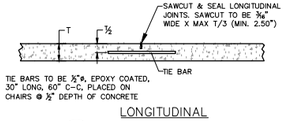
SLAB DESIGNATION	"a"	"b"
6"	6"	8"
7"	7"	9"
7-½"	7-½"	10"
8"	8"	11"
9"	9"	12"



5 CONSTRUCTION JOINT

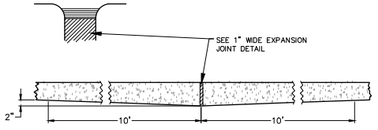


TRANSVERSE



LONGITUDINAL

6 CONTRACTION JOINT



8 EXPANSION JOINT

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PONTIAC, MI 48342-5032
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SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

SHEET
Exisiting and Proposed Road Cross-Sections

Know what's below Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE:

NFE JOB NO. M516
SHEET NO. C14

GRANT ST.CLOSED FROM HUMPHREY TO BENNAVILLE SEEK ALT ROUTE

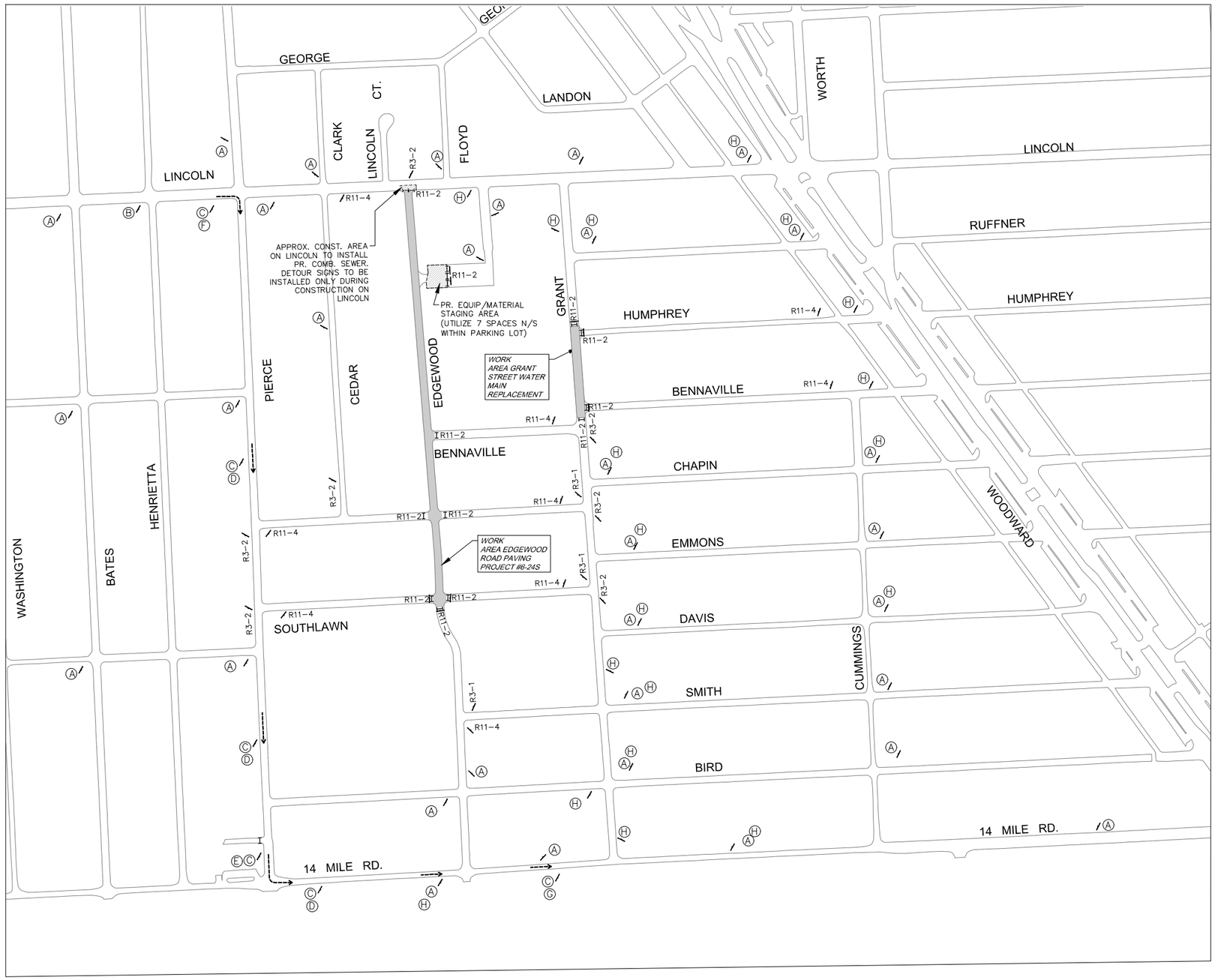
36"x72" ADVANCE WARNING SIGN "H"
BLACK LEGEND ON ORANGE BACKGROUND

EDGEWOOD ROAD CLOSED FROM LINCOLN TO SOUTH LAWN BVLD SEEK ALT ROUTE

36"x72" ADVANCE WARNING SIGN "A"
BLACK LEGEND ON ORANGE BACKGROUND

LINCOLN AVENUE CLOSED AT EDGEWOOD FOLLOW DETOUR TO WOODWARD

36"x72" ADVANCE WARNING SIGN "B"
BLACK LEGEND ON ORANGE BACKGROUND



ADVANCED WARNING SIGNAGE & DETOUR PLAN: EDGEWOOD ROAD & GRANT STREET

10" x 30"
ADVANCED WARNING SIGN "C"
BLACK LEGEND ON ORANGE BACKGROUND

WOODWARD AVE.

DETOUR

30" x 30"
ADVANCED WARNING SIGN "D"
BLACK LEGEND ON ORANGE BACKGROUND
(MOUNT BELOW WARNING SIGN "H" WHERE INDICATED)

10" x 30"
ADVANCED WARNING SIGN "C"
BLACK LEGEND ON ORANGE BACKGROUND

WOODWARD AVE.

DETOUR

30" x 30"
ADVANCED WARNING SIGN "E"
BLACK LEGEND ON ORANGE BACKGROUND
(MOUNT BELOW WARNING SIGN "H" WHERE INDICATED)

10" x 30"
ADVANCED WARNING SIGN "C"
BLACK LEGEND ON ORANGE BACKGROUND

WOODWARD AVE.

DETOUR

30" x 30"
ADVANCED WARNING SIGN "F"
BLACK LEGEND ON ORANGE BACKGROUND
(MOUNT BELOW WARNING SIGN "H" WHERE INDICATED)

END DETOUR

24" x 18"
ADVANCED WARNING SIGN "G"
BLACK LEGEND ON ORANGE BACKGROUND

ADVANCED WARNING SIGN "L"
R3-1

ADVANCED WARNING SIGN "M"
R3-2

SYMBOL KEY

⊢	TYPE III BARRICADES
–	ADVANCED WARNING SIGN
⇢	DETOUR

SPECIAL ADVANCED WARNING SIGN QUANTITIES

DESIGNATION	DESCRIPTION	SIZE	QUANTITY
SIGN "A"	EDGEWOOD CLOSED FROM LINCOLN TO SOUTHLAWN BLVD SEEK ALT ROUTE	36"x72"	32
SIGN "B"	LINCOLN AVE. CLOSED AT EDGEWOOD FOLLOW DETOUR TO WOODWARD	36"x72"	1
SIGN "C"	LINOCLN AVE.	10"x18"	6
SIGN "D"	DETOUR-STRAIGHT ARROW	30"x30"	3
SIGN "E"	DETOUR-LEFT ARROW	30"x30"	1
SIGN "F"	DETOUR-RIGHT ARROW	30"x30"	1
SIGN "G"	END DETOUR	24"x18"	1
SIGN "H"	GRANT ST. CLOSED FROM HUMPHREY TO BENNAVILLE SEEK ALT ROUTE	36"x72"	17

OTHER ADVANCED WARNING SIGN QUANTITIES AS SHOWN

DESIGNATION	DESCRIPTION	SIZE	QUANTITY
R11-2	ROAD CLOSED	60"x30"	12
R11-4	ROAD CLOSED FOR THRU TRAFFIC	60"x30"	8
R3-1	NO RIGHT TURN	24"x24"	3
R3-2	NO LEFT TURN	24"x24"	6

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SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

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A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

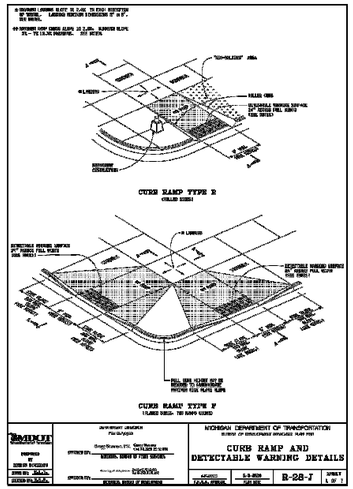
SHEET
Advanced Warning Signage & Traffic Detour Plan

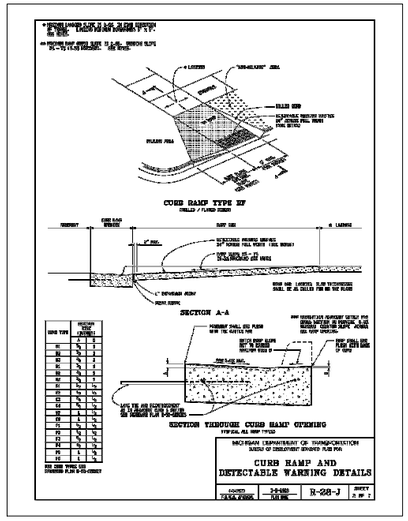
Know what's below Call before you dig.

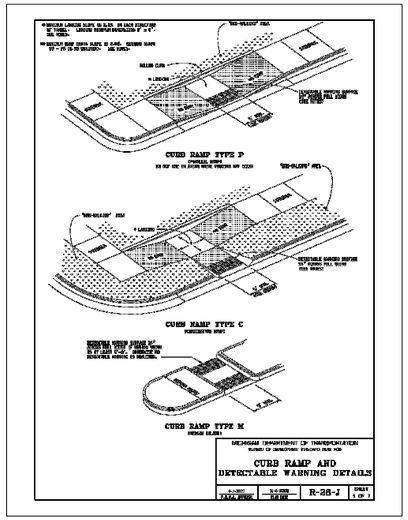
DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

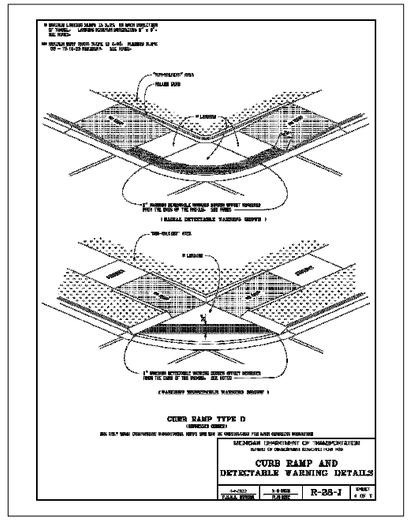
DRAWN BY: G. Viju
DESIGNED BY: G. Miljikangas
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE: N.T.S.

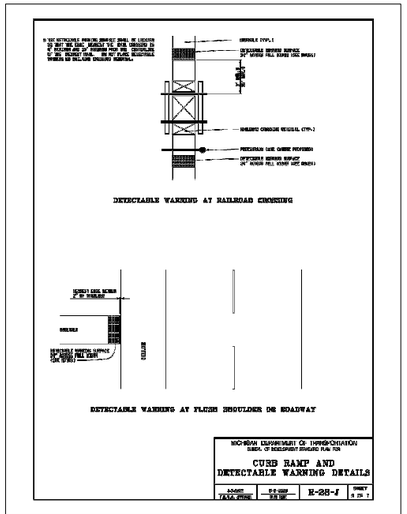
NFE JOB NO. M516
SHEET NO. C15

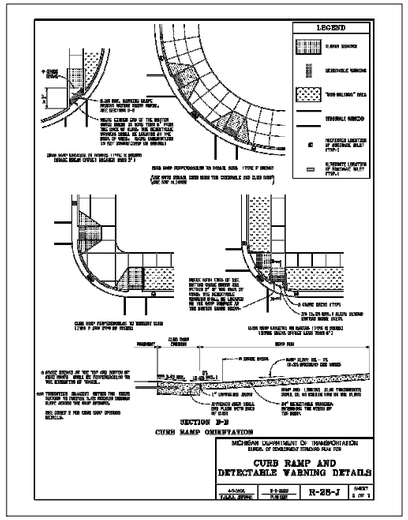


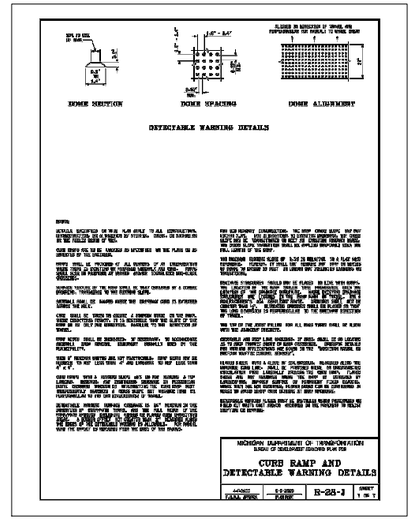












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SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

SHEET
Notes and Details (1of 3)

811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE:

NFE JOB NO. M516
SHEET NO. C16

THE FOLLOWING NOTES APPLY IF CALLED FOR ON THE TRAFFIC TYPICAL

GENERAL NOTES

G1: SEE GEN-SPACING-CHARTS FOR COMMON VALUES INCLUDING:
D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES
L = MINIMUM LENGTH OF TAPER
B = LENGTH OF LONGITUDINAL BUFFER
ROLL AHEAD DISTANCE

G2: DISTANCE BETWEEN SIGNS, "D", THE VALUES FOR WHICH ARE SHOWN IN TYPICAL GEN-KEY ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.

G3: ALL TEMPORARY SIGNS, TYPE III BARRICADES, THEIR SUPPORT SYSTEMS AND LIGHTING MUST MEET NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 350 (NCHRP 350) TEST LEVEL 3, OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) TL-3 AS WELL AS THE CURRENT EDITION OF THE MICHIGAN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE STANDARD PLANS AND APPLICABLE SPECIAL PROVISIONS. ONLY DESIGNS AND MATERIALS APPROVED BY MDOT WILL BE ALLOWED.

G4: DO NOT STORE EQUIPMENT, MATERIALS OR PERFORM WORK IN ESTABLISHED BUFFER AREAS.

G5: ALL EXISTING PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH EITHER PROPOSED CHANGES IN TRAFFIC PATTERNS OR PROPOSED TEMPORARY TRAFFIC MARKINGS SHALL BE REMOVED BEFORE ANY CHANGE IS MADE IN THE TRAFFIC PATTERN. EXCEPTION WILL BE MADE FOR TRAFFIC PATTERNS FOR WORK LESS THAN THREE DAYS THAT ARE ADEQUATELY DELINEATED BY OTHER TRAFFIC CONTROL DEVICES.

SIGN NOTES

S1: ALL NON-APPLICABLE SIGNING WITHIN THE CIA MUST BE MODIFIED TO FIT CONDITIONS, COVERED, OR REMOVED. FOR GUIDANCE SEE THE WORK ZONE SAFETY AND MOBILITY MANUAL, SECTIONS 6.01.09 AND 6.01.10.

S2: R5-18b SIGNS ARE ONLY REQUIRED ON FREEWAY PROJECTS WITH A DURATION OF 15 DAYS OR LONGER OR NON-FREEWAY PROJECTS WITH A DURATION OF 90 DAYS OR LONGER. TO APPLY THIS TYPICAL WITHOUT R5-18b SIGNS, REMOVE THE SIGNS AND CONSOLIDATE THE SEQUENCE AS APPROPRIATE.

S3: R5-18c IS ONLY REQUIRED IN THE INITIAL SIGNING SEQUENCE IN THE WORK ZONE. OMIT THIS SIGN IN SUBSEQUENT SEQUENCES IN THE SAME WORK ZONE.

S4: ADDITIONAL SIGNING AND/OR ELONGATED SIGNING SEQUENCES SHOULD BE USED WHEN TRAFFIC VOLUMES ARE SIGNIFICANT ENOUGH TO CREATE BACKUPS BEYOND THE W20-5 SIGNS.

S5: PLACE ADDITIONAL SPEED LIMIT SIGNS REFLECTING THE WORK ZONE SPEED AFTER EACH MAJOR CROSSROAD THAT INTERSECTS THE WORK ZONE, OR AFTER EACH ENTRANCE RAMP THAT COMES ONTO THE FREEWAY WHERE THE REDUCED SPEED IS IN EFFECT. PLACE ADDITIONAL SPEED LIMIT SIGNS AT INTERVALS ALONG THE ROADWAY SUCH THAT NO SPEED LIMIT SIGNS ARE MORE THAN 2 MILES APART. WHEN REDUCED SPEED LIMITS ARE UTILIZED IN THE WORK AREA, PLACE ADDITIONAL SPEED LIMIT SIGNS RETURNING TRAFFIC TO ITS NORMAL SPEED BEYOND THE LIMITS OF THE WORK AREA AS INDICATED. IF PERMANENT SIGNS DISPLAYING THE CORRECT SPEED LIMIT ARE POSTED, OMIT ALL W3-5b AND R2-1 SIGNS AND REDUCE SPACING ACCORDINGLY.

S6: FABRICATE SPECIAL SIGNS IN ACCORDANCE WITH CURRENT SIGNING DESIGN STANDARDS.

S7: PLACE ADDITIONAL R8-3 SIGNS AT A MAXIMUM 500' SPACING THROUGHOUT THE WORK ZONE.

S8: WHEN SPEED LIMIT SIGNS CANNOT BE PLACED SIDE BY SIDE AS SHOWN, PLACE THEM "D" DISTANCE APART.

S9: STOP SIGNS NOT REQUIRED IF SIGNALS ARE ON 4-WAY FLASHING RED. STOP AHEAD SIGNS ARE NOT REQUIRED IF THERE IS ADEQUATE VISIBILITY OF THE STOP SIGN OR IF SIGNALS ARE BEING USED TO CONTROL TRAFFIC.

S10: PLACE REDUCED SPEED ZONE AHEAD SIGN (W3-5b) HERE WHEN USING A SPEED REDUCTION IN THIS DIRECTION.

S11: THE NUMBER OF W1-6 SHIFT SIGNS TO PLACE FOR A SHIFT IS AS FOLLOWS:
SHIFTS 4FT OR LESS, PLACE ONE W1-6(R)(L)
SHIFTS 5FT TO 12FT, PLACE TWO W1-6(R)(L)
SHIFTS MORE THAN 12FT, PLACE THREE OR MORE W1-6(R)(L) SIGNS DEPENDING UPON LENGTH OF SHIFT AND AS PER THE ENGINEER.

S12: PLACE R2-1 SIGNS AS DETAILED IN NOTE S5 WHEN THERE IS A SPEED REDUCTION IN THIS DIRECTION

TRAFFIC REGULATOR NOTES

TR1: TRAFFIC REGULATORS MUST FOLLOW ALL THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS, THE STANDARD PLANS AND APPLICABLE SPECIAL PROVISIONS, THE CURRENT VERSIONS OF THE TRAFFIC REGULATOR'S INSTRUCTION MANUAL AND THE VIDEO "HOW TO SAFELY REGULATE TRAFFIC IN MICHIGAN". THE MAXIMUM DISTANCE BETWEEN THE TRAFFIC REGULATORS IS DETERMINED BY THE ROADWAY ADT, GEOMETRICS, AND AS DIRECTED BY THE ENGINEER.

TR2: PROVIDE APPROPRIATE BALLOON LIGHTING TO SUFFICIENTLY ILLUMINATE TRAFFIC REGULATOR'S STATIONS WHEN TRAFFIC REGULATING IS ALLOWED DURING THE HOURS OF DARKNESS.

TR3: PROVIDE EITHER A STOP/SLOW AFAD OR A RED/YELLOW LENS AFAD, MEETING THE REQUIREMENTS OF THE MMUTCD

TEMPORARY TRAFFIC CONTROL DEVICE NOTES

TCD1: THE MAXIMUM DISTANCE IN FEET BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD NOT EXCEED 1.0 TIMES THE WORK ZONE SPEED LIMIT IN MPH FOR ROADWAYS WITH A POSTED WORK ZONE SPEED LIMIT LESS THAN 45 MPH AND SHOULD NOT EXCEED 50 FEET ON ROADWAYS WITH A POSTED WORK ZONE SPEED LIMIT OF 45 MPH OR GREATER. THE SPACING FOR 42 INCH CHANNELIZING DEVICE TAPERS ARE NOT TO EXCEED 25 FEET AT NIGHT.

TCD2: THE MAXIMUM DISTANCE IN FEET BETWEEN CHANNELIZING DEVICES IN A TANGENT SHOULD NOT EXCEED TWICE THE WORK ZONE SPEED LIMIT IN MPH FOR ROADWAYS WITH A POSTED WORK ZONE SPEED LIMIT LESS THAN 45 MPH AND SHOULD NOT EXCEED 100 FEET ON ROADWAYS WITH A POSTED WORK ZONE SPEED LIMIT OF 45 MPH OR GREATER. THE SPACING FOR 42 INCH CHANNELIZING DEVICE TANGENTS ARE NOT TO EXCEED 50 FEET AT NIGHT.

TCD3: TYPE III BARRICADES MUST BE LIGHTED FOR OVERNIGHT CLOSURES.

TCD4: WHEN THE HAUL ROAD IS NOT IN USE, PLACE LIGHTED TYPE III BARRICADES WITH "ROAD CLOSED" EXTENDING COMPLETELY ACROSS THE HAUL ROAD.

TCD5: USE OBJECT MARKER SIGNS IN LIEU OF THE TYPE B HIGH INTENSITY LIGHT SHOWN IN THE STANDARD PLAN FOR TEMPORARY CONCRETE BARRIER (R-53, AND R-126) WHEN USED WITH A TEMPORARY SIGNAL SYSTEM. THE OBJECT MARKERS MUST BE A MINIMUM OF 12 INCHES IN WIDTH AND 36 INCHES IN HEIGHT AND HAVE ORANGE AND WHITE RETROREFLECTIVE SHEETING. THE RETROREFLECTIVE SHEETING MUST HAVE ALTERNATING DIAGONAL ORANGE AND WHITE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES IN THE DIRECTION VEHICULAR TRAFFIC IS TO PASS.

TCD6: PLACE LIGHTED ARROW PANELS AS CLOSE TO THE BEGINNING OF TAPERS AS PRACTICAL, BUT NOT IN A MANNER THAT WILL OBSCURE OR CONFUSE APPROACHING MOTORISTS WHEN PHYSICAL LIMITATIONS RESTRICT PLACEMENT. IN CURBED SECTIONS, IF ARROW BOARD CANNOT BE PLACED BEHIND CURB, PLACE ARROW BOARD IN THE CLOSED LANE AS CLOSE TO THE BEGINNING OF TAPER AS POSSIBLE.

TCD7: ADDITIONAL TYPE III BARRICADES MAY BE REQUIRED TO COMPLETELY CLOSE OFF ROAD FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

TCD8: WHERE THE SHIFTED SECTION IS SHORTER THAN 600 FEET, A DOUBLE REVERSE CURVE SIGN (W24-1) CAN BE USED INSTEAD OF THE FIRST REVERSE CURVE SIGN, AND THE SECOND REVERSE CURVE SIGN CAN BE OMITTED.

TCD9: RUMBLE STRIPS ARE TO BE PLACED AS SPECIFIED IN THE CONTRACT. IF NOT SPECIFIED IN THE CONTRACT, PLACE RUMBLE STRIPS AS SHOWN, AND IN ACCORDANCE WITH THE RUMBLE STRIP MANUFACTURER'S RECOMMENDATIONS. AN ARRAY OF RUMBLE STRIPS CONTAINS THREE RUMBLE STRIPS. PLACE THE RUMBLE STRIPS IN THE ARRAY AT A CONSISTENT DISTANCE, BETWEEN 10' AND 20' APART.

TCD10: SEE THE WORK ZONE SAFETY AND MOBILITY MANUAL, PORTABLE CHANGEABLE MESSAGE SIGN GUIDELINES FOR RECCOMENDED AND CORRECT PCMS MESSAGING. STAGGER PCMS THAT ARE ON OPPOSING SIDES OF THE ROAD 1000 FEET FROM EACH OTHER.

RAMP NOTES

RMP1: WHEN CONDITIONS ALLOW, E5-1 SIGNS MUST BE REMOVED OR COVERED AND CHANELIZING DEVICES MUST BE POSITIONED TO ENABLE RAMP TRAFFIC TO DIVERGE IN A FREE MANNER

RMP2: STOP AND YIELD CONDITIONS SHOULD BE AVOIDED WHENEVER PRACTICAL. WHEN CONDITIONS WARRANT, R1-1 SIGNS MAY BE USED IN PLACE OF R1-2 SIGNS. WHEN R-1 SIGNS ARE USED, W3-1 SIGNS MUST BE USED IN PLACE OF W3-2 SIGNS. CONSIDERATION SHOULD BE GIVEN TO CLOSING THE RAMP TO COMPLETE WORK TO ALLOW AN ADEQUATE MERGE DISTANCE. WORK SHOULD BE EXPEDITED TO AVOID THE STOP AND/OR YIELD CONDITIONS.

MDOT Michigan Department of Transportation	NOT TO SCALE	MAINTAINING TRAFFIC TYPICAL NO: 102-GEN-NOTES	TRAFFIC TYPICALS NOTE SHEET	DATE: MAY 2022 SHEET: 1 OF 2
FILE: 102-GEN-NOTES.dgn				

THE FOLLOWING NOTES APPLY IF CALLED FOR ON THE TRAFFIC TYPICAL

SIGNAL NOTES

SIG1: EXISTING SIGNAL MUST BE EITHER 4-WAY FLASHING RED, BAGGED, OR TURNED OFF.

SIG2: SIGNAL IS IN OPERATION.

SIG3: DELINEATE THE WORK ZONE AREA WITH 28 INCH CONES FOR DAYTIME WORK, OR 42 INCH CHANNELIZING DEVICES FOR NIGHTTIME WORK.

SIG4: THE CONTRACTOR MUST HAVE A DESIGNATED SPOTTER IF THE AERIAL BUCKET TRUCK IS LOCATED OVER ACTIVE TRAVEL LANES.

SIG5: THE LOWEST POINT OF THE BUCKET MAY NOT TRAVEL BELOW 14 FOOT VERTICAL CLEARANCE. THE CONTRACTOR MUST UTILIZE AN ALTERNATE SET UP, OR PLACE THE INTERSECTION IN A 4 WAY STOP IF THE 14 FOOT VERTICAL CLEARANCE IS COMPROMIZED. USE TRAFFIC REGULATORS TO CONTROL TRAFFIC THROUGH THE INTERSECTION WHEN TRAFFIC IS PLACED IN A 4 WAY STOP.

SIG6: DELINEATE THE TRUCK WITH CHANNELIZING DEVICES. THE POSITION OF THE TRUCK MAY BE MOVED TO FACILITATE WORK.

MAINTENANCE AND SURVEYING NOTES

MS1: WHENEVER STOPPING SIGHT DISTANCE EXISTS TO THE REAR, THE SHADOW VEHICLES SHOULD MAINTAIN THE RECOMENDED DISTANCE FROM THE WORK AREA AND PROCEEED AT THE SAME SPEED. THE SHADOW VEHICLE SHOULD SLOW DOWN AND TRAVEL AT A FARTHER DISTANCE TO PROVIDE ADEQUATE SIGHT DISTANCE IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES.

MS2: WORKERS OUTSIDE OF VEHICLES SHOULD WORK WITHIN 150' OF WORK VEHICLES WITH AN ACTIVATED BEACON, BETWEEN THE "BEGIN WORK CONVOY" SIGN AND THE "END WORK CONVOY" SIGN, OR BETWEEN THE "WORK ZONE BEGINS" AND "END ROAD WORK" SIGN.

MS3: WORK OR SHADOW VEHICLES WITH OR WITHOUT A TMA MAY BE USED TO SEPARATE THE WORK SPACE FROM TRAFFIC. IF USED, THE VEHICLES SHOULD BE PARKED ACCORDING TO THE ROLL AHEAD DISTANCE TABLES.

MS4: WORK AND SHADOW VEHICLES SHALL BE APPROPRIATELY EQUIPPED WITH AN ACTIVATED AMBER BEACON.

MS5: WHEN WORKERS ARE OUTSIDE THEIR VEHICLES IN AN EXISTING LANE WHILE A MOBILE OPERATION IS OCCURRING DURING THE NIGHTTIME HOURS, CHANNELIZING DEVICES TO DELINEATE OPEN OR CLOSED LANES AT 50 FT SPACING MUST BE USED. AN EXAMPLE OF AN OPERATION (BUT NOT LIMITED TO) IS THE LAYOUT OF CONCRETE PATCHES.

MS6: W21-6 AND W20-1 SIGNS MAY BE SUBSTITUTED AS DETERMINED BY THE TYPE OF WORK TAKING PLACE AS PER THE ENGINEER.

MDOT Michigan Department of Transportation	NOT TO SCALE	MAINTAINING TRAFFIC TYPICAL NO: 102-GEN-NOTES	TRAFFIC TYPICALS NOTE SHEET	DATE: MAY 2022 SHEET: 2 OF 2
FILE: 102-GEN-NOTES.dgn				

8A

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SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

SHEET
Notes and Details (2 of 3)

811
Know what's below
Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE:

NFE JOB NO. M516
SHEET NO. C17

GENERAL NOTES

1. BRICK PAVERS SHALL BE REMOVED BY MEANS WHICH CAUSE NO DAMAGE TO THE BRICKS. BRICKS SHALL BE DELIVERED TO CITY OF BIRMINGHAM DEPARTMENT OF SERVICES AS DIRECTED BY THE ENGINEER.
2. ALL PAVEMENT TO BE REMOVED SHALL BE SAWCUT FULL DEPTH.
3. ANY GRAVEL REPLACEMENT NECESSARY FOR REGRADING DRIVEWAYS SHALL BE CONSIDERED INCLUDED IN THE COST OF CONCRETE DRIVE APPROACH.
4. ALL TREES NOT INDICATED FOR REMOVAL SHALL BE PROTECTED DURING CONSTRUCTION. WHERE NECESSARY, TREE ROOTS SHALL BE CUT CLEANLY. AT NO TIME WILL RIPPING OR TEARING OF TREE ROOTS BE ACCEPTABLE.
5. ALL DRIVEWAYS (BEHIND THE SIDEWALK) SHALL BE REPAIRED WITH A CROSS SECTION WHICH MATCHES THE EXISTING IN THICKNESS, OR A MINIMUM 4.0" BITUMINOUS MIXTURE No. 13A, IF THE EXISTING DRIVEWAY IS GREATER THAN 4.0" IN DEPTH, THE THICKNESS OF THE BITUMINOUS MIXTURE No. 13A SHALL BE ADJUSTED TO MAKE UP THE DIFFERENCE.
6. UNLESS OTHERWISE SHOWN, PROPOSED GRADES IN PROFILE ARE TOP OF CURB GRADES.
7. ROCKS, OR OTHER MISC. DEBRIS WHICH ARE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE, UNLESS DIRECTED OTHERWISE FROM THE CITY.
8. THE PAY ITEM "ADJUST STRUCTURE COVER" APPLIES ONLY TO PRE-EXISTING STRUCTURES TO BE ADJUSTED TO PROPOSED GRADES AS PART OF CONSTRUCTION.
9. IF THE CONTRACTOR HAS MULTIPLE CREWS WORKING THAT REQUIRES MULTIPLE CITY INSPECTORS ON A GIVEN WORK DAY, THE PAY ITEM "INSPECTOR CREW DAYS" SHALL BE MULTIPLIED BY THE CORRESPONDING NUMBER OF INSPECTORS REQUIRED DURING SAID WORK DAY.

PAVING NOTES

1. PAVEMENT SHALL BE OF THE TYPE, THICKNESS AND CROSS SECTION AS INDICATED ON THE PLANS AND AS FOLLOWS:

   CONCRETE ROAD: BASE COURSE – 21AA CRUSHED LIMESTONE AGGREGATE (8" THICK)
   MIX – PORTLAND CEMENT TYPE IA (AIR–ENTRAINED), TO COMPLY WITH MDOT 3500HP REQUIREMENTS.

   CONCRETE FLATWORK: PORTLAND CEMENT TYPE IA (AIR–ENTRAINED), WITH A MINIMUM CEMENT CONTENT OF SIX SACKS PER CUBIC YARD, MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3,500 PSI AND A SLUMP OF 1.5 TO 3 INCHES. COMPLY WITH MDOT 3500 REQUIREMENTS.

   ALL CONCRETE PAVEMENT AND FLATWORK MIXES USED ON THIS PROJECT SHALL COMPLY WITH A MINIMUM GROUND GRANULATED BLAST–FURNACE SLAG (GGBFS) SUBSTITUTION OF TWENTY–FIVE (25) PERCENT SUBJECT TO SEASONAL LIMITATIONS PER THE MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2020 EDITION.

   ASPHALT: BASE COURSE – 21AA CRUSHED LIMESTONE AGGREGATE (8" THICK)

   SURFACE COURSES:
   ASPHALT ROAD – MDOT HMA MIXTURE NO. 5EML (MAX. APPLICATION RATE 220 POUNDS PER SQUARE YARD)

   LEVELING COURSES:
   ASPHALT ROAD – MDOT HMA MIXTURE NO. 4EML (MAX. APPLICATION RATE 330 POUNDS PER SQUARE YARD)

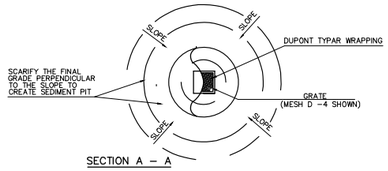
   REPAIR AREAS –
   BOND COAT – MDOT SS–1H EMULSION AT 0.10 GALLON PER SQUARE YARD
2. PAVEMENT BASE SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY (MODIFIED PROCTOR) PRIOR TO PLACEMENT OF PROPOSED PAVEMENT. EXISTING SUB–BASE SHALL BE PROOF–ROLLED IN THE PRESENCE OF THE ENGINEER TO DETERMINE STABILITY.
3. ALL CONCRETE PAVEMENT, DRIVEWAYS, CURB & GUTTER, ETC., SHALL BE SPRAY CURED WITH WHITE MEMBRANE CURING COMPOUND IMMEDIATELY FOLLOWING FINISHING OPERATION.
4. ALL CONCRETE PAVEMENT JOINTS SHALL BE FILLED WITH HOT POURED RUBBERIZED ASPHALT JOINT SEALING COMPOUND IMMEDIATELY AFTER SAWCUT OPERATION. FEDERAL SPECIFICATION SS–S164.
5. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY AND THE MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2003 EDITION.
6. ALL TOP OF CURB ELEVATIONS, AS SHOWN ON THE PLANS, ARE CALCULATED FOR A 6" CONCRETE CURB UNLESS OTHERWISE NOTED.
7. ALL SIDEWALK RAMPS, CONFORMING TO PUBLIC ACT NO. 8, 1993, SHALL BE INSTALLED AS INDICATED ON THE PLANS.
8. CONSTRUCTION OF A NEW OR RECONSTRUCTED DRIVE APPROACH CONNECTING TO AN EXISTING STATE OR COUNTY ROADWAY SHALL BE ALLOWED ONLY AFTER AN APPROVED PERMIT HAS BEEN SECURED FROM THE AGENCY HAVING JURISDICTION OVER SAID ROADWAY.
9. FOR ANY WORK WITHIN THE PUBLIC RIGHT–OF–WAY, THE CONTRACTOR SHALL PAY FOR AND SECURE ALL NECESSARY PERMITS AND LIKEWISE ARRANGE FOR ALL INSPECTION.
10. EXISTING TOPSOIL, VEGETATION AND ORGANIC MATERIALS SHALL BE STRIPPED AND REMOVED FROM PROPOSED PAVEMENT AREA PRIOR TO PLACEMENT OF BASE MATERIALS (INCLUDED IN PAVING WORK).
11. EXPANSION JOINTS SHOULD BE INSTALLED AT THE END OF ALL INTERSECTION RADII.
12. SIDEWALK RAMPS, CONFORMING TO PUBLIC ACT NO. 8, 1973, SHALL BE INSTALLED AS SHOWN AT ALL STREET INTERSECTIONS AND AT ALL BARRIER FREE PARKING AREAS AS INDICATED ON THE PLANS.
13. ALL PAVEMENT AREAS SHALL BE PROOF–ROLLED UNDER THE SUPERVISION OF A GEOTECHNICAL ENGINEER PRIOR TO THE PLACEMENT OF BASE MATERIALS AND PAVING MATERIALS.
14. FILL AREAS SHALL BE MACHINE COMPACTED IN UNIFORM LIFTS NOT EXCEEDING 9 INCHES THICK TO 95% OF THE MAXIMUM DENSITY (MODIFIED PROCTOR) PRIOR TO PLACEMENT OF PROPOSED PAVEMENT.
15. R.A.P. NOT ALLOWED IN SURFACE / TOP COURSE OF ASPHALT.

WATER MAIN NOTES

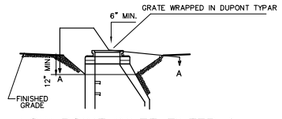
1. ALL WATER MAINS 4" AND LARGER SHALL BE DUCTILE IRON PIPE THICKNESS CLASS 52, WITH PUSH ON TYPE JOINTS PER CITY REQUIREMENTS.
2. NEW WATER MAINS SHALL BE INSTALLED WITH A MINIMUM 5.5 FEET OF COVER. EXCEPTIONS WILL BE ALLOWED WHEN NECESSARY TO CONNECT TO EXISTING MAIN OR WHEN AUTHORIZED BY THE ENGINEER.
3. KNOWN WATER SERVICES BASED ON FIELD INFORMATION OR CITY RECORDS ARE SHOWN ON THE PLANS AS FOLLOWS: "C" = COPPER, "L" = LEAD AND "W.S." = WATER SERVICE TYPE UNKNOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONNECTING ALL EXISTING SERVICES TO THE NEW MAIN AFTER IT HAS BEEN APPROVED FOR USE.
4. COAT ALL BOLTS ON MECHANICAL FITTINGS WITH TAR.
5. HYDRANT CONNECTION TO CONSIST OF 6" DUCTILE IRON PIPE, 6" GATE VALVE AND BOX, AND HYDRANT. HYDRANT SHALL BE EJIW MODEL 5BR WITH 6" MECHANICAL JOINT INLET, TWO PUMPER INLETS, ALL OPENING LEFT, 5'–6" TRENCH, PLUGGED DRAIN AND BLOCK BOLTS.
6. INSTALL GATE VALVE AS CLOSE TO HYDRANT AS PRACTICABLE.
7. GATE VALVES 4" AND LARGER MAY BE MUELLER BRAND SPECIFIED, OR APPROVED EQUIVALENT. ALL MATERIALS RELATIVE TO WATER SERVICE CONNECTIONS SHALL BE MUELLER BRAND.
8. IN ABANDONING MAINS, THE FOLLOWING SHALL BE DONE: PLUG ALL OPEN PIPE ENDS WITH MASONRY. DISCONNECT MAINS WHICH ARE TO BE ABANDONED FROM FITTINGS AT LIVE MAINS AND PLUG AND BLOCK THOSE FITTINGS. FILL MAIN TO BE ABANDONED WITH GROUT OR HYDRAULIC CEMENT.
9. WORK INDICATED BY (A) SHALL BE PERFORMED AFTER THE NEW MAINS ARE PLACED IN SERVICE.
10. THE LOCATIONS AND TYPES OF SERVICE LEADS IS BASED ON THE BEST AVAILABLE INFORMATION. THE EXACT LOCATION OF SERVICE LEADS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
11. WHERE APPLICABLE, THE APPROPRIATE SECTIONS OF EXISTING WATERMAIN SHALL BE SHUTDOWN AND DEPRESSURIZED PRIOR TO A) CUTTING AND REMOVING, B) CUTTING AND INSTALLING PROPOSED TEE CONNECTIONS, C) PERFORMING ANY AND ALL OTHER WORK AROUND/ADJACENT TO HYDRANTS AND ALL OTHER CONNECTIONS, WHILE MEETING AND/OR EXCEEDING APPLICABLE INDUSTRY SAFETY PRECAUTIONS AND MIOSHA STANDARDS.

STORM SEWER NOTES (where applicable)

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY. THE MUNICIPALITY STANDARD NOTES, DETAILS AND SPECIFICATIONS SHALL BE INCORPORATED AS PART OF THESE PLANS.
2. ALL STORM SEWER TRENCHES UNDER OR WITHIN THREE (3) FEET OF EXISTING OR PROPOSED PAVEMENT SHALL BE BACK FILLED WITH MDOT CLASS II MATERIAL (SAND) AND BE MACHINE COMPACTED TO A MINIMUM OF % OF THE MATERIAL'S MAXIMUM DENSITY. PAVEMENT SHALL INCLUDE PARKING LOTS, DRIVE APPROACHES, 95 CURB & GUTTER AND ADJACENT WALKS.
3. ALL STORM SEWER PIPE SHALL BE INSTALLED ON CLASS "B" BEDDING OR BETTER UNLESS OTHERWISE INCLUDED ON THE PLANS.
4. STORM SEWER SHALL BE OF THE TYPE, SIZE & CLASS DESIGNATION INDICATED ON THE PLANS AND LIKEWISE BE INSTALLED AT THE PROPOSED LINE & GRADE INDICATED.
5. ALL STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE CONFORMING TO ASTM SPECIFICATION C–76 CL IV.
6. ALL MAN HOLE, CATCH BASIN, INLET, REAR YARD DRAINAGE STRUCTURES AND COVERS SHALL BE AS INDICATED ON THE PLANS AND CONSTRUCTED IN ACCORDANCE WITH MUNICIPALITY STANDARDS.
7. INSTALL TRAPS ON THE FIRST CATCH BASIN (TYPICALLY A 4' DIAMETER STRUCTURE WITH 2' SUMP) THAT IS UPSTREAM OF ITS CONNECTION TO A MAINLINE STORM OR SEWER MANHOLE, TO CAPTURE FLOATABLES AND TO MINIMIZE ESCAPE OF ODOR.
8. THE CONTRACTOR SHALL NOTIFY MISS DIG (1–800–482–7171) A MINIMUM OF THREE (3) WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
9. EXACT GRADES AND INVERTS OF PROPOSED STORM SEWER ARE TO BE CHECKED WITH THE FIELD ENGINEER PRIOR AND DURING INSTALLATION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE DESIGN ENGINEER OF ANY PLAN INCONSISTENCY AND/OR UTILITY CONFLICTS.
10. ALL STORM SEWER PIPE JOINTS SHALL BE "PREMIUM JOINT" MODIFIED GROOVED TONGUE (M.G.T.) WITH SYNTHETIC RUBBER GASKETS CONFORMING TO ASTM SPECIFICATION C–443 & C–361, UNLESS OTHERWISE INDICATED ON THE PLANS.
11. FACILITY MANUFACTURED PRECAST TEE SECTIONS SHALL BE FOR ROOF DRAINS AND/OR SUMP PUMP LEADS AND LATERALS WHERE INDICATED ON THE PLANS. BLIND TOP CONNECTIONS INTO STORM SEWER WILL NOT BE PERMITTED BY BREAKING PIPE WALL.
12. THE CONTRACTOR SHALL PAY FOR AND SECURE ALL NECESSARY PERMITS AND LIKEWISE ARRANGE FOR ALL SITE INSPECTIONS.

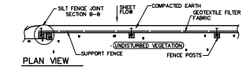


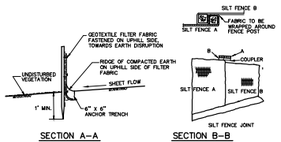
SECTION A – A



LOW POINT INLET FILTER & SEDIMENT PIT DETAIL

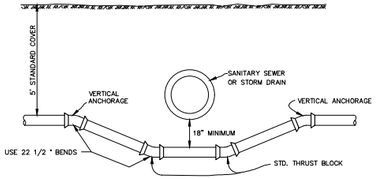
N.T.S.





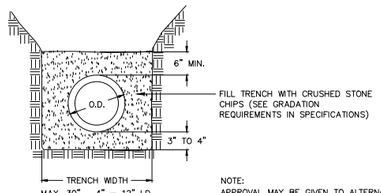
SILT FENCE DETAIL

N.T.S.



STANDARD SEWER OR STORM CROSSING

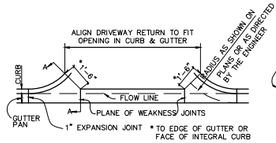
N.T.S.

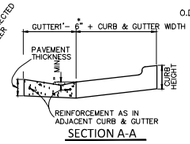


NOTE:
APPROVAL MAY BE GIVEN TO ALTERNATE MATERIALS AND METHODS TO ACHIEVE CLASS B BEDDING.

STANDARD PIPE BEDDING

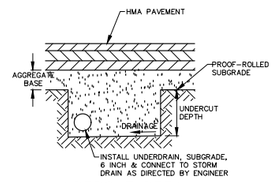
N.T.S.





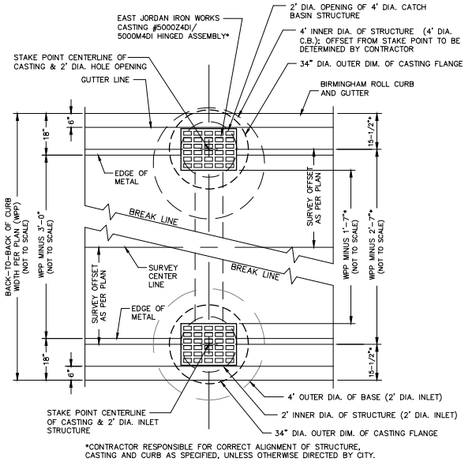
MDOT DRIVEWAY OPENING DETAIL 'M'

N.T.S.



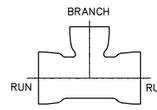
UNDERCUT DETAIL

N.T.S.



CURB, CATCH BASIN & INLET ALIGNMENT DETAIL PLAN VIEW

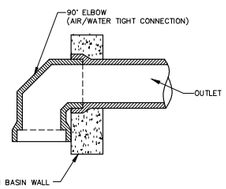
SCALE: 1" = 2'



RUN X RUN X BRANCH

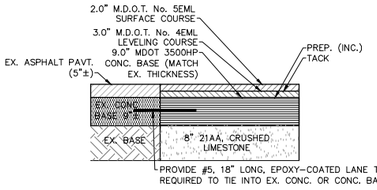
WATER MAIN TEE FITTING SIZE DESIGNATION SCHEMATIC

N.T.S.



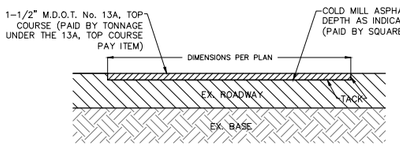
SEWER TRAP

N.T.S.



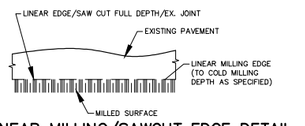
LINCOLN AVE. COMPOSITE PAVEMENT REPAIR SECTION

N.T.S.



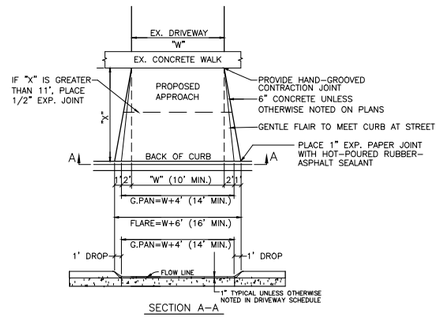
COLD MILL ASPHALT DETAIL

N.T.S.



LINEAR MILLING/SAWCUT EDGE DETAIL

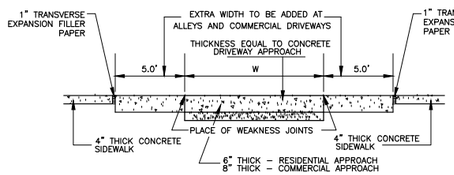
PLAN VIEW N.T.S.



SECTION A–A

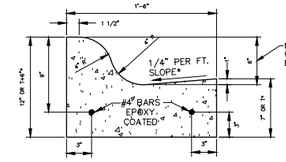
CONCRETE DRIVE APPROACH – DETAIL 'L'

N.T.S.



THICKENED CONCRETE SIDEWALK (PLAIN)

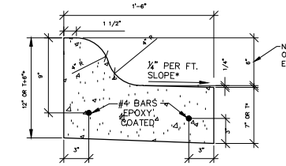
N.T.S.



NOTE: OMIT #4 LONGITUDINAL BARS WHEN CURB & GUTTER IS POURED INTEGRAL OR TIED TO A NON–REINFORCED CONCRETE PAVEMENT.

BIRMINGHAM 6" ROLL CURB CONCRETE CURB & STANDARD GUTTER DETAIL

N.T.S.

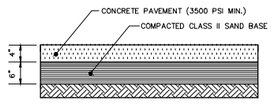


NOTE: OMIT #4 LONGITUDINAL BARS WHEN CURB & GUTTER IS POURED INTEGRAL OR TIED TO A NON–REINFORCED CONCRETE PAVEMENT.

BIRMINGHAM 6" ROLL CURB CONCRETE CURB & REVERSE GUTTER DETAIL

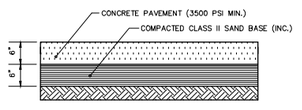
N.T.S.

*NOTE: "T" IS EQUAL TO THE THICKNESS & SLOPE IS EQUAL TO THE CROSS–SLOPE OF THE CONCRETE PAVEMENT WHEN CURB & GUTTER IS POURED INTEGRAL TO THE PAVEMENT.



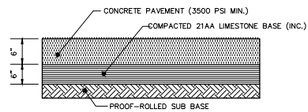
4" CONCRETE SIDEWALK SECTION

STANDARD SIDEWALK REPLACEMENTS/INSTALLATIONS N.T.S.



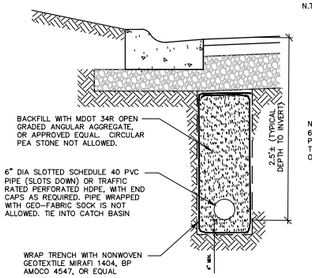
6" CONCRETE SIDEWALK SECTION

TO MATCH SPECIFIED PAVEMENT THICKNESS THROUGH DRIVE APPROACH N.T.S.



TYPICAL CONCRETE SECTION FOR RESIDENTIAL APPROACH

N.T.S.



6" PERFORATED PIPE UNDERDRAIN DETAIL

N.T.S.

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NOWAKFRAUS.COM

SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

SHEET
Notes and Details (3 of 3)

811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE:

NFE JOB NO. M516
SHEET NO. C18

EDGEWOOD ROAD PAY ITEMS

NO.	ITEM DESCRIPTION	PAY UNIT	SHEET C1	SHEET C2	SHEET C3	SHEET C4	SHEET C5 Utility Service Plan	SHEET C6 Utility Service Plan	TOTAL QUANTITY
	SEWER PAY ITEMS								
1	24" Combined Sewer, C76, CL-IV, Trench A	LF			21				21
2	21" Combined Sewer, C76, CL-IV, Trench A	LF	10	300	11				321
3	18" Combined Sewer, C76, CL-IV, Trench A	LF	102		7				114
4	15" Combined Sewer, C76, CL-IV, Trench A	LF	133		106				239
5	12" Combined Sewer, C76, CL-IV, Trench A	LF	52						52
6	10" Combined Sewer, PVC SDR 26, Trench A	LF	134						134
7	8" Combined Sewer, PVC SDR 26, Trench A	LF		28					28
8	15" Storm Sewer, C76, CL-IV, Trench A	LF		190					190
9	12" Storm Sewer, C76, CL-IV, Trench A	LF	111	120		150			381
10	10" Storm Sewer, PVC SDR 26, Trench A	LF	10						10
11	Sewer Service, 8" PVC SDR 26	LF					31		31
12	Sewer Service, 6" PVC SDR 23.5	LF					557	78	635
13	New 5'-0" Diameter Combined Manhole w/ Drop Connection (Construct Online)	EA			1				1
14	New 5'-0" Diameter Combined Manhole	EA	1	2	1				4
15	New 4'-0" Diameter Combined Manhole	EA	2	2					4
16	New 5'-0" Diameter Storm Catch Basin w/ 2' Sump & Trap	EA		1					1
17	New 4'-0" Diameter Storm Catch Basin w/ 2' Sump & Trap	EA	3			2			5
18	New 4'-0" Diameter Storm Catch Basin w/ 2' Sump	EA	1	3		2			6
19	New 2'-0" Diameter Storm Inlet	EA	2	2		1			5
20	6" Perforated Pipe Underdrain (No sock)	LF	784	970	842	410			3,022
21	Sewer Investigation, Laterals	EA					4	2	6
22	Sewer Service Tap, 8"	EA					2		2
23	Sewer Service Tap, 6"	EA					18	3	21
24	Sewer Tap, 24"	EA			1				1
25	Sewer Tap, 21"	EA			1				1
26	Sewer Tap, 15"	EA			1				1
27	Sewer Tap, 12"	EA				2			2
28	Sewer Tap, 10"	EA	1						1
29	Sewer Tap, 6", Underdrain	EA			2				2
30	Reconstruct Manhole (If and where needed)	VF							20
31	Remove & Replace Structure Cover (as directed by City)	LB							1,680
32	Remove Ex. Sewer Manhole	EA	2	1	1				4
33	Remove Ex. Drainage Structure	EA	2			4			6
34	Remove Ex. 18" Combined Sewer	LF	130	300	38				568
35	Remove Ex. 15" Combined Sewer	LF			108				108
36	Remove Ex. 12" Combined Sewer	LF	170						170
37	Remove Ex. 10" Combined Sewer	LF	133						133
38	Remove Ex. 6" Combined Sewer	LF		29					29
39	Remove Ex. 12" Storm Sewer	LF				69			69
40	Remove Ex. 10" Storm Sewer	LF	34						34
41	Bulkhead Pipe, Larger than 6"	EA							3
42	CCTV Sewer Acceptance Inspection	LS							1
	SUBTOTAL SEWER PAY ITEMS								
	WATER MAIN PAY ITEMS								
43	8" Gate Valve & Well	EA			1				1
44	8" D.I., CL 52 Water Main w/ Polywrap, Trench A	LF			181	97			278
45	8" Water Main Connection to Ex. 8" Water Main	EA			1	1			2
46	New Water Service, 1", Trench A, Copper	LF					164	20	184
47	Water Service Connection, 1"	EA					8	1	9
48	Install Curb Stop & Box, 1"	EA					8	1	9
49	Hydro-Stop, Insta-Valve 250, 8"	EA							1
50	Hydro-Stop, Line-Stop, 8"	EA							2
	SUBTOTAL WATER MAIN PAY ITEMS								
	PAVING PAY ITEMS								
51	**<See Alternate #1 and Alternate #2 Below>**								
52	Subgrade Undercutting, 21AA Limestone	CY	215	395	268	106			980
53	Subgrade Undercutting, 1"x3" Limestone	CY	215	265	265	105			850
54	Subgrade Geogrid Fabric, Tensar Triax TX130S	SY	590	815	815	220			2,440
55	Remove and Salvage Brick Pavers	SF		230	70				300
56	Removing Concrete Drive Approach	SY	87	57	74	31			249
57	Removing Concrete Sidewalk & Ramp (sawcutting included)	SY	93	123	26	60			302
58	Removing Pavement Full Depth (Curb & Gutter included)	SY	1415	1615	1600	790			5,420
59	Aggregate Base, MDOT 21AA Limestone, 8"	SY	1276	1596	1685	635			5,192
60	Replace Lincoln Avenue Composite Pavement (Per Detail)	LS	1						1
61	**<See Alternate #1 and Alternate #2 Below>**								
62	**<See Alternate #1 and Alternate #2 Below>**								
63	**<See Alternate #1 and Alternate #2 Below>**								
64	**<See Alternate #1 and Alternate #2 Below>**								
65	**<See Alternate #1 and Alternate #2 Below>**								
66	**<See Alternate #1 and Alternate #2 Below>**								
67	Concrete Drive Approach, 8", incl. Integral 8" curb	SY	21						21
68	Concrete Drive Approach, 6"	SY	82	94	86	30			292
69	Concrete Sidewalk, 6" (includes Ramps)	SF	445	90	145	270			910
70	Concrete Sidewalk, 4"	SF	428	825	90	475			1,823
71	Handicap Ramp Truncated Domes	SF	10		20	80			110
72	Adjust Structure Cover	EA	1	3	4	3			11
73	Maintenance Aggregate for Entire Project	LS							1
	SUBTOTAL PAVING PAY ITEMS								
	GENERAL PAY ITEMS								
74	Mobilization (Max. 6% of Bid)	LS							1
75	Pavement Marking, Polyurea, 24 inch Stop Bar, White	LF			52	52			104
76	Pavement Marking, Polyurea, 24 inch Crosshatching, White	LF			174	168			342
77	Recessing Pavt Mrkg, Transv	SF			453	440			893
78	Remove Pavt Mrkg, Transv (Cabana intersection)	SF			80				80
79	Water and Sewer Allowance	LS							1
80	Salvage Existing Signs	LS							1
81	New Signs	SF							20
82	Sign Post, U-Channel	LF							48
83	Tree Protection, 3" Dia. Or Greater	EA	11	6	12	8			37
84	Restoration - St. James Park	LS							1
85	Mulch, 3"	SY							102
86	Topsoil, 3"	SY							1,500
87	Sod, Class A	SY							1,500
88	Inlet Filter	EA							22
89	Inlet Sediment Pit	EA							22
90	**<See Alternate #1 and Alternate #2 Below>**								
91	**<See Alternate #1 and Alternate #2 Below>**								
	SUBTOTAL GENERAL PAY ITEMS								
	PAVING ALTERNATE #1 - "CONCRETE PAVEMENT"								
	ALTERNATE #1 - PAVING PAY ITEMS								
51	Earth Excavation	CY	380	460	460	180			1,440
61	Concrete Pavement, Non-reinforced, 7", incl. Integral 6" curb	SY	1210	1515	1505	345			4,575
62	Bituminous Mixture No. 5EML (2.0" Wearing Course)	TON	3			47			50
63	Bituminous Mixture No. 4EML (2.0" Leveling Course)	TON	3			47			50
64	Concrete Curb & Gutter (18" Wide "Birmingham Roll")	LF	20			195			215
65	MDOT "M" Approach Gutter Detail, 18" Wd. Curb & Gutter	LF							0
66	MDOT "M" Approach Gutter Detail (Formed in Conc. Pavt. w/ Int. curb)	LF			65				65
	ALTERNATE #1 - GENERAL PAY ITEMS								
90	Traffic Maintenance & Control	LS							1
91	Inspector Crew Days	DAYS							
	SUBTOTAL ALTERNATE #1 PAVING & GENERAL PAY ITEMS								
	PAVING ALTERNATE #2 - "ASPHALT PAVEMENT"								
	ALTERNATE #2- PAVING PAY ITEMS								
51	Earth Excavation	CY	250	315	320	160			1,045
61	Concrete Pavement, Non-reinforced, 7", incl. Integral 6" curb	SY			310				310
62	Bituminous Mixture No. 5EML (2.0" Wearing Course)	TON	132	160	130	80			503
63	Bituminous Mixture No. 4EML (2.0" Leveling Course)	TON	132	160	130	80			503
64	Concrete Curb & Gutter (18" Wide "Birmingham Roll")	LF	832	1000	760	410			3,002
65	MDOT "M" Approach Detail, 18" Wd. Curb & Gutter	LF			55				55
66	MDOT "M" Approach Detail (Formed in Conc. Pavt. w/ Int. curb)	LF							0
	ALTERNATE #2 - GENERAL PAY ITEMS								
90	Traffic Maintenance & Control	LS							1
91	Inspector Crew Days	DAYS							
	SUBTOTAL ALTERNATE #2 PAVING & GENERAL PAY ITEMS								

GRANT STREET WATER MAIN REPLACEMENT PAY ITEMS

NO.	ITEM DESCRIPTION	PAY UNIT	11 of 14	TOTAL QUANTITY
	PAY ITEMS			
92	Erosion Control, Inlet Protection Fabric Drop	EA	6	6
93	Curb and Gutter, Remove	LF	6	6
94	Cold Milling HMA 1.5"	SY	1571	1,571
95	HMA Surface Removal	SY	348	348
96	Subgrade Undercut & Backfill	CY	35	35
97	Agg Base, 21AA LS, 8 inch	SY	348	348
98	Curb and Gutter, Concrete	LF	6	6
99	HMA 4EML	TON	58	58
100	HMA 5EML	TON	200	200
101	Water Main, 8 inch DI CL 54 w/ Polywrap, Tr A	LF	428	428
102	Gate Valve & Well, 8 inch	EA	2	2
103	Water Main Connection, 8 inch to ex. 8 inch	EA	4	4
104	Temp Hydro-Stop, 8 inch	EA	2	2
105	Water Main, Abandon	LF	414	414
106	Turf Establishment	SY	10	10

8A

NF ENGINEERS

CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NOWAKFRAUS.COM

SEAL

PROJECT
Edgewood Road Paving Project
Contract# 6-24(S)

CLIENT
BIRMINGHAM
A WALKABLE CITY
Engineering Department
151 Martin Street
Birmingham, MI 48012

PROJECT LOCATION
Part of the Southeast ¼ of Section 36, Town 2 North , Range 10 East, City of Birmingham, Oakland County, Michigan

SHEET
Quantities

811
Know what's **below**
Call before you dig.

DATE	ISSUED/REVISED
12-01-23	BIDS
12-13-23	ADDENDUM 1

DRAWN BY: G. Viju
DESIGNED BY: G. Viju
APPROVED BY: B. Buchholz
DATE: December 08, 2021
SCALE:

NFE JOB NO. M516
SHEET NO. Q1

EGLE
MICHIGAN DEPARTMENT OF ENVIRONMENT, GREAT LAKES, AND ENERGY
ACT-261424 | October 26,2023
Permit Number | Issued Date
Examined and Approved for Compliance with Act 399, P.A. 1976
Abuzoha Islam 2023.10.27 08:47:18 -04'00'

CITY OF BIRMINGHAM
ENGINEERING DEPARTMENT
2023 ASPHALT REHABILITATION PROJECT
GRANT ST WATER MAIN REPLACEMENT
CITY CONTRACT No. 7-23 (P)

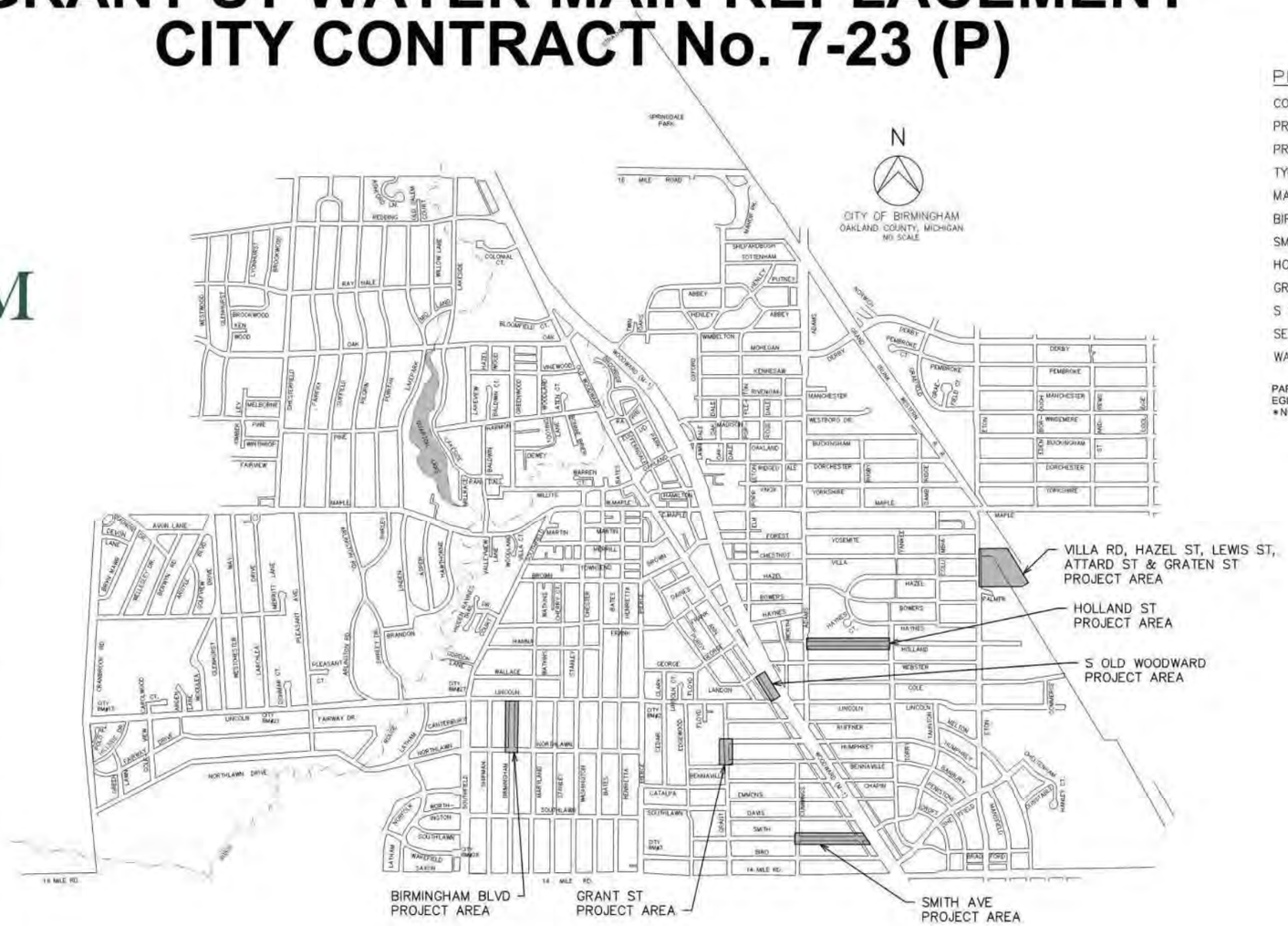
BIRMINGHAM
A WALKABLE CITY

STANDARD PLANS		
CONSTRUCTION OF THE FOLLOWING ITEMS, WHERE CALLED FOR ON THE PLANS, WILL BE CONSTRUCTED ACCORDING TO MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD PLANS AS INDICATED:		
REQUIRED ON THIS PROJECT	ITEMS OF WORK	STANDARD PLAN NUMBERS
X	DRAINAGE STRUCTURES	R-1-G
X	COVER C	R-8-D
X	COVER G	R-12-E
X	CURB RAMP AND DETECTABLE WARNING DETAILS	R-28-J *
X	DRIVEWAY OPENINGS & APPROACHES AND CONCRETE SIDEWALKS	R-29-I
X	CONCRETE CURB AND CONCRETE CURB AND GUTTER	R-30-G
X	UTILITY TRENCHES	R-83-C
X	SOIL EROSION & SEDIMENTATION CONTROL MEASURES	R-96-E
X	SEEDING AND TREE PLANTING	R-100-H
X	GRADING CROSS-SECTIONS	R-105-D

* SEE MDOT SPECIAL DETAIL

TRAFFIC AND SAFETY STANDARD PLANS		
CONSTRUCTION OF THE FOLLOWING ITEMS, WHERE CALLED FOR ON THE PLANS, WILL BE CONSTRUCTED ACCORDING TO MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD PLANS AS INDICATED.		
REQUIRED ON THIS PROJECT	ITEMS OF WORK	STANDARD PLAN NUMBERS
X	GROUND DRIVEN SIGN SUPPORTS FOR TEMP. SIGNS	WZD-100-A *
X	TEMPORARY TRAFFIC CONTROL DEVICES	WZD-125-E *

* SEE MDOT SPECIAL DETAIL



PLAN SHEET INDEX — SHEET No.

COVER	1
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PROJECT DETAILS	*
TYPICAL SECTIONS	*
MAINTENANCE OF TRAFFIC	*
BIRMINGHAM BLVD	*
SMITH AVE	*
HOLLAND ST	*
GRANT ST	11
S OLD WOODWARD	*
SEWER STANDARD DETAILS	*
WATER MAIN STANDARD DETAILS	14

PARTIAL PLAN SET DATED 9/18/2023 PREPARED FOR:
EGLE PERMIT APPLICATION FOR WATER SUPPLY SYSTEMS
* NOT INCLUDED IN THIS PLAN SET

NOTICE:
ALL EXISTING UTILITIES SHOWN ON THIS TOPOGRAPHIC SURVEY HAVE BEEN TAKEN FROM VISUAL OBSERVATION AND RECORD MAPPING WHERE AVAILABLE. NO GUARANTEE IS MADE, OR SHOULD BE ASSUMED, AS TO THE COMPLETENESS OR ACCURACY OF THE UTILITIES SHOWN ON THIS DRAWING. PARTIES UTILIZING THIS INFORMATION SHALL FIELD VERIFY THE ACCURACY AND COMPLETENESS PRIOR TO CONSTRUCTION.

Know what's below. Call before you dig. 1-800-482-7171 or 811
CALL811.COM (TOLL FREE)
CALL MISS DIG 72 HOURS (3 WORKING DAYS) BEFORE YOU DIG

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE P.O. BOX 824
BLOOMFIELD HILLS, MICH. 48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 338-2592
WEB SITE: http://www.hrc-engr.com

STATE OF MICHIGAN
JAMES J. SURHIGH
ENGINEER
NO. 42688
REGISTERED PROFESSIONAL ENGINEER

DATE	
9/18/2023	REVISED PER EGLE REVIEW
5/15/2023	ISSUED FOR BID PLANS
5/2/2023	PRELIMINARY PLANS TO CITY

CITY OF BIRMINGHAM : 2023 ASPHALT REHABILITATION PROGRAM – HRC JOB No. 20221161

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5/15/2023 2:27 PM

GENERAL PROVISIONS

THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE M.D.O.T. 2020 STANDARD SPECIFICATIONS FOR CONSTRUCTION EXCEPT AS NOTED HEREIN AND IN THE PROPOSAL BOOK.

THE CONTRACTOR SHALL BE REQUIRED TO NOTIFY THE LOCAL FIRE AND POLICE DEPARTMENTS 24 HOURS IN ADVANCE OF PROPOSED ROAD CLOSURES.

THE CONTRACTOR AND/OR HIS SUBCONTRACTOR SHALL NOTIFY "MISS DIG", (1-800-482-7171 OR 811) AND THE CITY OF BIRMINGHAM WATER, SEWER, FIRE AND POLICE DEPARTMENTS 3 WORKING DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

CONTRACTOR TO PROTECT EXISTING ABOVE GROUND AND BELOW GROUND FACILITIES INCLUDING: UTILITIES, POLES, TREES, SHRUBS AND OTHER VEGETATION UNLESS NOTED FOR REMOVAL ON THE PLANS: AND SHALL REPAIR OR REPLACE DAMAGED FACILITIES AT NO COST TO THE OWNER. TREES SHALL BE NEATLY TRIMMED. IT IS THE REPONSIBILITY OF THE CONTRACTOR TO PROTECT AND MAINTAIN EXISTING SERVICES TO EXISTING HOMES, INCLUDING SANITARY, WATER, GAS, CABLE AND OTHER UTILITIES.

CONTRACTOR SHALL PROTECT ALL OTHER SITE FEATURES SUCH AS PLANTERS, MAILBOXES, FENCES, LANDSCAPING, WALLS, WALKS, PORCHES, ETC. AND RESTORE TO ORIGINAL CONDITION IF DAMAGED EXCEPT AS NOTED. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS WORK.

ALL CONSTRUCTION STAGING AREAS SHALL BE APPROVED BY THE PROJECT ENGINEER, CITY OF BIRMINGHAM, AND LANDOWNER(S) PRIOR TO START OF CONSTRUCTION. ANY AREAS BEYOND CONSTRUCTION RIGHT-OF-WAY SECURED BY THE CONTRACTOR FOR USE AS CONSTRUCTION STAGING SHALL BE AT HIS OWN EXPENSE. THE RESTORATION OF ALL STAGING AREAS SHALL BE COMPLETED PRIOR TO FINAL ACCEPTANCE OF THE WORK OF THIS PROJECT. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS WORK.

HMA BOND COAT WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF HMA CONSTRUCTED FOR THE PROJECT.

UNDER CONSTRUCTION

WHEN EXCAVATING FOR CONSTRUCTION, THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES.

FINAL ADJUSTMENTS OF ALL STRUCTURES BOTH NEW AND EXISTING SHALL BE MADE PRIOR TO PLACING THE FINAL SURFACE COURSE OF HMA.

DRAINAGE STRUCTURE LOCATIONS ARE REFERENCED TO CONSTRUCTION CENTERLINE. VERIFY LAYOUT OF CURB INLETS FROM PAVEMENT ALIGNMENT PRIOR TO CONSTRUCTION.

ALL SEWER TRENCHES SHALL BE BACKFILLED OR OTHERWISE PROTECTED OVERNIGHT AS DIRECTED BY THE ENGINEER. PAYMENT IS INCLUDED IN THE PAY ITEM FOR UTILITY CONSTRUCTION.

SIDEWALK IS SUSCEPTINLE TO CRACKING. THERFORE, ONCE IT HAS BEEN POURED, OR IF IT IS EXISTING SIDEWALK, THE CONDTRACTOR SHALL NOT PUT ANY EQUIPMENT OF ANY KIND ON IT, FOR ANY REASON, EVEN FOR TURF ESTABLISHMENT OR RESTORATION WORK OUTSIDE THE SIDEWALK. THE CONTRACTOR SHALL PLAN AND STAGE NECESSARY WORK OUTSIDE THE SIDEWALK TO PREVENT THE PLACEMENT OF ANY EQUIPMENT ON THE SIDEWALK. EXISTING OR NEW. CRACKED, CHIPPED, SPALLED, OR DAMAGED SIDEWALK, NEW OR EXISTING, SHALL NOT BE ACCEPTED AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

RESTORE AND STABILIZE ALL SLOPES IN ACCORDANCE WITH THE PLANS AND AS DESCRIBED IN THE SPECIAL PROVISION FOR TURF ESTABLISHMENT.

ALL AREAS DISTURBED BY THE CONTRACTOR AND/OR HIS SUBCONTRACTOR BEYOND THE SLOPE STAKE LINE (SSL) LIMITS OF THE PROJECT SHALL BE RESTORED IN ACCORDANCE WITH SPECIAL PROFVISION FOR TURF ESTABLISHMENT. NO ADDITIONAL PAYMENT OR COMPENSATION WILL BE MADE FOR THIS ACTIVITY.

ALL FINAL GRADES SHALL SLOPE TO DRAIN TOWARD CATCH BASINS, DITCHES, SWALES, CURBS, AND DRAINAGEWAYS UNLESS OTHERWISE NOTED.

THE CONTRACTOR SHALL NOT PERFORM ANY SIDE WORK CONTRACTED PRIVATELY WITHIN THE CONSTRUCTION AREA.

OFFSET SHOWN IN PLAN/PROFILE IS TO EDGE OF METAL WHEN STRUCTURE IS LOCAT4ED IN ROADWAY CURB AND GUTTER. RIM GRADES IN ROADWAY ARE GIVEN AS EDGE OF PAVEMENT. OFFSET IS TO CENTER OF CASTING WHEN STRUCTURE IS LOCATED IN GREENBELT.

SUMP DEPTH IS FROM LOWEST PROPOSED INVERT. CATCH BASIN (CB) MEANS 2 FT SUMP INCLUDED IN DRAINAGE STRUCTURE PAY ITEM. INLETS (INL) AND MANHOLES (MH) DO NOT HAVE A SUMP UNLESS SPECIFICALLY CALLED OUT ON PLANS.

THE SOIL BORING LOGS DEPICT POINT LOCATIONS AND DO NOT INFER THAT THE SURFACE CONDITIONS ARE THE SAME IN OTHER AREAS. BORINGS AND PAVEMENT CORE LOCATIONS ARE SHOWN ON THE PLANS. SOIL BORINGS AND THE GEOTECHNICAL INVESTIGATION IS BY: G2 CONSULTING GROUP, TROY MI.

PLAN DIMENSIONS AND MEASUREMENTS ARE BASED ON FIELD TOPOGRAPHIC SURVEY BY: HUBBELL, ROTH & CLARK, INC. PROPERTY OWNER'S NAMES, WHERE SHOWN, ARE FOR INFORMATION ONLY, AND THEIR ACCURACY IS NOT GUARANTEED.

UTILITIES

THE EXISTING UTILITIES LISTED BELOW AND SHOWN ON THESE PLANS REPRESENT THE BEST INFORMATION AVAILABLE AS OBTAINED FROM SURVEYS AND FROM UTILITY RECORD MAPS. THIS INFORMATION DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO NOTIFY THE PROPER UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR IS RESPONSIBLE TO VERIFY ALL EXISTING UTILITIES AND THEIR LOCATIONS AS PART OF THE CONSTRUCTION OF THIS PROJECT. ANY OMISSION OR VARIATION FROM THE LOCATIONS SHOWN. PURSUANT TO ACT 174 OF THE PA OF 2013 AS A CONDITION OF THIS CONTRACT NOTICE SHALL BE GIVEN TO MISS DIG PRIOR TO UNDERGROUND WORK TO BE PERFORMED.

THE FOLLOWING UTILITY COMPANIES HAVE FACILITIES WITHIN THE PROJECT LIMITS:

NAME & ADDRESS OF UTILITIES	TYPE OF UTILITY
AT&T ATTN: MATT SLIWA 54 N. MILL STREET BOX 32 PONTIAC, MI 48342 O: (313) 263-9939 C: (248) 877-0762 E: MS6913@ATT.COM	TELECOMM. FIBER OPTIC
CITY OF BIRMINGHAM ATTN: MELISSA COATTA 151 MARTIN ST BIRMINGHAM, MI 48009 O: (248)530-1850	WTR. MAIN, STM. SWR. & SAN. SWR.
CONSUMERS ENERGY LIVONIA SERVICE CENTER ATTN: CHERI PAYNE 11801 FARMINGTON ROAD LIVONIA, MI 48150 O: (248) 769-5704 C: (248) 497-5771 E: CHERI.PAYNE@CMSENERGY.COM	GAS
DTE ATTN: CARL FORD 8001 HAGGERTY ROAD BELLEVILLE, MI 48111 O: (248) 427-2937	ELECTRIC

THE CONTRACTOR SHALL, BEFORE EACH DAYS WORK, OR WHEN MOVING TO A NEW AREA OF WORK, DETERMINE AND EVALUATE THE LOCATION OF ALL UNDERGROUND FACILITIES IN THE AREA. IF LOCATION STAKES HAVE BEEN MOVED OR DO NOT APPEAR CORRECT, THE CONTRACTOR SHALL NOT EXCAVATE UNTIL ALL UTILITIES HAVE HAD AN OPPORTUNITY TO CHECK OR RESTAKE THEIR LOCATIONS. ANY DELAYS INCURRED DUE TO CHECKING OR RESTAKING OF UTILITIES SHALL NOT BE A BASIS FOR ADDITIONAL COMPENSATION.

ALL GAS FACILITIES SHALL BE PROTECTED AND SUPPORTED PER DISTRIBUTION STANDARDS AND REQUIREMENTS.

THE CONTRACTOR SHALL BE REQUIRED TO OBTAIN ALL NECESSARY PERMITS PRIOR TO WORK ON THE FOLLOWING UTILITIES:

ROAD COMMISSION FOR OAKLAND COUNTY
CONSTRUCTION SIGNING

PRIOR TO WORK ON FACILITIES BELONGING TO THE ABOVE AGENCIES, A MINIMUM OF 72 HOURS NOTICE MUST BE GIVEN IN ORDER TO INSURE PROPER INSPECTION BY THE RESPECTIVE AGENCIES.

THE CONTRACTOR SHALL LOCATE ALL ACTIVE UNDERGROUND UTILITIES PRIOR TO STARTING WORK, AND SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO INSURE THAT THOSE UTILITIES NOT REQUIRING RELOCATION WILL NOT BE DISTURBED.

FOR PROTECTION OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL DIAL (800) 482-7171, OR 811 A MINIMUM OF 3 FULL WORKING DAYS, EXCLUDING SATURDAY, SUNDAY AND HOLIDAYS, PRIOR TO EXCAVATING IN THE VICINITY OF UTILITY LINES. ALL "MISS DIG" PARTICIPATING 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.

EARTHWORK AND GRADING

ALL STRIPPED TOPSOIL SHALL BE THE PROPERTY OF THE CONTRACTOR. ONSITE STORAGE WILL NOT BE PERMITTED WITHOUT APPROVAL BY THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL REMOVAL, HAULING AND STORAGE OR DISPOSAL OFFSITE.

THROUGHOUT THE PROJECT, NO UNDERCUTS WILL BE LEFT OVERNIGHT NEXT TO THE EDGE OF THE TRAVELED ROADWAY.

ALL SLOPES SHALL BE FINISHED AS CLASS 'A' SLOPES.

SAWING FOR PAVEMENT REMOVAL AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, TO THE DEPTH REQUIRED FOR CLEAN REMOVAL OF PAVEMENTS OR CURBS, SHALL BE INCLUDED IN THE ITEM OF "Pavt, Rem" OR "HMA Surface, Rem", OR "Curb and Gutter, Rem". SAWING DEPTH SHALL BE ADEQUATE TO PREVENT SPALLING, CHIPPING, OR DAMAGE TO EXISTING PAVEMENT EDGES LEFT IN PLACE.

SOIL EROSION AND SEDIMENTATION CONTROL: IN ADDITION TO THE GENERAL SOIL EROSION AND SEDIMENTATION CONTROL REQUIREMENTS IN THE PROPOSAL THE FOLLOWING MEASURES SHALL BE INCORPORATED INTO THIS PROJECT:

1. THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO MINIMIZE THE AREAS LEFT BARREN DURING CONSTRUCTION AND TO DISTURB ONLY THOSE AREAS ABSOLUTELY REQUIRED FOR THE CONSTRUCTION OF THE PROJECT.
2. EROSION CONTROL ITEMS (CB INSERTS, SILT FENCE, ETC.) AS CALLED OUT ON PLAN AND/OR AS DIRECTED BY THE ENGINEER SHALL BE INSTALLED AND MAINTAINED ACCORDING TO THE SPECIFICATIONS; AND SHALL BE REMOVED WHEN THEY ARE NO LONGER EFFECTIVE AS DETERMINED BY THE ENGINEER. NO SEPARATE PAYMENT SHALL BE ALLOWED FOR EITHER MAINTENANCE OR REMOVAL OF THE EROSION CONTROL ITEMS.
3. THE CONTRACTOR SHALL REMOVE SEDIMENT COLLECTED IN CULVERTS, SEDIMENT TRAPS, & SUMPS OF ALL DRAINAGE STRUCTURES. THE ENGINEER WILL INSPECT SUMPS AND CULVERTS AFTER STORMS AND DIRECT THE CONTRACTOR TO CLEANOUT SUMPS AND CULVERTS TO PROVIDE FOR. SEDIMENT COLLECTIONS CLEARING SUMPS AND CULVERTS FOR SEDIMENTATION CONTROL SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE S.E.S.C. PAY ITEM.
4. THE CONTRACTOR SHALL FOLLOW LOCAL RULES AND REGULATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL FOR ALL MATERIALS THAT ARE DISPOSED OF OFF THE PROJECT SITE.

TRAFFIC SHALL BE MAINTAINED AS SHOWN ON THE PLANS AND AS DETAILED IN THE MOT SPECIFICATION. ALL WORK THAT HAS NOT BEEN ACCOUNTED FOR IN A PARTICULAR BID ITEM SHALL BE INCLUDED IN LUMP SUM AMOUNT BID FOR Minor Traf Devices.

ALL EXCAVATED AREAS SHALL BE DELINEATED BY PLASTIC DRUMS AT THE CLOSE OF EACH DAY ALONG THE ENTIRE LENGTH OF ANY EXCAVATION. PLASTIC DRUMS TO BE PLACED OVER ALL EXPOSED CASTINGS IN ROADWAY AT CLOSE OF EACH DAY. TYPE II'S ON THE PROJECT TO BE PLASTIC DRUMS, HIGH INTENSITY FURNISHED AND MAINTAINED BY THE CONTRACTOR.

CONTRACTOR SHALL MAINTAIN SAFE, DUST FREE CONDITIONS ON EXISTING STREETS WHICH SHALL REQUIRE DAILY REMOVAL OF EARTH TRACKED OR SPILLED ON ROAD SURFACE, AND OTHER DUST CONTROL MEASURES AS REQUIRED BY THE PROJECT ENGINEER. EXCESSIVE DUST WILL NOT BE TOLERATED AT ANY TIME DURING CONSTRUCTION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN OTHER ITEMS OF WORK.

MISCELLANEOUS

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE PROPERTY BEYOND THE SLOPE STAKE LINE, INCLUDING EXISTING FENCING, LAWN, TREES AND SHRUBBING.

THE CONTRACTOR MUST REPAIR OR REPLACE ANY SPRINKLER HEADS, LINES, ETC. THAT MAY BE DAMAGED DURING THE COURSE OF CONSTRUCTION. PAYMENT FOR SPRINKLER REPAIR WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

WHEN THE FOLLOWING ITEMS OF WORK ARE SPECIFIED ON THE PLANS OR REQUIRED BY THE ENGINEER IN THE CONSTRUCTION OF THE PROJECT. THE ITEM WILL NOT BE PAID FOR SEPARATELY, UNLESS A PAY ITEM FOR THESE ITEMS IS PROVIDED.

- RELOCATING ORNAMENTAL ROCKS AND BOULDERS TO THE RIGHT-OF-WAY LINE
- HMA BOND COAT
- ROCK EXCAVATION
- SWEEPING PAVEMENT
- DUST PALLIATIVE
- SAWING, FOR PAVEMENT AND CURB REMOVAL
- CONCRETE ADMIXTURES
- REMOVING EDGEDRAIN, UNDERDRAIN, FRENCHDRAINS, OR DRAIN TILE
- PROJECT CLEANUP

THE FOLLOWING ITEMS OF WORK SHALL BE DONE AS THEY APPLY THROUGHOUT THE PROJECT OR AS DIRECTED BY THE ENGINEER. THESE ITEMS ARE NOT DETAILED OR INCLUDED ON THE PLAN AND PROFILE SHEETS:

MISCELLANEOUS AS DIRECTED QUANTITIES		
PAY ITEM	QTY	UNIT
Mobilization, Max 25,000	1	LS
Color Audio Visual Survey	1	LS
Maintenance Aggregate	125	ton
Subgrade Undercut & Backfill	200	CY
Pavt Joint and Crack Repair, Detail 7	400	Ft
HMA Hand Patching	360	ton

BIRMINGHAM
A WALKABLE CITY

HRC

HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
555 HULET DRIVE, BLOOMFIELD HILLS, MICH.
P.O. BOX 824, 48303 - 0824
PHONE: (248) 454-6300
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
9/18/2023	REVISED PER EGLE REVIEW
5/15/2023	ISSUED FOR BID PLANS
5/2/2023	PRELIMINARY PLANS TO CITY

DESIGNED	WJW
DRAWN	DJM
CHECKED	JJS
APPROVED	MCM

CITY OF BIRMINGHAM

2023 ASPHALT REHABILITATION PROJECT CITY CONTRACT #7-23(P)

PROJECT NOTES

HRC JOB NO. 20221161	SCALE NO SCALE
DATE May 2023	SHEET NO. 2 OF 14

8A

ORIGINAL PLOT SIZE: ANSI FULL BLEED D (34.00 X 22.00 INCHES)

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Mattise, Dustin

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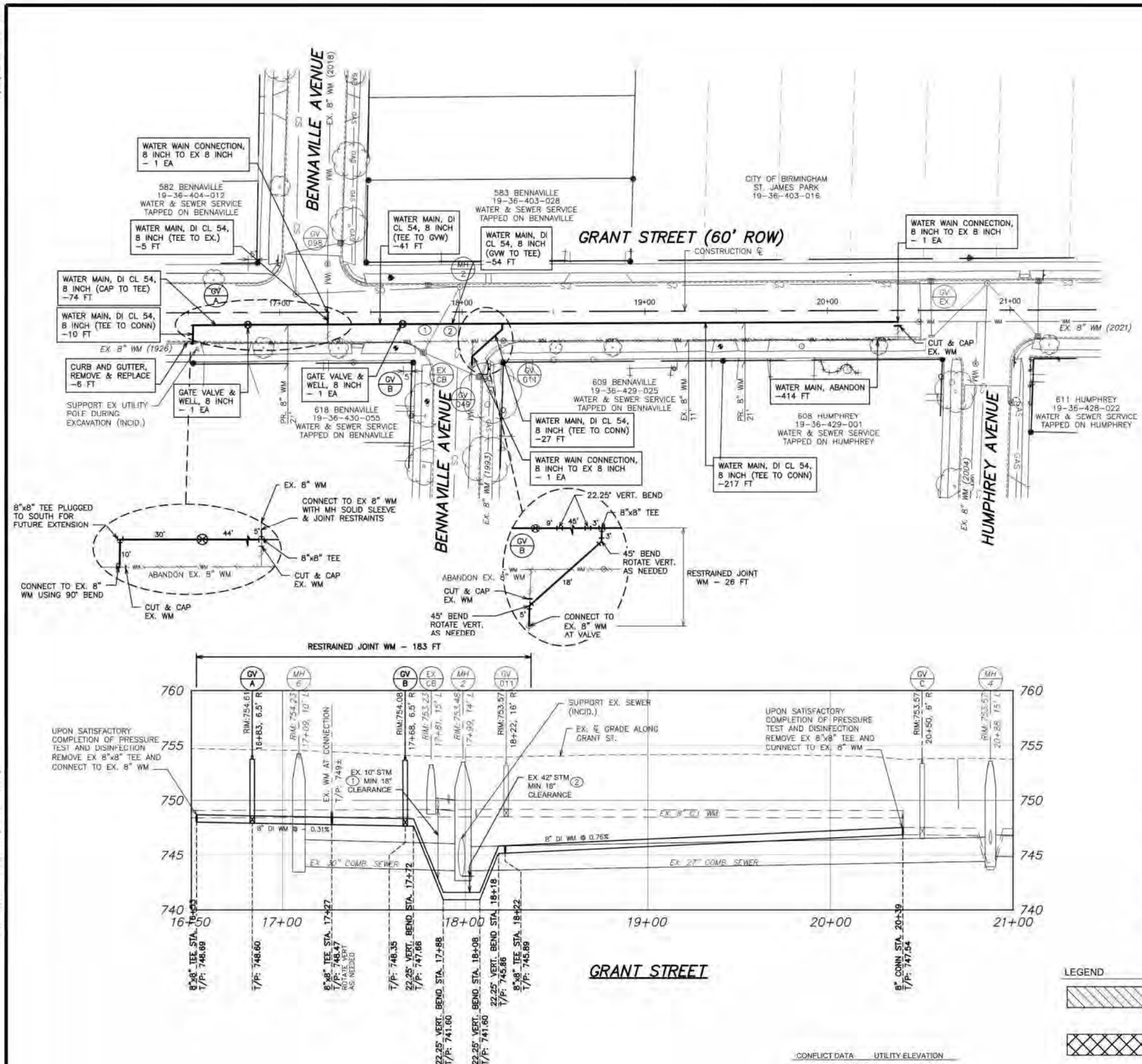

NOTE: EGLE PERMIT REQUIRED PRIOR TO STARTING WATER MAIN WORK

N

0 15 30 60

1" = 30'-0"

CONSTRUCTION QUANTITIES - THIS SHEET		
PAY ITEM	QTY	UNIT
Erosion Control, Inlet Protection Fabric Drop	8	EA
Curb and Gutter, Remove	6	FT
Cold Milling HMA 1½"	1,571	SY
HMA Surface Removal	345	SY
Subgrade Undercut & Backfill	35	CY
Agg base, 21AA LS, 8 inch	345	SY
Curb and Gutter, Concrete	6	FT
HMA 4EML	68	TON
HMA 5EML	200	TON
Water Main, 8 inch DI CL 54 w/Polywrap, Tr A	428	FT
Gate Valve & Well, 8 inch	2	EA
Water Main Connection, 8 inch to ex 8 inch	4	EA
Temp Hydra-Stop, 8 inch	2	EA
Water Main, Abandon	414	FT
Turf Establishment	10	SY

PROPOSED WATER MAIN STRUCTURE SCHEDULE			
	CENTER OF STRUCTURE		
	STATION	OFFSET	DESCRIPTION
GV A	18+83	6.5' R	GATE VALVE & WELL, 8 INCH
GV B	17+68	6.5' R	GATE VALVE & WELL, 8 INCH

WATER MAIN NOTES:

1. ALL WATER MAIN SHALL BE INSTALLED WITH A MINIMUM COVER OF 5 FEET USING OPEN-CUT METHODS.
2. CONTRACTOR SHALL SUFFICIENTLY SUPPORT ALL EXCAVATIONS SO AS NOT TO UNDERMINE EXISTING ROAD CURB AND PAVEMENT BEYOND PROJECT LIMITS. ANY PAVEMENT DAMAGED BEYOND PROJECT LIMITS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN KIND AT NO ADDITIONAL COST TO THE CONTRACT.
3. ANY EXISTING EDGE DRAIN DISTURBED BY SHALL BE REPLACED IN KIND, MATCHING PIPE TYPE AND TRENCH DETAIL. CONNECTIONS TO EXISTING PIPING SHALL BE MADE USING APPROVED COUPLINGS OR ADAPTORS. REPLACEMENT OF DISTURBED EDGE DRAIN SHALL BE AT NO ADDITIONAL COST TO THE CONTRACT.
4. THE CONTRACTOR SHALL MAINTAIN 18" MIN. VERTICAL SEPARATION BETWEEN WATER AND SEWER AT ALL CROSSINGS. WHERE NEW WATER MAIN CROSSES EXISTING SEWER, PROVIDE ONE FULL LENGTH OF WATER MAIN CENTERED ON THE CROSSING TO MAXIMIZE DISTANCE OF JOINTS FROM SEWER PIPE.
5. ALL WATER PIPE AND FITTINGS SHALL BE DUCTILE IRON CL54 (CEMENT LINED DOUBLE THICKNESS) WITH 8 MIL POLYWRAP, STANDARD BEDDING.
6. ALL OPEN CUT TRENCHES AND EXCAVATIONS SHALL BE BACKFILLED WITH COMPACTED SAND, MDOT GRANULAR MATERIAL CLASS II OR CLASS IIA.
7. RESTRAINED JOINTS (APPROVED SYSTEMS PER SPECIFICATIONS) SHALL BE USED AT ALL VERTICAL BENDS AND AT ALL HORIZONTAL BENDS. RESTRAINED JOINTS SHALL BE USED AT ALL PIPE JOINTS WITHIN THE LIMITS DIMENSIONED ON THE PLANS. IN ADDITION TO STANDARD CONCRETE THRUST BLOCKS.
8. ONLY CITY PERSONNEL ARE AUTHORIZED TO EXERCISE VALVES ON EXISTING CITY WATER MAINS.
9. PHYSICAL CONNECTIONS TO EXISTING WATER MAINS ARE ONLY PERMITTED FOLLOWING SUCCESSFUL BACTERIOLOGICAL AND PRESSURE TESTS IN ACCORDANCE WITH AWWA C600 AND C651 STANDARDS. PROVIDE TEMPORARY BLOW-OFFS AND ASSOCIATED FITTINGS AS NEEDED. ALL COST INCIDENTAL TO WATER MAIN CONSTRUCTION.
10. ALL FIRE HYDRANTS SHALL BE EJIW 5BR WITH 6" MJ INLET, TWO PUMPER NOZZLES ALL OPENING LEFT 5'-6" BURY, PLUGGED DRAIN, BLOCK BOLTS.
11. ALL GATE VALVES SHALL BE RESILIENT SEAT WEDGE TYPE WITH MECHANICAL JOINTS, PER SPECIFICATIONS.
12. FOLLOWING INSTALLATION OF NEW MAIN AND SUCCESSFUL PRESSURE TEST, BACTERIOLOGICAL TESTING AND CONNECTIONS AT BOTH ENDS TO EXISTING WATER MAIN SUPPLY, NEW WATER TAPS TO BE MADE FOR EACH SERVICE LINE, MATCHING EXISTING WATER SERVICE SIZES, OR 1" MIN., WITH ALL ASSOCIATED COSTS FOR TAPS, FITTINGS, AND UP TO 10 FT. OF NEW SERVICE PIPE, INCLUDED IN UNIT PRICE BID EACH CONNECTION.
13. ABANDON EXISTING WATERMAIN BY CUTTING PIPE, DRAINING AND CAPPING WITH A PRESSURE TIGHT CAP OR PLUG.
14. VALVE BOXES SHALL BE OF THE 3-PIECE ADJUSTABLE HEIGHT TYPE WITH CAST IRON COVER AND 5-1/4" SHAFT DIAMETER PER SPECIFICATIONS.

NOTE:

1. CONTRACTOR TO MATCH EXISTING GRADES OF THE PAVEMENT AT THE PROPOSED CURB GUTTER EDGE

CONFLICT DATA	UTILITY ELEVATION
① EXISTING 10" STM	B/P 749.71'
PROPOSED 8" WM	T/P 742.82'
② EXISTING 42" STM	B/P 743.10'
PROPOSED 8" WM	T/P 741.60'

LEGEND

- 1-1/2" Mill & Overlay
- Full Depth Repair
- Proposed Curb
- Proposed Concrete Driveway

PER GLUMRB RECOMMENDED STANDARDS FOR WATER WORKS (AKA TEN STATE STANDARDS) – ARTICLE 8.8.3 CROSSINGS:
A: WATER MAINS CROSSING SEWERS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SEWER. THIS SHALL BE THE CASE WHERE THE WATER MAIN IS EITHER ABOVE OR BELOW THE SEWER WITH PREFERENCE TO THE WATER MAIN LOCATED ABOVE THE SEWER.
B: AT CROSSINGS, ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. SPECIAL STRUCTURAL SUPPORT FOR THE WATER AND SEWER PIPES MAY BE REQUIRED.

NOTE: UTILITY INFORMATION ON THIS DRAWING MAY BE FROM INFORMATION DISCLOSED TO THIS FIRM BY THE VARIOUS UTILITY COMPANIES, CITY/COUNTY AGENCIES, AND OTHER VARIOUS SOURCES. UNDERGROUND UTILITIES, WHICH ARE ON PRIVATE PROPERTY ARE USUALLY NOT DELINEATED UPON A UTILITY COMPANY'S PUBLISHED PLANS. THEIR LOCATION, IF SHOWN UPON THIS SURVEY, ARE APPROXIMATED FROM VISIBLE PAINT MARKS/STAKES, ETC., AS LOCATED BY THIS FIRM FROM SOURCES WHICH ARE UNKNOWN. NO GUARANTEE IS GIVEN AS TO THE COMPLETENESS OR ACCURACY THEREOF.

PRIOR TO CONSTRUCTION, ALL LOCATIONS AND DEPTHS OF EXISTING UTILITIES (IN CONFLICT WITH PROPOSED IMPROVEMENTS) SHALL BE VERIFIED IN THE FIELD BY MISS DIG 3 WORKING DAYS PRIOR TO CONSTRUCTION

811 Know what's below. Call before you dig.

CALL MISS DIG 72 HOURS (3 WORKING DAYS) BEFORE YOU DIG 1-800-482-7171 or 811 CALL811.COM (TOLL FREE)

BIRMINGHAM
A WALKABLE CITY

HRC
HUBBELL, ROTH & CLARK, INC
CONSULTING ENGINEERS SINCE 1915
[redacted] SQUARE [redacted]
[redacted], MICH. [redacted]
PHONE: (888) 888-8888
FAX (1st. Floor): (248) 454-6312
FAX (2nd. Floor): (248) 454-6359
WEB SITE: www.hrcengr.com

DATE	ADDITIONS AND/OR REVISIONS
9/19/2023	REVISED PER EGLE REVIEW
5/15/2023	ISSUED FOR BID PLANS
5/2/2023	PRELIMINARY PLANS TO CITY

DESIGNED WJW
DRAWN DJM
CHECKED JJC
APPROVED MCM

CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN

CITY OF BIRMINGHAM

2023 ASPHALT REHABILITATION PROJECT CITY CONTRACT #7-23(P)

GRANT ST
WATER MAIN PLAN

HRC JOB NO.	SCALE
20221161	1"=30'
DATE: September 2023	SHEET NO. 11 OF 14

ORIGINAL PLOT SIZE: ANSI FULL BLEED D (34.00 X 22.00 INCHES)

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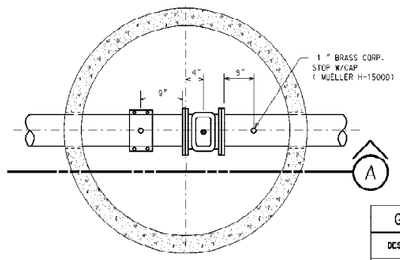
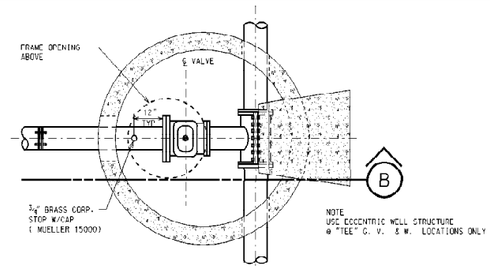
V:\20221161\20221161\C3\Sheets\p04_Grant_St.dwg
Jonker, Rebecca



GATE WELL PLAN

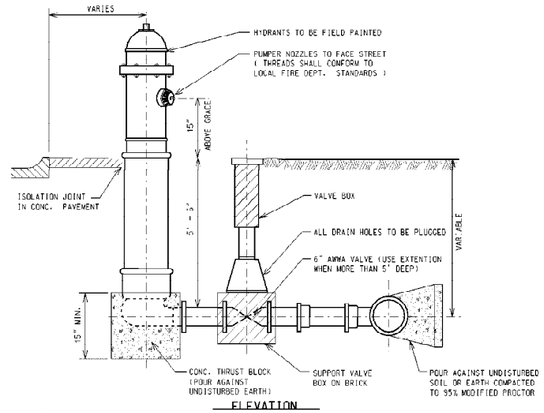
NO SCALE

GATE WELL SCHEDULE				
DESCRIPTION	DIM.	PIPE DIA. INCHES		
		6" & 8"	12"	16"
INSIDE DIA.	A	60"	72"	72"
WALL THICK.	B	5"	7"	7"
VALVE BLOCK THICK.	C	4"	4"	4"

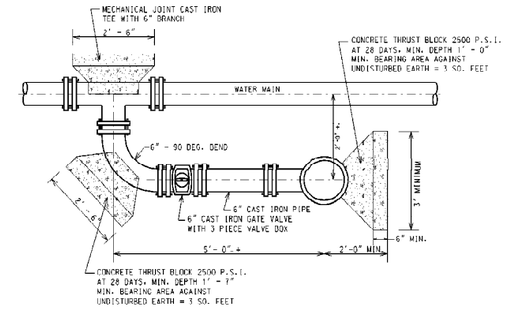


TAPPING SLEEVE, VALVE & WELL PLAN

NO SCALE



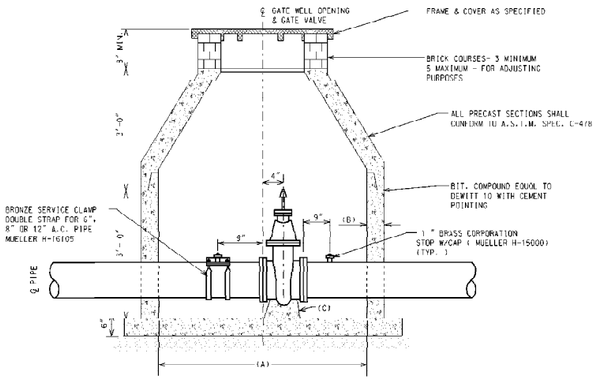
ELEVATION



"L" HYDRANT CONNECTION

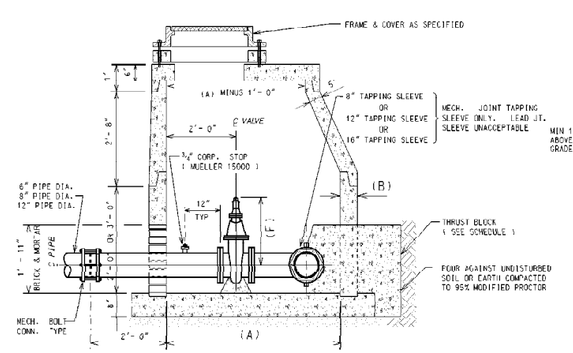
NO SCALE
W-9

NOTE: FOR CONSTRUCTION OF NEW FIRE HYDRANT TO EXISTING CI/DI WATER MAIN, USE 6" TAPPING SLEEVE VALVE & BOX TO MAKE CONNECTION, AND DELETE "6" CAST IRON GATE VALVE WITH 3 PIECE VALVE " AS SHOWN ON DETAIL .



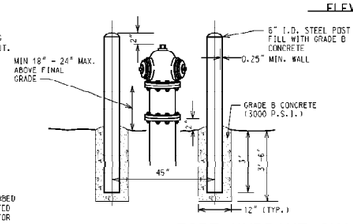
SECTION "A" GATE WELL

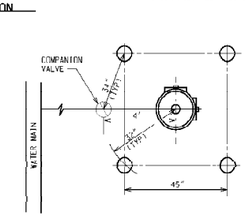
NO SCALE
W-1 & W-3



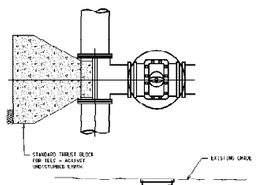
SECTION "B" TAPPING SLEEVE, VALVE & WELL

NO SCALE
W-4

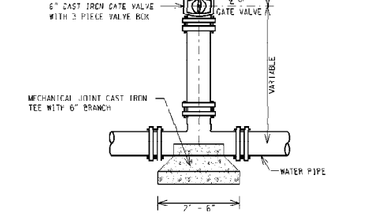




FIRE HYDRANT GUARD POSTS DETAIL

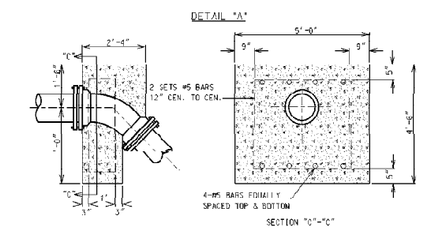


TAPPING SLEEVE & VALVE W/VALVE BOX

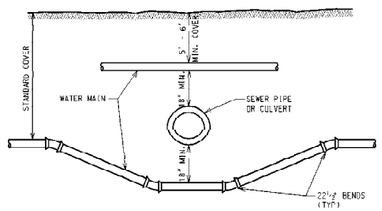


STRAIGHT HYDRANT CONNECTION

NO SCALE
W-10

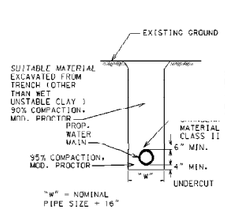


VERTICAL BEND THRUST BLOCKS FOR 8"-12" MAINS

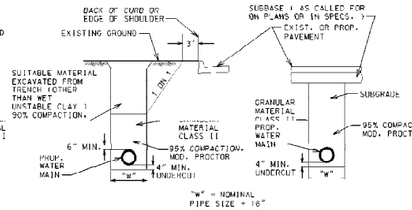


SEWER OR CULVERT CROSSING

NO SCALE

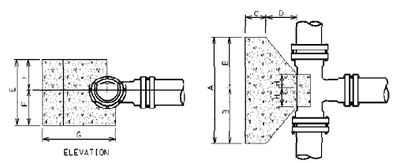


PROP. WATER MAINS NOT UNDER PAVED SURFACE



PROP. WATER MAINS UNDER PAVED SURFACE OR WITHIN INFLUENCE OF PAVED SURFACE

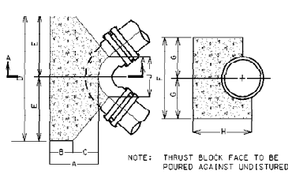
BEDDING DETAILS



SCHEDULE OF THRUST BLOCK DIMENSIONS				
CODE		TEE SIZE		
		8"x8" 12"x8" 16"x8" 24"x8"	12"x12" 16"x12" 24"x12"	16"x16" 24"x16"
A		3'-0"	4'-0"	5'-0"
B		1'-6"	2'-0"	2'-6"
C		0'-9"	0'-9"	1'-0"
D		2'-0"	3'-0"	4'-0"
E		1'-0"	1'-6"	2'-0"
F		1'-0"	1'-0"	2'-0"
G	8"	2'-2"		
	12"	2'-6"	2'-10"	
	15"	2'-10"	3'-1"	3'-8"
	24"	3'-3"	3'-7"	4'-2"
H	8"	0'-6"		
	12"	0'-6"	0'-10"	
	15"	0'-6"	0'-10"	1'-0"
	24"	0'-6"	0'-10"	1'-0"

CONCRETE THRUST BLOCK FOR TEES

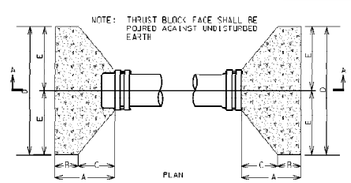
N.T.S.



SIZE	ANGLE	A MIN.	B MIN.	C	D	E	F	G	H MIN.	J
6"	90°	1'-6"	0'-9"	0'-9"	2'-0"	1'-0"	2'-0"	1'-0"	1'-8"	0'-10"
8"	45°	1'-6"	0'-9"	1'-0"	2'-4"	1'-0"	2'-8"	1'-3"	1'-11"	1'-4"
8"	90°	1'-9"	0'-9"	1'-0"	3'-4"	1'-8"	2'-8"	1'-3"	1'-11"	1'-2"
12"	22-1/2°	1'-9"	0'-9"	1'-0"	2'-6"	1'-3"	2'-0"	1'-3"	2'-0"	1'-4"
12"	45°	2'-1"	0'-9"	1'-4"	3'-6"	1'-9"	2'-6"	1'-3"	2'-4"	1'-4"
12"	90°	2'-1"	0'-9"	1'-4"	5'-6"	2'-9"	3'-0"	1'-6"	2'-4"	1'-8"
16"	22-1/2°	2'-3"	1'-0"	1'-8"	3'-4"	1'-8"	2'-0"	1'-3"	3'-0"	1'-2"
16"	45°	2'-8"	1'-0"	1'-8"	5'-4"	2'-8"	3'-0"	1'-3"	3'-0"	1'-6"
16"	90°	2'-8"	1'-0"	1'-8"	8'-0"	3'-0"	5'-0"	2'-3"	3'-0"	1'-8"
24"	90°	4'-7"	1'-0"	3'-7"	10'-0"	5'-0"	7'-0"	2'-3"	5'-4"	2'-4"

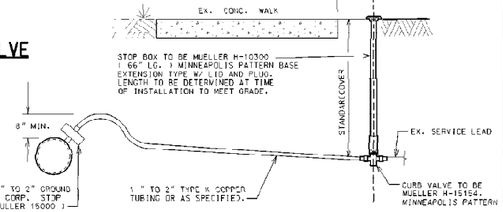
CONCRETE THRUST BLOCK FOR BENDS

N.T.S.



SIZE	A MIN.	B MIN.	C	D	E	F	G
6"	1'-11"	0'-9"	1'-2"	3'-0"	1'-6"	2'-0"	1'-0"
12"	2'-1"	0'-9"	1'-4"	4'-0"	2'-0"	3'-0"	1'-6"
16"	2'-6"	1'-0"	1'-8"	5'-0"	2'-6"	4'-0"	2'-0"

CONC. THRUST BLOCKS FOR PLUGS & CAPS



WATER SERVICE CONNECTION (TYP)

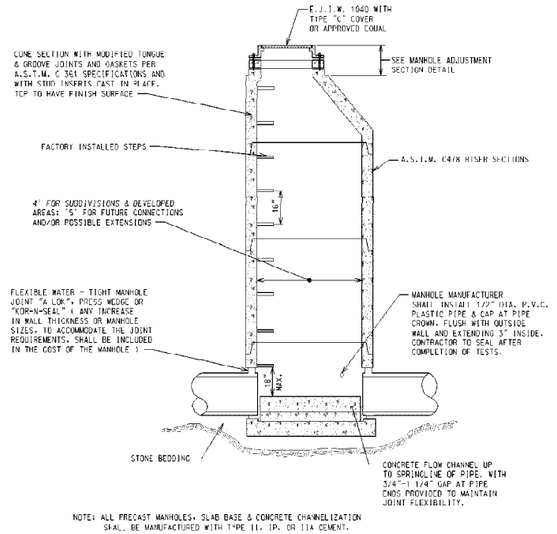
NO SCALE

City of Birmingham

151 MARTIN STREET BIRMINGHAM, MICHIGAN 48012

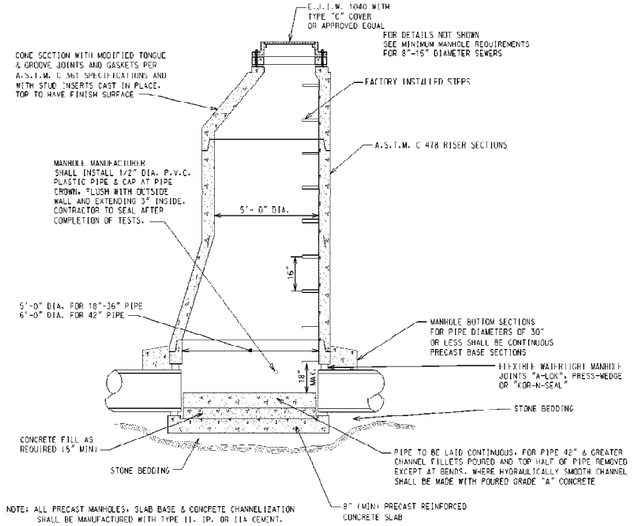
WATER MAIN STANDARD DETAILS

DATE	ADDITION AND/OR REVISION	DRAWN	PROJECT NO.	SHEET NO.
		DESIGNED	DATE APRIL 2005	WM-1
		APPROVED	SCALE	



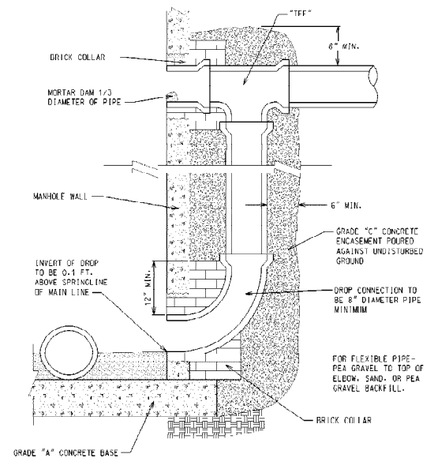
SEWER MANHOLE

(8" THRU 15" DIA. SEWERS)

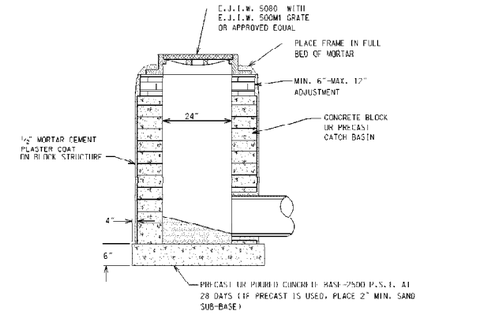


SEWER MANHOLE

(18" THRU 42" DIA. SEWERS)

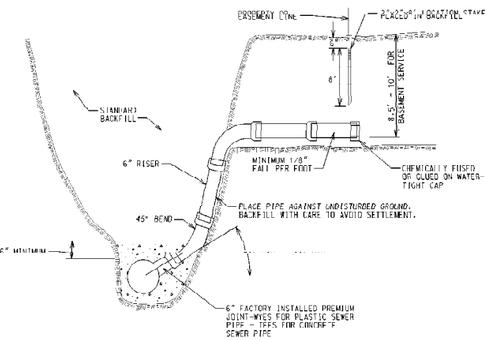


EXTERNAL DROP CONNECTION



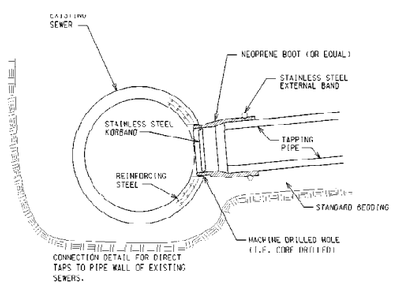
2 FT. DIAMETER INLET

NOTE:
FOR CATCH BASINS OR INLETS WITHIN YARD AREAS USE E.J.I.W. 1040 WITH TYPE "M" COVER OR APPROVED EQUAL



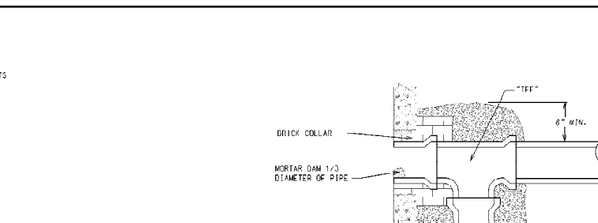
BUILDING LEAD DETAIL

0' - 15' COVER



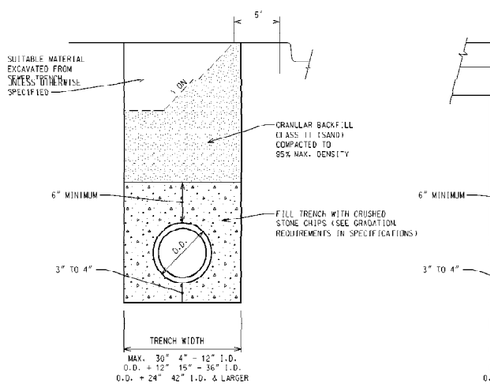
KOR-N-TEE TAP FOR CONCRETE

NO SCALE



SANITARY MANHOLE ADJUSTMENT SECTION DETAIL

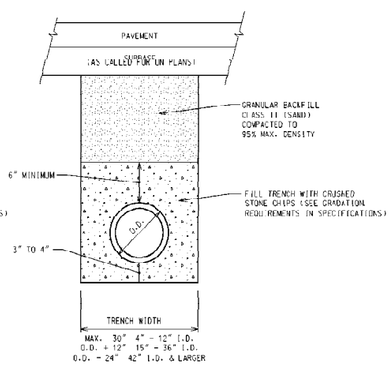
4 FT. DIAMETER CATCH BASIN

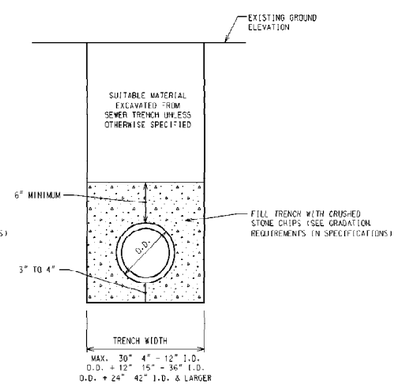


TRENCH DETAIL "A"

SEWER UNDER ROAD BED OR WITHIN THE INFLUENCE OF ROAD BED

NOT TO SCALE

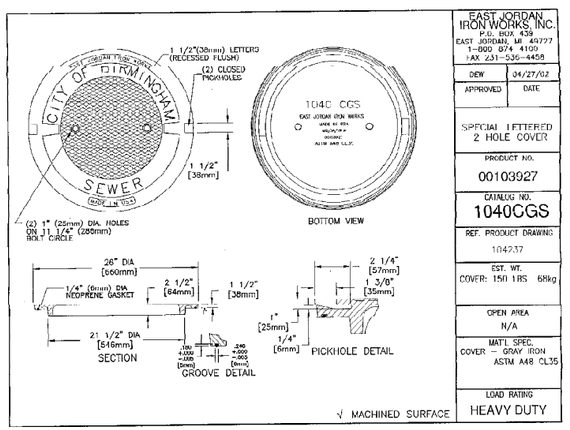




TRENCH DETAIL "B"

SEWER NOT UNDER ROAD BED

NOT TO SCALE



EAST JORDAN IRON WORKS, INC. P.O. BOX 439 EAST JORDAN, MI 49727 1-800 874 4100 FAX 231-536-4458	
DRW	04/27/02
APPROVED	DATE
SPECIAL LETTERED 2 HOLE COVER	
PRODUCT NO.	00103927
CATALOG NO.	1040CGS
REF. PRODUCT DRAWING	104737
EST. WT.	COVER: 150 LBS 68kg
OPEN AREA	N/A
MATL SPEC.	COVER - GRAY IRON ASTM A48 CL35
LOAD RATING	HEAVY DUTY

City of Birmingham

151 MARTIN STREET BIRMINGHAM, MICHIGAN 48012

SEWER STANDARD DETAILS

DATE	DESCRIPTION AND/OR REVISIONS	DRAWN	PROJECT NO.	SHEET NO.
		DESIGNED	DATE JANUARY 2007	
		APPROVED	SCALE	

Edgewood Street Project
Sewer Lateral Special Assessment District (SAD)

Parcel ID / Sidewell Number	Street Address	Sewer Service Footage (Sewer Main to Prop. Line)	Estimated Cost
19-36-402-049	280 E. Lincoln	37.0	$ 3,774.00
19-36-402-049	280 E. Lincoln	40.0	$ 4,080.00
19-36-403-032	400 E. Lincoln	16.0	$ 1,632.00
19-36-403-032	400 E. Lincoln	16.0	$ 1,632.00
19-36-402-023	1204 Edgewood	35.0	$ 3,570.00
19-36-402-024	1212 Edgewood	35.0	$ 3,570.00
19-36-402-025	1236 Edgewood	35.0	$ 3,570.00
19-36-402-027	1260 Edgewood	35.0	$ 3,570.00
19-36-402-028	1272 Edgewood	35.0	$ 3,570.00
19-36-402-030	1300 Edgewood	35.0	$ 3,570.00
19-36-402-032	1332 Edgewood	35.0	$ 3,570.00
19-36-402-033	1348 Edgewood	35.0	$ 3,570.00
19-36-402-035	1416 Edgewood	35.0	$ 3,570.00
19-36-402-036	1450 Edgewood	35.0	$ 3,570.00
19-36-402-038	1486 Edgewood	34.0	$ 3,468.00
19-36-402-039	1498 Edgewood	34.0	$ 3,468.00

Edgewood Street Project
Water Lateral Special Assessment District (SAD)

Parcel ID / Sidewell Number	Street Address	Water Service Footage (WM to Prop. Line)	Estimated Cost
19-36-402-023	1204 Edgewood	20.0	$ 2,220.00
19-36-402-027	1260 Edgewood	20.0	$ 2,220.00
19-36-402-029	1288 Edgewood	20.0	$ 2,220.00
19-36-402-030	1300 Edgewood	22.0	$ 2,442.00
19-36-402-032	1332 Edgewood	20.0	$ 2,220.00
19-36-402-035	1416 Edgewood	22.0	$ 2,442.00
19-36-402-036	1450 Edgewood	20.0	$ 2,220.00
19-36-402-037	1472 Edgewood	20.0	$ 2,220.00
19-36-402-039	1498 Edgewood	20.0	$ 2,220.00

MEMORANDUM

City Clerk's Office

DATE: **January 3, 2024**

TO: **Melissa Coatta, City Engineer**

FROM: **Alexandria Bingham, City Clerk**

SUBJECT: **Clerk's Confirmation of Public Hearing Notice: Edgewood Road Water Lateral Improvement**

The public hearing notice process has been completed for Edgewood Road Water Lateral Improvement. Please see attachments for further confirmation.

Mailing Date: 12/21/2023
Test Mail Return Date: 12/26/2023
Publishing Dates in the Oakland Press: 12/31/2023 and 1/7/2024
Posted in www.bhamgov/publicnotices: 12/21/2023

Attachments:

1. Public Hearing Notice
2. Addresses
3. Mailing Letter
4. Mail Machine Counter Report
5. Proof of publishing for 12/31/2023.

NOTICE OF PUBLIC HEARINGS	
BIRMINGHAM CITY COMMISSION	
PUBLIC HEARING OF NECESSITY **PUBLIC HEARING OF CONFIRMATION**	
Meeting Date, Time, Location:	HEARING OF NECESSITY FOR SPECIAL ASSESSMENT DISTRICT Monday, January 8, 2024, 7:30 PM Municipal Building, 151 Martin, Birmingham, MI 48009
Meeting Date, Time, Location:	HEARING FOR CONFIRMATION OF THE ROLL Monday, January 22, 2024, 7:30 PM Municipal Building, 151 Martin, Birmingham, MI 48009
Project Location:	Edgewood Road between East Lincoln Street and East Southlawn Boulevard
Nature of Improvement:	Replacement and improvement of water and sewer laterals meeting the requirements for assessment, for all properties within the project area. Affected addresses are as follows: 280 E. Lincoln Street 19-36-402-049 400 E. Lincoln Street 19-36-403-032 1204 Edgewood Road 19-36-402-023 1212 Edgewood Road 19-36-402-024 1236 Edgewood Road 19-36-402-025 1248 Edgewood Road 19-36-402-026 1260 Edgewood Road 19-36-402-027 1272 Edgewood Road 19-36-402-028 1288 Edgewood Road 19-36-402-029 1300 Edgewood Road 19-36-402-030 1322 Edgewood Road 19-36-402-031 1332 Edgewood Road 19-36-402-032 1348 Edgewood Road 19-36-402-033 1360 Edgewood Road 19-36-402-034 1416 Edgewood Road 19-36-402-035 1450 Edgewood Road 19-36-402-036 1472 Edgewood Road 19-36-402-037 1486 Edgewood Road 19-36-402-038 1498 Edgewood Road 19-36-402-039
City Staff Contact:	Melissa Coatta, City Engineer mcoatta@bhamgov.org, (248)530-1839
Notice Requirements:	News Paper Notice and First Class Mail to affected property owners 10 days prior. Publish 12/31/2023 and 1/07/2024
Approved minutes may be reviewed at:	City Clerk's Office or www.bhamgov.org/commissionagendas
Should you have any statement regarding the above, you are invited to attend the meeting in person or virtually through ZOOM: **https://zoom.us/j/655079760 Meeting ID: 655 079 760**	
You or your agent may appear at the hearings to express your views; however, if you fail to protest either in person or by letter received on or before the date of the hearing, you cannot appeal the amount of the special assessment to the Michigan Tax Tribunal. Mail any correspondence to: City Clerk, P.O. Box 3001, Birmingham, MI 48012. The property owner may file a written appeal of the special assessment with the State Tax Tribunal within 30 days after the confirmation of the special assessment roll if that special assessment was protested at the hearing held for the purpose of confirming the roll.	

All special assessments, including installment payments, shall, from the date of the confirmation thereof, constitute a lien on the respective lots or parcels assessed, and until paid shall be charged against the respective owners of the lots or parcels assessed.
Persons with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk's Office at 248.530.1880 (voice) or 248.644.5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.

PARCEL	NAME	ADDRESS	CITY	STATE	ZIP
19-36-402-023	GRACE BAPTIST CHURCH	280 E LINCOLN ST	BIRMINGHAM	MI	48009
19-36-402-024	ADAM KADRO	1212 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-025	SHARON FIERENS KELLN TRUST	1236 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-026	MICHAEL CLIFFORD FRANCIS	2126 S PRIMROSE AVE	ALHAMBRA	CA	91803
19-36-402-027	PATRICIA J BABICH LVNG TRUST	1260 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-028	NITIN GOEL	1272 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-029	ANTHONY WILLIAMS	1288 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-030	KAREN K TOOR	1300 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-031	JANET C MOELLER	1322 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-032	SUSAN L GALLAGHER	1332 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-033	PETER STICKNEY	1348 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-034	MICHAEL POHLOD JR	1360 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-035	A BRADFORD BABBITT III	2240 E HAMMOND LAKE DR	BLOOMFIELD HILLS	MI	48302
19-36-402-036	ALBERT BABBITT TRUST	2240 E HAMMOND LAKE DR	BLOOMFIELD HILLS	MI	48302
19-36-402-037	PATRICIA A DIEFENBACH	1472 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-038	DANA L MARCUS	1486 EDGEWOOD AVE	BIRMINGHAM	MI	48009
19-36-402-039	SCOTT MARCUS	1486 EDGEWOOD RD	BIRMINGHAM	MI	48009
19-36-402-045	JOSEPH CAREY	375 CATALPA DR	BIRMINGHAM	MI	48009
19-36-402-049	GRACE BAPTIST CHURCH	280 E LINCOLN AVE	BIRMINGHAM	MI	48009
19-36-403-016	CITY OF BIRMINGHAM	PO BOX 3001	BIRMINGHAM	MI	48012
19-36-403-017	CRAIG HALSETH	411 BENNAVILLE AVE	BIRMINGHAM	MI	48009
19-36-403-032	YMCA	400 E LINCOLN AVE	BIRMINGHAM	MI	48009
19-36-404-001	SAYF AL-KATIB	410 BENNAVILLE AVE	BIRMINGHAM	MI	48009
19-36-404-013	DAVID M HONIGMAN	425 CATALPA DR	BIRMINGHAM	MI	48009
19-36-451-016	MARLENE SHAYOTA	380 CATALPA DR	BIRMINGHAM	MI	48009
19-36-451-027	MARIA CECILIA HOWARD	385 E SOUTHLAWN BLVD	BIRMINGHAM	MI	48009
19-36-452-001	JEFFREY ALAN KINANE LIVING TRUST	410 CATALPA DR	BIRMINGHAM	MI	48009
19-36-452-012	JAMES M WHITE III	409 E SOUTHLAWN BLVD	BIRMINGHAM	MI	48009
19-36-453-004	BIRMINGHAM SCHOOL DISTRICT	31301 EVERGREEN RD	BEVERLY HILLS	MI	48025
19-36-454-001	RYAN BLUNDY	410 E SOUTHLAWN BLVD	BIRMINGHAM	MI	48009

BIRMINGHAM
A WALKABLE CITY

Thursday, December 21, 2023

TO: Parcel Number
Name
Address
City/State/Zip code

RE: Edgewood Road Water and Sewer Laterals Special Assessment District (SAD)

The City of Birmingham is proposing the construction of the Edgewood Road Paving Project in the spring of 2024. This project includes the replacement of the combined sewer on Edgewood Road between East Lincoln Street and Catalpa Drive, the extension of water main between Catalpa Drive and East Southlawn Blvd., and the repaving of the Edgewood from East Lincoln Street to East Southlawn Blvd. Construction on this project is anticipated to start in March 2024 and be substantially completed by the end of June 2024.

As part of the project, the city intends to replace private sewer and water laterals meeting certain useful life criteria in the right-of-way (ROW). All sewer laterals that are 50 years of age or older, as well as all water services less than 1-inch diameter will be replaced from the main to the property line in accordance with current City policy established to protect the public investment being made with capital improvement projects in the public roadways.

Not all property owners in the project area will need the replacement of their sewer and/or water laterals and be subject to this special assessment. Replacement during infrastructure projects protects the city's investment by reducing the chance of a lateral failure or water service replacement within the right-of-way area. City ordinance establishes private sewer and water laterals only benefit one property and they are not considered a part of the city's public sewer and water systems. Therefore, the maintenance and repair of the laterals from the building to the connection at the public utility is the responsibility of each property owner and are completed at the property owner's expense.

With this letter, you are receiving a notification for two public hearings regarding this project:

- The Public Hearing of Necessity to form a Special Assessment District for the replacement of water and sewer laterals meeting the requirements as part of the Edgewood Road Paving Project is **Monday, January 8, 2024**, at the regularly scheduled City Commission meeting at 7:30 p.m. in City Hall at 151 Martin Street. Official estimates of replacing the water and sewer laterals will be provided at the Hearing of Necessity.
- If necessity is determined at the January 8 hearing, a Public Hearing for Confirmation to confirm the Special Assessment District will follow on **Monday, January 22, 2024**, at the regularly scheduled City Commission meeting at 7:30 p.m. in City Hall at 151 Martin Street.

The actual cost of replacing the water and sewer laterals charged to you will vary depending on the actual location of the city mains, and any other obstacles, such as trees that are in the way. Property

owners are only charged for the actual length of service replaced if their service qualifies for assessment as described above.

After the work is completed, an invoice will be generated and sent to the property owner of record for the length of service replaced. Payment in full will be expected within 30 days of receipt. If you are not in a position to pay off the charge in one payment, it can be broken into as many as 5 annual payments. The interest rate will be confirmed at the Confirmation of Roll hearing.

If you have any questions or concerns, please contact the Engineering Office at (248) 530-1850. You have the opportunity to speak directly to the City Commission at the Public Hearing of Necessity that will be held on January 8, 2024.

Sincerely,

Melissa A. Coatta, P.E.
City Engineer

Funds Report	Available:	$6,428.32	PBP Account Number:	35884980
	Used:	$19,706.68	Indicia Number:	0008029208
	Total Pieces:	27888	Meter Number:	8029208
	Control Sum:	$26,135.00	Meter Name:	
	Resettable Piece Count:	31	Printed:	DEC 21 2023 4:01 PM
	Piece Count Value:	$19.53		

WEATHER

FIVE-DAY FORECAST FOR OAKLAND AND MACOMB COUNTIES

TODAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY
36 / 27	33 / 27	40 / 30	34 / 23	29 / 23
Periods of snow and rain	A.M. flurries; mostly cloudy	Mostly sunny	Cloudy with a flurry	Clouds and sun

Forecasts and graphics provided by AccuWeather, Inc. ©2023

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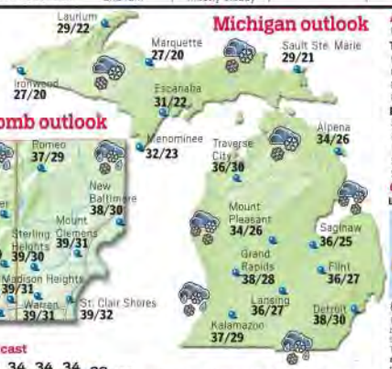
Michigan outlook



Oakland and Macomb outlook

24-Hour Temperature Forecast

Shown is today's weather. Temperatures are today's highs and tonight's lows.

World Cities

City	Today Hi/Lo/W	Mon. Hi/Lo/W	City	Today Hi/Lo/W	Mon. Hi/Lo/W
Amsterdam	49/45/r	48/43/r	London	50/43/sh	50/47/r
Athens	61/50/c	63/51/s	Madrid	51/37/c	51/35/pc
Baghdad	68/46/c	69/41/s	Manila	91/78/t	90/78/c
Bangkok	95/75/pc	95/75/pc	Mexico City	72/44/pc	71/43/pc
Beijing	40/14/s	33/13/pc	Montreal	30/19/pc	28/22/s
Berlin	46/40/c	46/37/sh	Moscow	35/3/c	5/-11/sn
Budapest	47/40/pc	46/31/r	New Delhi	65/46/pc	66/46/pc
Buenos Aires	78/69/c	79/69/pc	Paris	51/43/c	50/47/sh
Cairo	70/56/s	69/56/pc	Rio de Janeiro	79/71/r	78/70/r
Caracas	90/74/sh	91/74/s	Riyadh	72/57/pc	78/55/s
Dublin	46/38/c	47/44/r	Rome	60/53/c	60/46/pc
Geneva	46/37/r	46/37/pc	Singapore	86/77/r	87/78/r
Havana	76/50/pc	76/54/s	Sydney	72/67/c	75/71/r
Hong Kong	78/67/s	73/64/s	Tokyo	54/49/r	57/39/r
Jerusalem	62/45/s	62/48/s	Toronto	34/25/sn	32/28/s
Johannesburg	79/59/t	82/58/s	Vienna	42/35/c	48/24/c
Kabul	54/31/s	54/31/s	Warsaw	41/36/pc	41/36/r

National forecast

Shown are today's most positions of weather systems and precipitation. Temperature bands are highs for the day.

Regional Cities

City	Today Hi/Lo/W	Mon. Hi/Lo/W
Ann Arbor	37/28/sn	35/26/sf
Battle Creek	37/29/sn	35/27/sf
Bay City	35/27/sn	35/28/sf
Benton Harbor	39/31/sn	37/28/sf
Cheboygan	32/25/sf	32/30/sf
Chicago	34/27/sf	37/27/s
Harbor Beach	37/30/sn	33/28/sf
Jackson	36/26/sn	33/28/sf
Lapeer	36/28/sn	34/27/sf
Marshall	36/28/sn	34/27/sf
Muskegon	39/31/sn	38/33/sf
Port Huron	38/31/sn	35/27/sf
South Bend	34/29/sn	36/24/sf
Toledo	41/33/sn	38/29/sf
Windsor	39/31/sn	37/29/c

National Cities

City	Today Hi/Lo/W	Mon. Hi/Lo/W	City	Today Hi/Lo/W	Mon. Hi/Lo/W
Albuquerque	49/29/s	47/32/pc	Louisville	46/32/pc	41/31/c
Anchorage	22/19/c	23/15/s	Miami	72/53/s	73/54/s
Atlanta	58/41/s	51/30/c	Milwaukee	36/26/sf	38/30/s
Atlantic City	48/40/pc	48/32/c	Minneapolis	31/21/sf	36/27/s
Baltimore	51/35/pc	49/34/pc	Nashville	56/30/s	43/29/c
Billings	43/29/s	44/25/pc	New Orleans	68/50/s	62/42/r
Bismarck	28/15/pc	37/23/s	New York City	44/38/pc	44/32/c
Boise	45/28/pc	42/28/c	Oklahoma City	44/27/c	42/27/s
Boston	42/30/s	39/28/c	Omaha	31/16/pc	34/26/s
Charleston, SC	60/40/s	62/36/c	Orlando	67/47/s	70/52/s
Charlotte	54/38/s	50/29/c	Philadelphia	48/37/pc	46/32/c
Cheyenne	39/24/s	49/21/s	Phoenix	65/45/c	65/46/c
Cincinnati	42/30/c	40/27/c	Pittsburgh	40/33/c	40/28/sf
Cleveland	41/35/c	37/30/sf	Portland, OR	49/36/pc	49/38/c
Dallas	63/33/s	50/33/s	Sacramento	57/42/c	58/39/pc
Denver	42/25/s	51/24/s	St. Louis	38/30/c	41/27/s
Detroit	38/30/sn	37/28/sf	Salt Lake City	43/27/pc	42/27/c
El Paso	63/32/s	62/39/pc	San Antonio	73/44/s	59/39/pc
Fairbanks	2/-9/c	-1/-6/pc	San Diego	64/48/c	64/48/r
Honolulu	79/66/s	81/69/r	San Francisco	58/48/c	58/47/pc
Houston	72/54/pc	64/39/pc	San Juan, PR	84/74/sh	84/74/sh
Indianapolis	36/30/c	39/27/c	Seattle	49/35/c	47/39/c
Kansas City	36/24/pc	40/27/s	Tampa	69/51/s	70/55/s
Las Vegas	58/46/c	61/45/c	Tulsa	40/25/pc	43/28/s
Little Rock	58/30/pc	49/28/s	Tucson	62/38/c	67/44/c
Los Angeles	61/47/r	65/47/pc	Washington, DC	51/36/pc	48/35/c

Weather(W): **s**-sunny, **pc**-partly cloudy, **c**-cloudy, **sh**-showers, **t**-thunderstorms, **r**-rain, **sf**-snow flurries, **sn**-snow, **i**-ice

ALMANAC

Pontiac through 4 p.m. Saturday

Temperature

High/low	37/32
Normal high/low	33/21
Record high	53 in 2022
Record low	-4 in 1983

Precipitation

24 hours through 4 p.m. Saturday	0.01"
Month to date (normal)	2.21" (2.18")
Year to date (normal)	31.34" (33.81")
Snowfall Saturday	0.0"
Season to date (normal)	5.0" (9.5")

CONDITIONS TODAY

UV Index and RealFeel Temperature®

The higher the AccuWeather.com UV Index™ number, the greater the need for eye and skin protection: 0-2 Low, 3-5 Moderate, 6-7 High, 8-10 Very High, 11+ Extreme. The patented AccuWeather.com RealFeel Temperature® is an exclusive index of effective temperature based on eight weather factors.

LAKE LEVELS

Levels as of 7 a.m. Saturday

Lake Huron at Harbor Beach

Normal level	579.3 feet
Level yesterday	579.13 feet
24-hour change	-0.46 inches

Lake St. Clair at St. Clair Shores

Normal level	574.7 feet
Level yesterday	574.73 feet
24-hour change	-0.02 feet

SUN AND MOON

	Rise	Set
Sun today	8:03 a.m.	5:09 p.m.
Sun Mon.	8:03 a.m.	5:10 p.m.
Moon today	9:49 p.m.	11:10 a.m.
Moon Mon.	10:51 p.m.	11:29 a.m.

Last	New	First	Full
Jan 3	Jan 11	Jan 17	Jan 25

REGION

PHOTO COURTESY OF BANK OF AMERICA

From left: Khalil-Lullah Ballentine, Sakai Bradley, Kamaria Green of Clinton Township, Sammi Samim of Warren and Makari Sample-Harris were the 2023 Bank of America Student Leaders.

Bank of America Student Leaders summer internship application available through Jan. 17

Metro Detroit students who are wanting to focus on making a difference in their communities and are in their junior or senior year of high school can apply for the Bank of America's Student Leaders program through Wednesday, Jan. 17.

Each year, the program connects more than 300 high school juniors and seniors from nearly 100 communities across the United States to employment, skills development and service.

Students Leaders receive first-hand experience in serving their communities through a paid eight-week internship with local nonprofits. They also travel to Washington, D.C. for the national Student Leaders Summit to see how nonprofits, governments and businesses collaborate to meet local needs.

Applicants should be:

- A high school junior or senior in Wayne, Oakland or Macomb counties;
- Able to participate in an eight-week paid internship at a local nonprofit organization and work 35 hours a week, all while earning $17 per hour;
- Legally authorized to work in the U.S. without sponsorship through the end of September 2024;
- Able to participate in a week-long Student Leaders Summit in Washington, D.C. (July 22-27, 2024) with all expenses paid as part of their eight-week experience;
- A student in good standing at their school;
- Able to submit a letter of recommendation from a teacher, coach, guidance counselor or school administrator. Students should contact their recommender as soon as possible to provide them with the requirements listed at the end of the application. The letter and application must be submitted by the Jan. 17 deadline or through the link by the end of the day on Thursday, Jan. 18.

Students can apply online at bankofamerica.com/studentleaders.

— *MediaNews Group*

MICHIGAN LOTTERY

Saturday

Midday Daily 3: 0-3-0
Midday Daily 4: 2-4-2-6
Daily 3: 7-8-1
Daily 4: 5-0-0-9
Fantasy 5: 14-16-22-28-31
Classic 47: 4-6-20-27-30-37
Keno: 3-5-6-9-17-20-21-28-29-33-36-37-40-41-52-55-57-59-62-68-75-80
Mega Millions: Estimated jackpot: $114 million
Powerball: Estimated jackpot: $760 million

The lottery numbers are not official. Check www.michiganlottery.com for confirmation.

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248-332-8181
theoaklandpress.com

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FACEBOOK.COM/THEOAKLANDPRESS

NOTICE OF PUBLIC HEARINGS
BIRMINGHAM CITY COMMISSION
PUBLIC HEARING OF NECESSITY
PUBLIC HEARING OF CONFIRMATION

Meeting Date, Time, Location:	HEARING OF NECESSITY FOR SPECIAL ASSESSMENT DISTRICT Monday, January 8, 2024, 7:30 PM Municipal Building, 151 Martin, Birmingham, MI 48009
Meeting Date, Time, Location:	HEARING FOR CONFIRMATION OF THE ROLL Monday, January 22, 2024, 7:30 PM Municipal Building, 151 Martin, Birmingham, MI 48009
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1236 Edgewood Road	19-36-402-025
1248 Edgewood Road	19-36-402-026
1260 Edgewood Road	19-36-402-027
1272 Edgewood Road	19-36-402-028
1288 Edgewood Road	19-36-402-029
1300 Edgewood Road	19-36-402-030
1322 Edgewood Road	19-36-402-031
1332 Edgewood Road	19-36-402-032
1348 Edgewood Road	19-36-402-033
1360 Edgewood Road	19-36-402-034
1416 Edgewood Road	19-36-402-035
1450 Edgewood Road	19-36-402-036
1472 Edgewood Road	19-36-402-037
1486 Edgewood Road	19-36-402-038
1498 Edgewood Road	19-36-402-039

City Staff Contact:	Melissa Coatta, City Engineer mcoatta@bhamgov.org, (248) 530-1839
Notice Requirements:	News Paper Notice and First Class Mail to affected property owners 10 days prior. Publish 12/31/2023 and 1/07/2024
Approved minutes may be reviewed at:	City Clerk's Office or www.bhamgov.org/commissionagendas

Should you have any statement regarding the above, you are invited to attend the meeting in person or virtually through ZOOM: **https://zoom.us/j/655079760 Meeting ID: 655 079 760**

You or your agent may appear at the hearings to express your views; however, if you fail to protest either in person or by letter received on or before the date of the hearing, you cannot appeal the amount of the special assessment to the Michigan Tax Tribunal. Mail any correspondence to: City Clerk, P.O. Box 3001, Birmingham, MI 48012. The property owner may file a written appeal of the special assessment with the State Tax Tribunal within 30 days after the confirmation of the special assessment roll if that special assessment was protested at the hearing held for the purpose of confirming the roll.
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MEMORANDUM

ENGINEERING DEPARTMENT

DATE: January 3, 2024

TO: Jana Ecker, City Manager

FROM: Melissa Coatta, Engineering Director
Brooks Cowan, Senior Planner
Ryan Kearney, Police Lieutenant

SUBJECT: Shirley Rd. & Arlington St. Interim Report for City-Initiated Unimproved Street Project

---

INTRODUCTION:

As part of the City's annual Capital Improvement Plan and budget for Fiscal Year 2023-2024, Shirley Rd. and Arlington St. have been selected by the City's Engineering Department for water main replacement and some sewer improvements. Shirley Rd. and Arlington St. are both considered unimproved streets. This the second project under the City's new policy for initiating improvement projects for unimproved streets.

This report serves as the Interim Report for City-Initiated Unimproved Street Project, as outlined in the updated 2021 policy statement on procedures for City street improvements. Once a recommendation is made by the City Commission for sewer, water, and road design, the City Engineering Department will proceed with final designs. The City Commission will then have a public hearing on a future date to establish a special assessment district for the making of the public improvement.

BACKGROUND:

In 2017, the City of Birmingham created an Ad Hoc Unimproved Street Study Committee for the purpose of developing a long term plan addressing unimproved roads in the City. The committee was composed of seven total members with two elected City Commissioners, three residents living on an unimproved street from different areas of the City, one resident living on an improved street, and one member with a background in road design. The Committee held 15 public meetings between 2018 to 2020 for policy review and recommendations. A central item for discussion involved how to approach infrastructure improvements for unimproved streets. A common concern was that the City's current policy of a resident led petition created undesireable conflict between neighbors. The Committee wanted the City's professional engineers and staff to have more say on the matter.

On December 21, 2020, the City Commission accepted the Ad Hoc Unimproved Street Study Committee's Final Report. One recommendation of the Final Report was for the City to create a policy enabling the City's Engineering Department to initiate road improvements projects without a citizen led petition. It was also recommended that the City conduct a system wide infrastructure

ranking of all unimproved streets to prioritize the initiation of projects. The rankings and prioritized projects would be presented in the five-year capital improvement plan through the annual budgeting process. The information presented during the 2023 budgetary meeting for FY 23/24 regarding Shirley Rd. and Arlington St. is included in the attachments.

On October 25, 2021 (Agenda – Minutes), the City Commission adopted the "Procedure for City Street Improvements" policy and amended the subsequent Municipal Code Chapter 94, Sections 94-4 through 94-8 related to initiating special assessments. This new policy aligns with a number of the recommendations from the Ad Hoc Unimproved Street Study Committee. Road improvements may still be initiated by residents with a petition, however unimproved street projects may also be initiated by the City Engineering Department. Such projects would be determined by a ranking system and presented during Capital Improvements Planning.

Updates to Chapter 94, Section 94-4 *Initiation of Improvement by Commission* of the Municipal Code reads as follows:

> *(1) Proceedings for making public improvements within the city may be commenced by resolution of the city commission, on its own initiative, making the improvement and special assessment mandatory.*
>
> *(2) In order to ascertain whether 50% of property owners to be assessed for a special improvement, the City Commission may choose to direct staff to circulate an expression of interest form. Or, the Commission may receive a petition presented by property owners.*
>
> *(3) The commission shall carefully consider any petition or expression of interest forms received, but both petitions and expression of interest forms shall be advisory only. Petitions or expression of interest forms shall in no event be mandatory upon the commission.*

Shirley Rd. and Arlington St. improvements were included in the FY 23-24 budget and Capital Improvement Plan (CIP), however, the project was budgeted for replacement of an unimproved road. The Shirley Rd. and Arlington St. project is now being proposed under the recently adopted City-Initiated Project policy for unimproved streets (the first being Westwood in June of 2022). Both streets were in the budget since FY 17-18 with construction planned to occur in FY 21-22. This timeline was pushed back in 2020 due to COVID.

With this project, improvements will be made to the sewer and water mains, the cost for which is paid from the Sewer and Water Funds, and are not subject to a special assessment. If a water/sewer lateral connecting a home to the main does not meet current City standards, a special assessment to the homeowner for lateral replacement is typical for these types of projects.

The sewer and water mains are located beneath the public street, hence the proposed project will also include a new pavement surface. The cost for the street pavement on unimproved roads with cape seal treatment or improved roads with aggregate base and either concrete or asphalt pavement will be subject to a special assessment to the adjoining property owners that benefit from the street improvement project. The special assessment process is a long-standing City policy when unimproved streets are improved. Special assessments for drive approaches, are typically included for these type of projects.

Proposed infrastructure work includes the following components:

- Replace the existing 6″ water main (originally installed in 1927) on both Shirley Rd. and Arlington St. with a new 8″ water main meeting current City sizing requirements. New valves and fire hydrants will be replaced within the project area. Some of the existing fire hydrants in this area do not meet current goals for available water flow. Water system modeling considering the new mains to be installed with this project indicate significant improvement in water flows, and the improvement will allow the system to meet current goals for residential areas.
- Shirley Rd. and Arlington St. both have combined sewers ranging from 10″ to 24″ in size that were originally installed in 1927. In 1968, a relief size was installed on the south portion of Arlington St, and on Shirley Rd. ranging from 15″ to 27″ in diameter. The City will be extending the relief sewer along the north portion of Arlington and separating some of the storm runoff in this area.
- Sidewalk improvements will be completed as needed, especially at intersection crosswalks, to meet current ADA requirements. We are considering employing the use of limited "bump-outs" to improve pedestrian safety by shortening the distance they have to be in the crosswalk, which have also been shown to have a traffic calming effect and reduce average traffic speeds.

On October 16th, 2023, City staff held an informational meeting with residents of Shirley and Arlington to go over engineering topics related to sewer and water for each street, along with the upcoming design, approval, and special assessment process associated with infrastructure projects. Participants at the meeting raised questions regarding the street design and sidewalk placements. Those inquiring were informed that such topics will be discussed with the Multi-Modal Transportation Board and the City Commission at upcoming meetings.

Following the process used in 2022 for the Westwood improvements, surveys for the proposed project were distributed to residents in September of 2023. The City has received responses from 44 out of the 80 properties (49 total surveys – multiple responses from single properties). **As noted in Chapter 94, Section 94-4 of the Municipal Code, both petitions and expressions of interest forms shall be advisory only. The results of the surveys are as follows:**

Category	Yes	No	No Repsonse
Sewer:	18 (23%)	26 (33%)	36 (45%)
Water:	18 (23%)	26 (33%)	36 (45%)
Improved Street:	12 (15%)	30 (38%)	38 (48%)
Sidewalks:	8 (10%)	36 (45%)	36 (45%)

The current timeline for this project is to complete the final design of the project after receiving direction from the City Commission related to pursuing a potential special assessment for defraying the costs of street improvements. The final design will take several months to complete, and the intent would be to advertise the project for bids in April or May of 2024, with construction beginning in the summer of 2024. A three to four month construction period is anticipated.

Multi-Modal Transportation Board Review:

In 2018, the City Commission directed the Multi-Modal Transportation Board to create a residential street width policy after a public hearing debate regarding the improvement of Bennaville Ave. The Board proceeded to discuss this item on March 1, 2018 (Agenda – Minutes), April 5, 2018 (Agenda – Minutes), and May 3, 2018 (Agenda – Minutes). The City's transportation

consultants presented national standards and best practices for residential streets recommended by the Transportation Research Board, the Institute of Transportation Engineers, the Urban Land Institute, the National Association of City Transportation Officials (NACTO), and the American Association of State Highway and Transportation Officials (AASHTO). Upon review of best practices, it was determined that the 26′ pavement width was best practice for residential streets.

There was general consensus from the Multi-Modal Transportation Board (MMTB) that 26′ was an appropriate policy for residential street width. Doing so allowed a 5′ sidewalk and appropriate curblawn space for trees on each side of the street within a typical 50′ right-of-way. The MMTB also agreed that exceptions should be considered under certain conditions. The Board recommended that each street be reviewed on a case-by-case basis and factors such as vehicular counts, vehicular speeds, on-street parking, emergency access, bus routes, and street trees be considered each time.

On July 23, 2018 (Agenda – Minutes), the City Commisison reviewed the recommendations of the Multi-Modal Transportation Board and approved the Birmingham Residential Street Design Standards. Such standards include a residential street width of 26′ (28′ back of curb to back of curb), with a curblawn for street trees and a 5′-6′ sidewalk. The policy also includes exceptions for consideration and standards for review. The approved residential street width policy is included in the packet as noted below.

On September 7th, 2023 (Agenda – Minutes), the Multi-Modal Transportation Board began preliminary discussions regarding Arlington St. and Shirley Rd. within the context of the City's Residential Street Width Policy. The Board initially indicated an interest in pusuing a sidewalk on just one side of the street within the existing 33′ curb to curb space. Doing so would avoid disturbing the natural features and enable a City standard 26′ street width.

On October 5th, 2023 (Agenda – Minutes), the Multi-Modal Transportation Board reviewed schematic concepts provided by staff for potential sidewalk locations and held a discussion regarding preferences. City staff commented that when there is a 50′ right-of-way of City property, staff recommends maximizing the health, safety, and welfare of the entire space for the public good. In this case, that would entail finding a way to use all 50′ of the right-of-way to place sidewalks on both sides of the street that includes a typical curb lawn between the sidewalk and road to act as a buffer between vehicles and pedestrians. After discussion, staff indicated more detailed concepts would be provided for the November meeting.

On November 2nd, 2023 (Agenda – Minutes), City staff presented a detailed topographic survey with four design concepts for street widths and sidewalk locations. Data from a detailed survey of all trees within the public right-of-way conducted by Davey Environmental was also discussed. The intent was to address concerns regarding the natural features in the right-of-way. The memo provided online Friday October 27th, 2023 included tree data taken between 2012 to 2023, however staff received an expedited survey from Davey Environental to reflect existing conditions to present at the meeting on November 2nd, 2023. The MMTB moved to approve a public hearing on the street width of Shirley Rd. and Arlington St. for December 5, 2023.

On December 5th, 2023 (Agenda), the MMTB held a public hearing to make a recommendation of street width and design to the City Commission. City staff presented on the City's relevant policies and master plans for residential roads, the existing conditions of Shirley and Arlington, the City's street tree policy, and the necessary traffic, parking, and vehicular speed data for reviewing changes to residential street widths – all of which are included as noted below.

City staff and the Multi-Modal Transportation Board refer to the City's Complete Streets Resolution (2011), the Multi-Modal Transportation Plan (2013), the 2040 Birmingham Plan, and the Residential Street Width Standards policy (2018) as guidelines for making recomendations.

On July 11th, 2011, the Birmingham City Commission adopted a resolution in support of a complete streets policy encouraging safe transportation design for all users. The resolution concludes with the following:

> *"Now, therefore, be it resolved, that the City of Birmingham City Commission hereby declares its support of complete streets policies and further directs City staff to develop a set of proposed policies and procedures to implement Complete Streets practices to make the City more accommodating to all modes of travel, including walkers, bicyclists and transit riders, of all ages and abilities."*

In 2013, the City Commission approved the Multi-Modal Transportation Plan which goes into more detail regarding recommendations to enhance pedestrian safety and multi-modal connectivity. The Multi-Modal Transportation Plan categorizes the subject area as a neighborhood where sidewalks should be completed. It recommends that the City pursue sidewalks on all sides of the street, particularly when the City is undertaking a road reconstruction process.

In 2023, Birmingham's City Commission adopted a new Master Plan titled "The Birmingham Plan 2040". The creation and adoption of this plan involved 45 public meetings over the span of four years. Chapter 3 of the Birmingham Plan 2040, "Retain Neighborhood Quality" has a section titled "Keep Streets Pedestrian-oriented". This section discusses how widening streets encourages higher speeds and cut through traffic. It provides that street design must consider pedestrian comfort and safety and street trees for public health, stating (pg 56):

> *Today, sidewalks are missing in numerous places, which should be surveyed and remedied. Similarly, street intersections which do not have accessible ramps to crossings should be remedied. These changes may cause trees to be removed, which should be replaced nearby to maintain the street tree canopy…*
>
> *The tree lawn is critical to street trees; sufficient root area results in greater canopy. Canopy health is very closely related with the health of residents, mental and physical, the ease of walking or biking along streets, and the success of children in school. In fact, programs exist across the country to re-establish urban tree canopies to improve the health outcomes of children.* ***In neighborhoods, tree lawns should not be sacrificed for pavement width.***

In addition, the following section of Chaper 3 "Retain Neighborhood Quality" is titled "Replace Unimproved Streets". This section of the Master Plan recommends that the City pursue recommedations of the Ad-Hoc Unimproved Streets Committee in order to remedy unimproved streets throughout the City.

Chapter 3 "Retain Neighborhood Quality" of the Birmingham Plan also has a section titled "Retain Street Tree Canopy". This section states that Birmingham's downtown and neighborhoods benefit from a rich tree canopy, increasing house values, public health, and sustainability. This section comments that the street tree canopy should be protected, well maintained, and prepared for a

changing climate. Recommended actions for a Canopy Improvement Plan relevant to Shirley and Arlington include the following (pg. 59):

i. *Select large canopy species for streets and parks, native to the region and resilient for its' future climate, retaining the character of each neighborhood's distinctive canopy.*
ii. ***Minimize overly-used or exotic species, such as Crab Apple, Honey Locust, and Pear Trees.***

In regards to existing conditions, the 33' road width is located within a 50' public right-of-way. Thus, the 8'-9' feet of property located on each side of the road along Shirley and Arlington is City property. Staff pointed out that a number of landscaping features have been planted in the public right-of-way without a special treatment permit. Staff also discussed that when a special treatment permit to plant or install features in the right-of-way is obtained, the agreement has a clause stating the City may remove such features during a public project at no cost or liability. **The City owns the entire 50' right-of-way and is permitted to use the space for the public good, regardless of any improvements installed by others.**

City staff also discussed the presence of 136 street trees within the right-of-way along Shirley Rd. and Arlington St. An updated survey of species and conditions was obtained by Davey Environmental in November of 2023. The data indicated that 93 of the 136 trees were either prohibited species or in poor to fair condition. The prohibited species include 16 Pear Trees, (Callery Cleveland Select), 11 Norway Maples, 7 Silver Maples, and 3 Red Maples which are considered non-native and invasive. The data also indicated that 31-38 trees have the potential to be relocated given their species and a diameter at breast height of 5 inches or less. The Crab Apple is the most populated tree throughout the subject area with a count of 18 (14 of which were illegally installed without a special treatment permit on City property without City approval.) As previously mentioned, The Birmingham Plan 2040 recommendation under "Maintain Tree Canopy" is to minimize the use of Crab Apple and Pear Trees (pg. 59).

City staff, including the staff arborist, toured Arlington St. and Shirley Rd. with arborist Lawrence Sobson from the Michigan Department of Natural Resources (DNR). Mr. Sobson was able to attend the Multi-Modal Transportation Board meeting on December 5, 2023 and answer questions on tree species, recommended street trees, and why some species are not recommended as street trees. The City of Birmingham's arborist staff maintains a prohibited tree species list and a recommended tree species list that aligns with recommendations of the Michigan DNR. To learn more about prohibited species, the DNR has a webinar series "Not MI Species" titled "Where the Sidewalk Ends: Choosing Resilient Trees for Tomorrow's Urban Environments" (select link to view, see mins 8:00-20:00 for prohibited species, and 34:00 for recommended species).

City staff representatives from the Department of Public Services (DPS) were also available to answer questions for the Multi-Modal Transportation Board. DPS commented that if the City were to pursue a complete streets policy on Arlington St. and Shirley Rd., the City would plant 200-250 new trees that were permitted species and intended to provide a long-term healthy tree canopy. DPS also provided a detailed memo on the street trees of Arlington St. and Shirley Dr. which is included in the attachments.

Staff then proceeded to review the Birmingham Residential Street Design Standards Section 4, "Exceptions and Modifications to the Width Standards" which includes the following:

Any modification must be consistent with the Intent of these standards and the engineering publications upon which they are based. Street width exceptions may only be approved to a minimum of 20 ft. and a maximum of 30ft. If residents express a desire for a non-standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered (either wider or narrower) only if one or more of the following conditions exist:

a. *High or low frequency of use of on-street parking. When surveyed on-street parking is utilized 15% or less overnight, the width may be reduced. When parking density is classified as highly utilized, defined as over 25%occupancy throughout the day or more than 50% of the available curb space used overnight, the width may be increased. For calculation of parking, a minimum length of 22 ft. shall be used and not include driveways, spaces adjacent to fire hydrants, or other locations where parking is not allowed.*

   Parking counts were taken by the City's Police Department from Thursday November 9th, 2023 to Saturday November 11th, 2023 at 10am, 2pm, and 12am each day. Arlington's highest parking count was 39 at 10am on a Friday, while Shirley's highest parking count was 23 at 10am on a Thursday. Shirley and Arlington have approximately 7,892 feet of curb space, thus a parking capacity of approximately 359 vehicles. The highest utilization rate during the daytime was 11% for Arlington and 6% for Shirley. Meanwhile, the nighttime utilization rate was between 0%-1% for both streets. It has been noted that there are a number of construction workers and landscaping companies parked on the street during the daytime. Staff does not recommend deviating from City standards to accommodate parking space for contractors and landscapers. **Thus, the Shirley and Arlington parking counts qualify the road width to be less than the City standard of 26', however the parking counts do not qualify the subject area to modify the street width standard to be wider than 26'.**

Arlington

Parking Counts	10am	2pm	12am
Thursday 11.09.23	32	36	0
Friday 11.10.23	39	30	0
Saturday 11.11.23	3	3	0

Arlington

Parking Occupancy	10am	2pm	12am
Thursday 11.09.23	9%	10%	0%
Friday 11.10.23	11%	8%	0%
Saturday 11.11.23	1%	1%	0%

Shirley

Parking Counts	10am	2pm	12am
Thursday 11.09.23	23	17	2
Friday 11.10.23	21	15	1
Saturday 11.11.23	6	8	4

Shirley

Parking Occupancy	10am	2pm	12am
Thursday 11.09.23	6%	5%	1%
Friday 11.10.23	6%	4%	0%
Saturday 11.11.23	2%	2%	1%

b. *Daily traffic volumes exceed 1500 vehicles.*

   Daily traffic counts were taken on Arlington and Shirley from November 14th to November 17th, 2023. Traffic counts ranged from 263 to 1,563 per day. Shirley Rd. exceeded 1,500 vehicles on two occasions but Arlington St. peaked at 1,420 vehicles. **Thus, Shirley may qualify for this exception, however Arlington does not.**

November 2023	Tue 14	Wed 15	Thur 16	Fri 17
Arlington	854	1,349	1,420	263
Shirley	1,145	1,522	1,563	291

c. *The street is a published school bus route used by the Birmingham Public Schools or is a frequent emergency response route.*

Shirley and Arlington are published school bus routes. The Fire Department has indicated that the subjects roads are not frequent emergency response routes. **Thus, Shirley and Arlington may qualify for this exception.**

d. *Street is adjacent to a school, religious institution, City park, multiple-family residential development, or other use with access that generates higher traffic volumes.*

Arlington and Shirley are not adjacent to uses considered to generate higher traffic volumes. Shirley is adjacent to the Rouge Trail and Linden park, however this site does not have a parking lot and does not generate large amounts of vehicular traffic. The house on the corner of Arlington and Maple belongs to a religious institution (Birmingham First United Methodist Church), however vehicular access to the church is off of W. Maple. **Thus, Shirley and Arlington do not qualify for this exception.**

e. *Presence of street trees, especially healthy, mature trees, such that rebuilding the road as proposed would result in the removal of two or more trees on any given block.*

There are 136 trees within the public right-of-way along Shirley and Arlington. A review of existing trees by Davey Environmental, City staff Arborists, and a DNR arborist has determined that the majority of street trees are either prohibited species, in poor to fair condition, or have the potential to be transplanted. Also, if the City were to pursue complete streets design with a 26' wide road, sidewalks on eack side of the street, and a 6' curblawn, the City would plant 200-250 new trees that align with the City's permitted street tree policy to enable a healthy, longlasting tree canopy.

It is also of note that reducing the road width from 33' to 26' will not impact any trees – the replacement of trees would be related to the pursuit of sidewalks. **Given the existing road width and tree conditions in the subject area, Shirley and Arlington do not qualify for this exception.**

f. *A speed study confirms that the 85th percentile speed is more than 5 miles per hour over the posted speed limit and/or city police or engineering departments have documented operational or safety concerns related to traffic patterns along the street.*

The Police Department consistently collects speed and volume counts for all residential streets on a rotating basis using clandestine recording devices.

The most recent data for Shirley indicates an 85% speed of 30 mph and 32 mph for Arlington. Given the recorded speeds in the 85th percentile of 5-7 mph over the speed limit, the Police and Engineering Department are MORE inclined to recommend that the street width be reduced from existing 33′ to the City standard of 26′ in order to reduce speeds. The Police and Engineering Department also want to reitereate that speed bumps cannot be installed on unimproved streets with cape seal such as Arlington and Shirley due to the lack of road foundation. **Thus, Shirley and Arlington do not qualify for an exception to widen the street width to more than 26′, however they do qualify for consideration to reduce the street width to less than 26′.**

g. *Street may be as narrow as 20 ft. with parking on one side only if right-of-way is less than 50 ft.*

The right-of-way along Shirley and Arlington is 50′ wide. **Thus, Shirley and Arlington do not qualify for this exception.**

Thus, Shirley and Arlington meet the criteria for consideration of exceptions to the residential street width standard due to being a school bus route and Shirley having a recorded daily vehicle traffic volume exceeding 1,500. In addition, having recorded 85th percentile vehicular speeds of 5-7 mph over the speed limit supports a narrowing of the street to a width less than 26′.

Four alternative design concepts for Arlington St. and Shirley Rd. were presented. Exhibit A included a City standard street maximizing the public right-of-way with a 26′ wide street accomodated by a 6′ greenspace and 5′ sidewalk on each side. Based upon a review of relevant master plans and the City's residential street width policy, City staff recommended Exhibit A for approval. Staff emphasized that this is a generational project and Exhibit A would provide safe sidewalks and a healthy new tree canopy for multiple generations of Birmingham residents to come.

Staff also commented that the City wants to be proactive, not reactive, when it comes to pursuing sidewalks and safe pedestrian spaces. Staff brought up the fact that the City had recommendations for enhanced pedestrian safety at Woodward near Maple and Forest for years, but it was not until there were two pedestrian deaths in 2021 that the City acted upon the recommendations of its plans.

Upon review, discussion, and public comment, the Multi-Modal Transportation Board motioned to recommend approval of Exhibit A which includes a City standard 26′ wide street and sidewalks on both sides to the City Commission by a vote of 4-2.

LEGAL REVIEW:
The City Attorney has reviewed the suggested resolutions and has no objection.

FISCAL IMPACT:
This project has been planned and is included in the approved FY 23/24 budget as a standard cape seal replacement. The budget includes $270,000 in Local Streets account 202-449.001-981.0100, $390,000 in Sewer Fund account 590-936.001-981.0100, and $1,700,000 in Water Fund account 591-537.004-981.0100. Therefore, the total project budgeted is $2,360,000. If a full reconstruction of the streets as shown in Exhibit A is selected, a budget amendment would be required for the Local Street Fund. Preliminary estimate of the road reconstruction as an improved street is $3,300,000, thus there will be a shortfall of $3,030,000 in the Local Streets account with approximately $2,750,000 in potential special assessment revenue over a 10-year payback. Installing a 5' wide sidewalk on both sides of Arlington and Shirley will be approximately $500,000. The FY 23/24 budget has $200,000 for sidewalk gap closure and potential sidewalk assessment revenue for new sidewalk installation. Thus, City Commission would have to amend the budget and approve the use of an additional $1,530,000 from the Local Streets fund, transfer an additional $1,500,000 from the General Fund, and amend the sidewalk budget for $300,000.

PUBLIC COMMUNICATIONS:
A "Notice of Upcoming Project and Expression of Interest Survey for Street Improvement" dated September 25, 2023 was sent to all properties along Arlington St. and Shirley Rd. City staff received a total of 49 responses from 44 properties.

Notices were sent to all residents along Arlington St. and Shirley Rd. to notify of the public hearing with the Multi-Modal Transportation Board that was set for December 5, 2023. Public Notice signs were also placed at all stop signs along Arlington and Shirley to notify of the hearing.

The item was presented in a public setting at the Multi-Modal Transportation Board in September, October, November, and December of 2023. Staff presented timelines of anticipated hearings and discussed that the final hearing would likely be held with the City Commission on January 8, 2024.

SUMMARY:
Based upon review of the existing water, sewer, and road conditions, the City's Ad Hoc Unimproved Streets Study Committee Final Report, the City Commission's 2011 Complete Streets Resolution, the Multi-Modal Transportation Plan, the 2040 Birmingham Plan, the Residential Street Width Policy, and the City's street tree program, City staff recommends that Shirley Rd. and Arlington St. be designed as an improved street with dimensions
indicated in Exhibit A with 5' sidewalks on both sides of the street, a curb lawn for City trees on each side, and a street width of 26' consisting of a concrete surface.

Staff recommends implementing Exhibit A as an improved street to provide quality infrastructure, a safe pedestrian design, and a healthy tree canopy for the existing residents as well as generations of Birmingham residents to come.

Once a recommendation is made by the City Commission for sewer, water, and road design, the City Engineering Department will proceed with final designs. The City Commission will then have a public hearing on a future date to establish a special assessment district for the making of the public improvement.

ATTACHMENTS:

- Staff Report – Fire Department
- Staff Report – Department of Public Services
- Draft Minutes – Multi-Modal Transportation Board December 5, 2023
- Exhibit A – Conceptual street design and sidewalk location
- Exhibit A – Intersection Recommendations
- Upcoming Capital Improvements Projects – 2023 Long Range Planning
- Procedure for City Street Improvements, October 25, 2021
- Residential Street Width Standards, July 23, 2018
- Complete Streets Resolution, July 11th, 2011
- Multi-Modal Transportation Plan (2013) – relevant sidewalk recommendations
- The Birmingham Plan (2023) – Chapter 3. "Retain Neighborhood Quality"
- Sidewalk location map – 2021
- Special Treatment Permit and right-of-way liability language
- "Not MI Species" Webinar – "Where the Sidewalk Ends: Choosing Resilient Trees for Tomorrow's Urban Environments" by Michigan DNR
- Table and Charts of Arlington St. and Shirley Rd. tree species
- Birmingham prohibited tree species list
- Birmingham permitted tree species list
- Maps of street tree conditions and species
- Arlington St. and Shirley Rd. speed data
- Arlington St. and Shirley Rd. vehicle counts
- Arlington St. and Shirley Rd. parking counts
- Slides from staff meeting with residents – October 19, 2023
- Resident letters
- Map of survey respondents and surveys
- Exhibit B – Conceptual sidewalk location reviewed by MMTB
- Exhibit C – Conceptual sidewalk location reviewed by MMTB

SUGGESTED COMMISSION ACTION:

Make a motion adopting a resolution to direct the Engineering Department to proceed with final design of the Arlington Street and Shirley Project to include the planned improvements to the sewer and water systems, and the full reconstruction of the streets within the project area that will meet the City standards for an improved street with a 5 foot sidewalk on each side of the road as indicated in Exhibit A.

City of Birmingham Fire Department

572 South Adams • Birmingham, Michigan 48009 • 248.530.1900 Fax 248.530.1950

Arlington and Shirly Roads Water Supply Recommendations

Throughout the City, some areas need immediate improvements to the water system for fire suppression needs. Arlington and Shirley Roads are two of these locations. The fire hydrants located down these streets as you get closer to the middle do not meet the water requirements for fire suppression. Hydrants that are painted red on the caps are not used for fire suppression because they potentially do not provide enough water for a single fire hose.

Every fire hydrant in the City is color-coded based on the available amount of water that can be produced. A blue hydrant produces more than 1,500 gallons per minute (GPM), a green hydrant is 1,000 to 1,499 GPM, an orange hydrant is 500 to 999 GPM, and a red hydrant is less than 500 GPM.

For fire suppression operations to be effective, there should be a bare minimum of 1,000 GPM for a residential fire. Based on the fire hydrants on Arlington and Shirley there is insufficient coverage with the current water flows. Should a fire occur on one of these roads, fire crews are trained not to use a red cap fire hydrant and only an orange cap if a green or blue is not within 500 feet. Knowing neither can support the demand for multiple hose lines or master streams from fire engines or ladder trucks.

Last winter a house under renovation on an adjacent street had a red hydrant nearby. That hydrant was not capable of any fire suppression needs. Multiple 4-inch supply hoses had to be deployed hundreds of feet to the much better hydrants located near Maple Road and Lincoln Street to extinguish the fire. This additional step in obtaining a sufficient water supply is very labor intensive and time consuming when responding to a residential house fire. Delays in the time to obtain a sufficient water supply can allow the fire to grow in size, causing the amount of fire damage to increase. In this case, the fire was a defensive one upon arrival, however, a successful offensive attack was needed to protect the neighboring homes from the fire exposure.

Most notably, the reduced water supply from red and orange-rated hydrants has impaired our last Insurance Services Office (ISO) rating. Although the fire department's overall ISO rating improved in 2023, it landed a substantial hit in the water supply category. Certainly, improving the water system on Arlington and Shirley would help with our ISO rating; most importantly, however, it would provide a more viable means of water flow for fire suppression crews should a situation arise.

Respectfully Submitted,

Jeffrey G. Scaife
Fire Marshal

Matthew J. Bartalino
Assistant Chief / Operations

Paul A. Wells
Fire Chief

Jeffrey G. Scaife
Fire Marshal

MEMORANDUM

(Department of Public Services)

DATE: December 5, 2023

TO: Brooks Cowan, City Planner

FROM: Brendan McGaughey, Parks and Forestry Foreman
Scott Zielinski, Director of Public Services

SUBJECT: Forestry Comments re: Shirley and Arlington Engineering Project

INTRODUCTION:
The Multi-Modal Transportation Board and Engineering Department have been reviewing potential construction design options in order to make a recommendation regarding installation of sidewalks on Shirley and Arlington streets. In general, sidewalk installation in any capacity will potentially cause conflicts with City-owned trees and landscaping within the easement, as well as nearby private trees and landscaping. The Department of Public Services is responsible for the maintenance of the City's urban forest, and are consulted on both potential and upcoming engineering projects as they relate to public and private trees.

BACKGROUND:
As sustainability is at the forefront of the City's efforts – it's a key goal of the City Commission which declared a climate emergency and instituted an Ad Hoc Environmental Sustainability Committee in early 2023. The Planning Department is currently working on the Birmingham Green Healthy Climate Plan and recently completed the 2040 Birmingham Master Plan (in which sustainability is encouraged throughout the plan). Finally, the ongoing development of the 2024-2028 Parks and Recreation Master Plan recommends sustainable landscaping and green infrastructure as a primary focus for all future park development. The definition of "sustainability" can take on many different forms when it's used in the instances of environmental preservation and public policy, but ultimately they all trend to growing and sustaining green infrastructure (additional trees, storm water capture, etc.) long into the future to have a healthier climate.

Birmingham's urban forest, located in street right-of-ways, parks and public property, is undoubtedly the most valuable and important part of green infrastructure owned by the City. Our current inventory of 15,547 trees provide the following environmental benefits:

- 1,189,646 pounds of carbon dioxide is sequestered annually
- 2,771,413 gallons of runoff is avoided annually
- 12,683,407 gallons of rainfall is intercepted annually – approximately 253,668,139 gallons of rainfall intercepted over the next 20 years

A recent inventory of Shirley and Arlington by Davey Resource Group (DRG) identified approximately 136 trees either within the City right-of-way or encroaching into the defined project area. Prohibited species (42) and non-prohibited trees in poor to fair condition (51) comprise 93 of the 136 (68%) of the trees in consideration. An onsite visit was also conducted by staff along with Lawrence Sobson of Michigan's Department of Natural Resources. Staff reviewed each approved species and recommended for use as a residential street tree in good or excellent condition with a DBH of greater than 5", and were unable to find any trees that should prevent sidewalk installation in the City standard location (which is approximately 1' from private property in the easement).

If a "carriage" sidewalk placement is used to prioritize the preservation of as many City trees as possible, 68% of which have been inventoried as prohibited species or already in fair or poor condition, the trees will likely suffer root damage anyway and they will not be replaced once they are eventually removed. The City does not plant trees on the private side of sidewalks to avoid liability and damage to private property, so eventually this option would eliminate City trees entirely if a carriage sidewalk is used. Furthermore, a carriage sidewalk placement would cause additional maintenance issues and would provide a less safe walking path without approximately 6' of grassy easement which helps separate pedestrians from traffic. DPS is firmly against this option as we want to sustain a long term urban forest on residential streets for hundreds of years, not just for the next 5-20 years.

DPS recommends conforming with residential improved road standards (28' width and a sidewalk on both sides of the roads placed ~12" from private property). This option will allow for a healthier, sustainable and successful urban forest where at least 200-250 trees could be planted following the majority of construction activities. These trees would all be approved species, conform to proper spacing guidelines and will all be recommended for use as residential street trees. The total amount of City-owned trees (approximately 130) would be increased by approximately 70-120 trees, which would provide numerous environmental and green infrastructure benefits to the entire community and help achieve the City's ongoing efforts to become more sustainable.

City Of Birmingham Multi-Modal Transportation Board
Thursday, December 5, 2023
151 Martin Street, City Commission Room 205, Birmingham, MI

Minutes of the regular meeting of the City of Birmingham Multi-Modal Transportation Board held Thursday, December 5, 2023. Chair White convened the meeting at 6:00 p.m.

A. Rollcall

Present: Chair Doug White; Board Members Mark Doolittle, David Hocker, Joe Zane; Alternate Board Members Gordon Davies, Patrick Hillberg

Absent: Vice Chair Tom Peard; Board Member Victoria Policicchio; Student Representatives Sophie Hanawalt, Angie Sharma

Staff: Senior Planner Cowan; City Engineer Coatta, City Transcriptionist Eichenhorn, Police Captain Kearney, Parks & Forestry Foreman McGaughey, Department of Public Services Director Zielinski

DNR: Lawrence Sobson

F&V: Julie Kroll

MKSK: Brad Strader

B. Introductions & Chair Comments

The Chair provided the Board's introductory comments.

C. Review of the Agenda
D. Approval of MMTB Minutes of November 2, 2023

Motion by Mr. Hillberg
Seconded by Mr. Zane to approve the MMTB Minutes of November 2, 2023 as submitted.

Motion carried, 6-0.

VOICE VOTE
Yeas: Doolittle, Davies, White, Zane, Hillberg, Hocker
Nays: None

E. Unfinished Business

1. **Arlington Rd. and Shirley Dr.**

SP Cowan presented the item and Staff answered informational questions from the Board. Ms. Kroll, and Mr. Strader also answered questions from the Board.

Lawrence Sobson, an arborist of the Michigan Department of Natural Resources, was also in attendance and answered questions regarding the DNR's recommendations for street trees and prohibited species.

Public Comment

Midge Moran made comments about safety on Arlington and Shirley.

Kathleen Devereaux supported the preservation of mature City trees.

Heidi Pinkert spoke about the safety of sidewalks, sustainability in the City, and the applicability of the 2040 Plan.

Ron Sawyer spoke about street widths' impact on traffic safety and whether narrowing the streets would represent an increase in maintenance costs for the homeowners.

Creagh Milford questioned whether there was data to support the City's tree and pedestrian safety recommendations.

David Mendelson thanked the Board members for their service and received brief answers from Staff regarding the project's timing and impact on setbacks.

Richard Silbergleit and James Mirro supported Arlington and Shirley remaining as-is.

Chris Gaudette thanked the Board members for their work and supported Exhibit A. Tony Trease concurred, emphasizing the long-term benefit.

Alex Davis said she would send videos to Staff demonstrating the difficulty of driving Arlington and Shirley.

Mike Vansyckle and Fremont Scott opposed adding sidewalks, narrowing the road, and removing the trees. They acknowledged the necessity of other improvements.

Brian Connolly expressed appreciation for the Board, opposed adding sidewalks and the attendant expense, and asked that local opposition to the project be taken into account.

Niharika Ramdev thanked the Board and asked two questions about trees.

Mike Minelli said he felt that residents' feedback was not being given genuine consideration. Alice Silbergleit concurred.

John Graham supported water, sewer, and road surface improvements and opposed sidewalks and reducing the streets' width.

At some point during the Board members' discussion, members of the public boo'ed the Board members, yelled 'Shame on you', and a member of the public made a repeated thumbs-down gesture at the Board members. While more gestures may have been made by the public, a limited portion of the public was visible on the recording.

At a few different points, the Chair and Staff paused the proceedings to remind audience members not to interrupt and to maintain proper decorum while the Board was deliberating.

Board members made the following comments in the course of discussion:

- SP Cowan was to be commended for his presentation;
- While the removal of trees can be disappointing, experts have explained that the present tree canopy along Arlington and Shirley will not be long-lasting. It was explained that there needs to be an increase in tree biodiversity in the area, and the Board is a generational decision rather than a shorter-term one;
- The City elected the Commission, which then adopted and implemented the complete streets plan, the Multi-Modal Transportation Plan, and the 2040 Plan. Those plans provide the context within the Board must make its recommendations;
- At the same time, as a resident, it is possible to understand being opposed to the outcome of those plans for one's own street;
- It might be more appropriate to add sidewalks to Arlington and Shirley when there has been more resident turnover and a possible increase in neighborhood support for the project;
- The desire to not remove snow because other streets do not remove snow was not a valid argument for opposing changes to Arlington and Shirley;
- In reply to some residents' stated sustainability concerns, the neighborhood probably generates about three times the emissions in lawn maintenance as the trees in the neighborhood collect. Additionally, residents said that the streets need to remain wide in order to have enough room for landscaping trucks, which promotes activities that generate emissions;
- While Arlington is a beautiful road, one of the Board members who coaches cross country at Seaholm is not able to take the cross country team on Arlington due to the lack of sidewalks. This demonstrates how members of the community may avoid using Arlington because of its lack of sidewalks;
- A more uniform tree program on Arlington and Shirley may enhance the streets in the next decade, and renderings showing what it might look like once the proposed tree replacements mature could be beneficial to the conversation;
- It was noted that while Exhibit C would be a compromise, there seemed to be little enthusiasm for that option among the public or among the Board; and,
- It was recalled that one member of the public at a prior meeting had opined that Exhibit C would be unfair since some of the costs would be borne by residents only on one side of the roads.

Motion by Mr. Doolittle
Seconded by Mr. Hillberg to recommend to the City Commission that Arlington St. and Shirley Rd. be constructed per the City's residential street standards as indicated in Exhibit A with a 26' street width and a 6' curblawn for street trees and 5' sidewalk on each side of the street.

<u>Public Comment</u>
Stuart Borman noted that he was encouraged to attend the meeting by a Commissioner and used coarse language to describe his dissatisfaction with the process.

Mr. Silbergleit made a comment about the necessity of installing sidewalks given his estimation that Arlington and Shirley are a suburban, not an urban, part of the City.

Ms. Moran and Mr. Mirro expressed support for moving Arlington and Shirley to the bottom of the list for street narrowing and sidewalk implementation.

Ms. Ramdev disagreed that sidewalks inherently represent a safety improvement for pedestrians.

Pam Minelli made a comment about how this project would affect her property. She asserted that protesters would physically block changes to the street and stated that the Board members should 'not ever plan to run for office again'.

Mr. Zane noted that the Board members are volunteers, not elected officials, that they do not get paid for the work they do, and that this particular process was no more enjoyable for the Board members than it was for the members of the public who had spoken.

Mr. Davies recommended that the Commission consider Exhibit C in the event that no consensus is achieved for Exhibit A.

Mr. Doolittle noted that no members of the public had expressed support for Exhibit C.

Mr. Hillberg noted that members of the public who opposed Exhibit C did so on the basis of some of the costs being borne only by residents on one side of the streets.

Mr. Zane noted that the cost allocations of projects were not within the purview of the Board.

Motion carried, 4-2.

VOICE VOTE
Yeas: Doolittle, Davies, White, Hillberg
Nays: Zane, Hocker

F. New Business

1. Columbia Ave All-Way Stop Review

SP Cowan introduced the item and Ms. Kroll presented the item. Ms. Kroll answered informational questions from the Board.

Motion by Mr. Zane
Seconded by Chair White to recommend All-way stop control to the City Commission at the intersections of Columbia St & Villa Rd and Columbia St & Haynes St.

Motion carried, 6-0.

VOICE VOTE
Yeas: Doolittle, Davies, White, Hillberg, Zane, Hocker
Nays: None

G. Meeting Open to the Public for items not on the Agenda
H. Miscellaneous Communications
1. **Maple & Baldwin**
2. **Oak & Lakepark**
3. **Ruffner Cut Through**

I. Next Meeting
J. Adjournment

No further business being evident, the Board adjourned at 8:34 p.m.

Brooks Cowan, Senior Planner

Laura Eichenhorn, City Transcriptionist

DRAFT

MATCH-LINE WEST
MATCH-LINE WEST
MATCH-LINE WEST
EXHIBIT A' - EAST
9' WIDE SIDEWALK, BOTH SIDES OF ARLINGTON & SHIRLEY, TYPICAL BACKWALK ALIGNMENT 5' OFF R.O.W.
REDUCE ROAD WIDTH TO 27' (8-8)
INCLUDE ROAD GEOMETRY AND PEDESTRIAN CROSSING LOCATIONS SIMILAR TO "EXHIBIT C".
SEE STANDARD "EXHIBIT A" FOR DETAILED LOCATIONS WHERE CONCEPT SIDEWALK ALIGNMENT CREATES CONFLICTS W/ TREES, LANDSCAPING, UTILITY POLES, ETC.
NF ENGINEERS
Civil Engineers
Land Surveyors
Land Planners
BRANDON ST.
BRANDON ST.
NOTE: CONCEPTS ARE CONTINUOUS AND ARE SUBJECT TO REVISIONS AS PROJECT MOVES TO FUTURE PLAN PHASES. ALL DIMENSIONS ARE APPROXIMATE AND SUBJECT TO REVISIONS AS PROJECT MOVES TO FUTURE PLAN PHASES.

NF ENGINEERS
Civil Engineers
Land Surveyors
Land Planners
EXHIBIT A' - WEST
5' WIDE SIDEWALK, BOTH SIDES OF ARLINGTON & SHIRLEY TYPICAL BACKWALK ALIGNMENT 1' OFF R.O.W.
REDUCE ROAD WIDTH TO 27' (B-B)
INCLUDE ROAD GEOMETRY AND PEDESTRIAN CROSSING LOCATIONS SIMILAR TO "EXHIBIT C".
SEE STANDARD "EXHIBIT A' FOR DETAILED LOCATIONS WHERE CONCEPT SIDEWALK ALIGNMENT CREATES CONFLICTS W/ TREES, LANDSCAPING, UTILITY POLES, ETC.
MATCH-LINE EAST
MATCH-LINE EAST
MATCH-LINE EAST

Intersection Redesign

Traffic Calming Features

- Reduces the wide expanse of unnecessary pavement
- Reduces stormwater and drainage issues
- Eases Pedestrian Crossings
- Reduces traffic Speeds
- Actual design is dependent on sidewalk alternative

BIRMINGHAM
A WALKABLE CITY

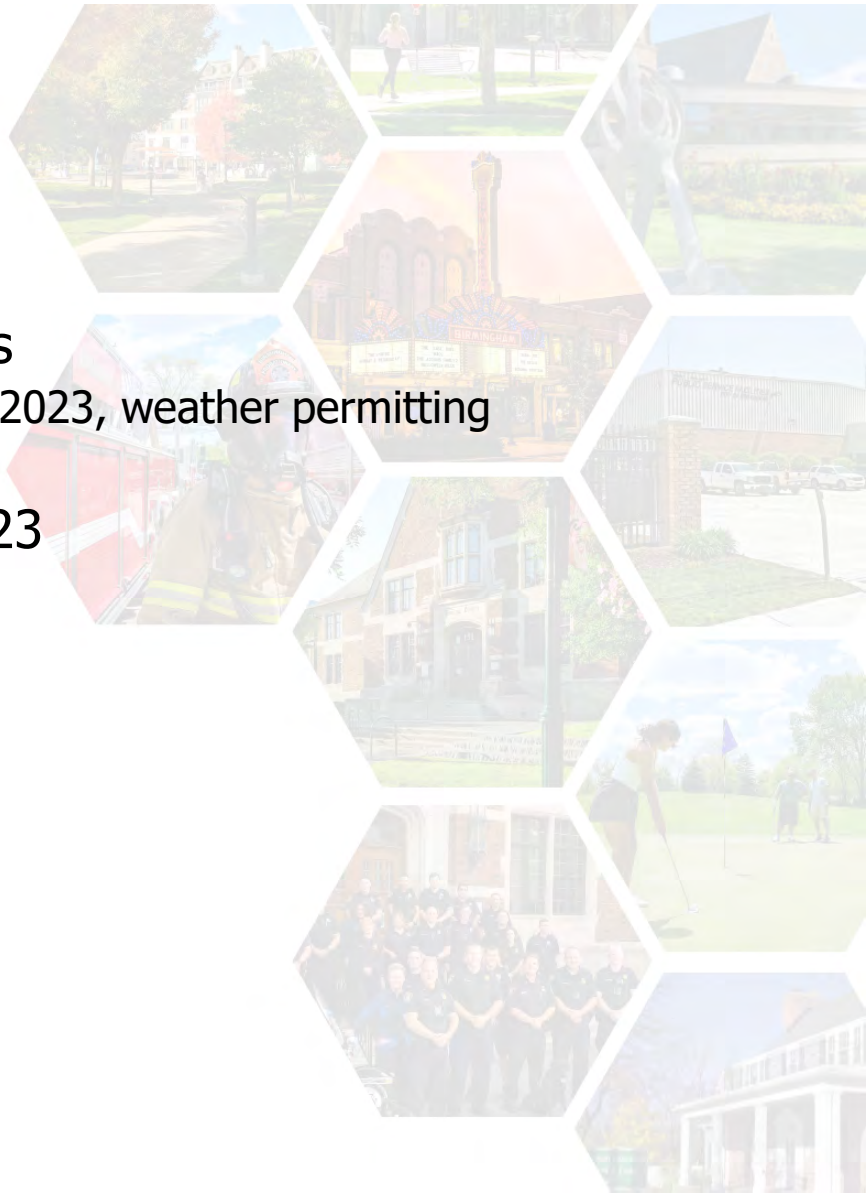
Upcoming Capital Projects 2023

Work Planned for 2023 and Future Plans

Engineering Department

Date: January 21, 2023

Upcoming Capital Projects



Overview:

- 2023 Calendar Year Construction Projects
  - Projects beginning in 2022 will continue into 2023, weather permitting

- New Construction Projects starting in 2023
  - Road improvements
  - Sidewalk maintenance programs
  - Infrastructure Improvements
  - Golf Course Improvements

- Capital Improvement Program
  - 2024 Construction Season
  - 2025 Construction Season

BIRMINGHAM
A WALKABLE CITY

Carry Over Projects from 2021-2022

2023 Construction Projects:

- Parking Lot No. 5 Resurfacing and Slope Repair
- 2022 and 2023 Concrete Sidewalk Program
- 2022 and 2023 Trip Elimination Services
- Water Tower Maintenance and Coating
- Cranbrook Non-Motorized Shared Use Path
- Redding Road Improvement
- Westwood Drive / Oak Street / Rayanle Street
- 2022 - 2023 Cape Seal Program
- 2022-2023 Asphalt Resurfacing
- Sewer Rehabilitation Program
- Lincoln Hills Golf Course Tee No. 1 Project
- Brown Street
- Pierce Street

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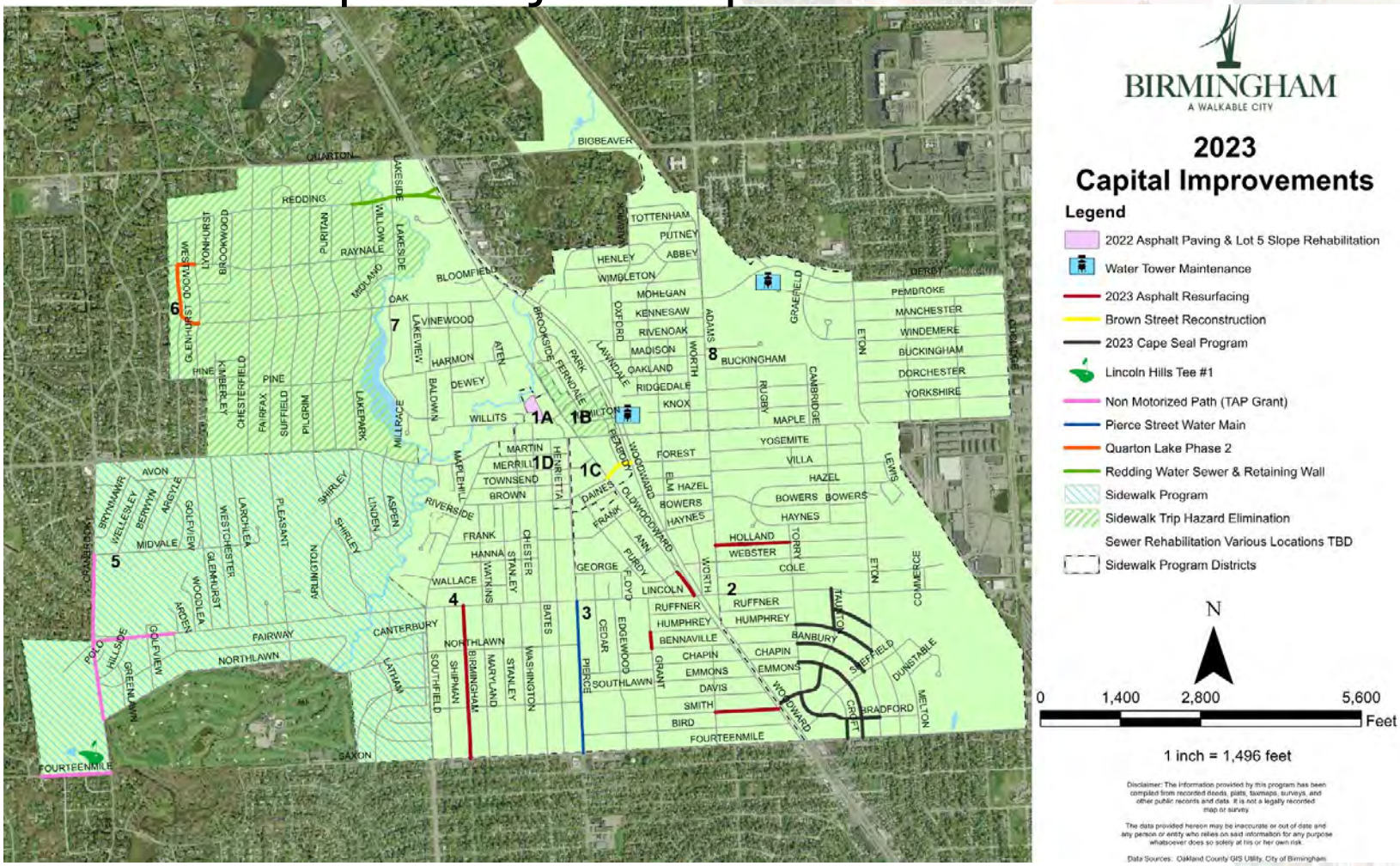
2023 Calendar Year Capital Projects Map



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Lincoln Hills Golf Course Tee No. 1

Improvements to the cart path, retaining walls, and staircase to Tee No. 1 are currently out for bids.

- Project Schedule
  - Currently out for bids
  - February 2023: Award project
  - March 2023: Start construction, weather dependent
  - April 2023: Substantial completion to allow the use of the cart path
  - June 2023: Final completion

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Brown Street: S. Old Woodward Ave. to Woodward Ave.

Reduce the roadway to three lanes, improve pedestrian traffic and turning movements, and minor street scape improvements.

- Tentative Milestone Dates
  - Public Meeting with Property Owners (date TBD)
  - February – March 2023: Bidding for project
  - March 2023: Public Hearing of Necessity for SAD's
  - April 2023: Award project
  - May 2023: Start construction
  - July 2023: Final completion

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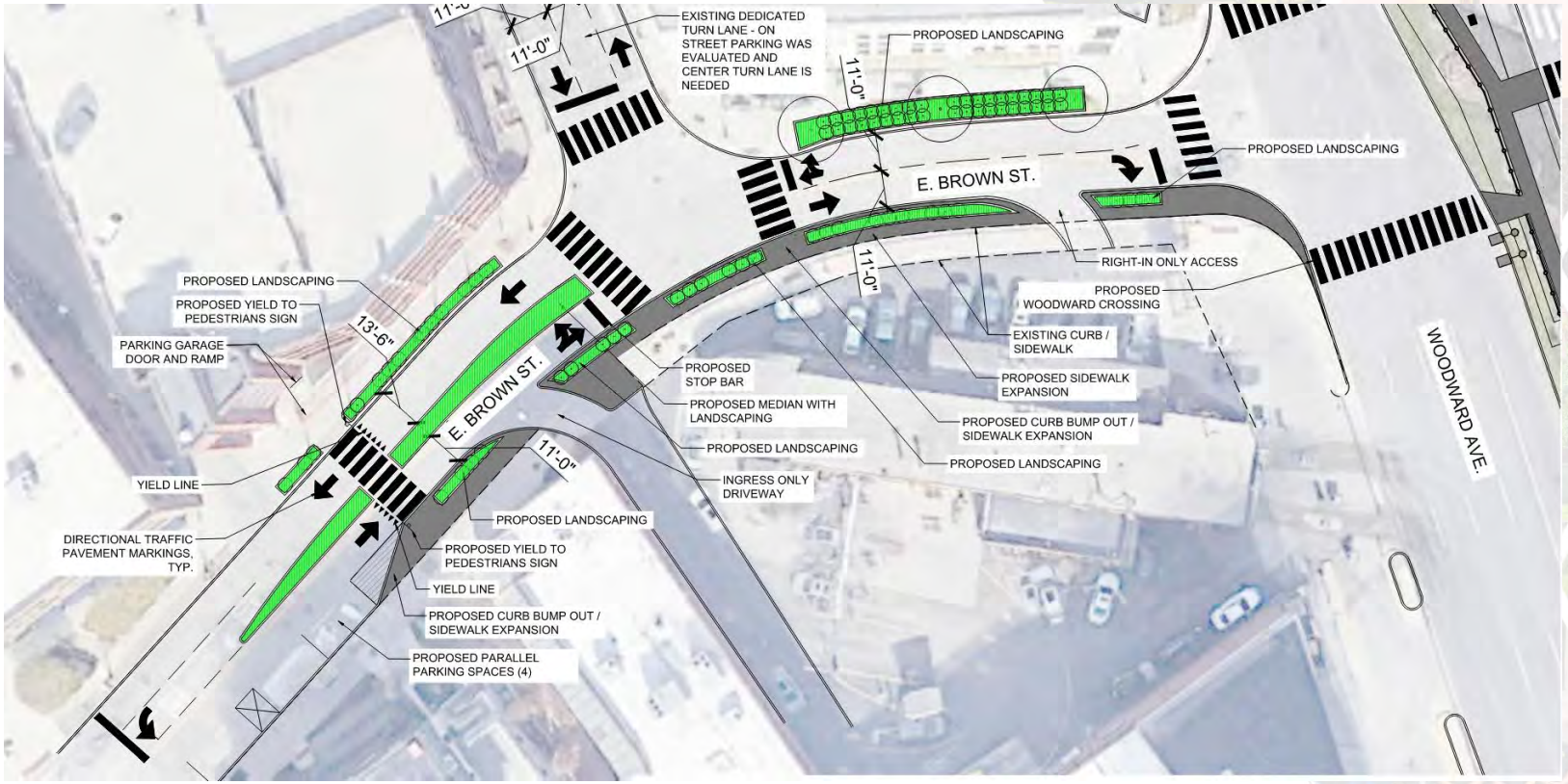
Brown Street: S. Old Woodward Ave. to Woodward Ave.



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Pierce Street, 14 Mile Road to Lincoln Street

Replacing the existing 6-inch water main on the east side of the street from Lincoln Street to 14 Mile Road, ADA ramp upgrades, full-depth road reconstruction for trench end excavations, and other road repair sections.

- Tentative Milestone Dates
  - Public Meeting with Property Owners (date TBD)
  - April 2023: Project Bidding
  - May 2023: Public Hearing of Necessity for SAD's
  - June 2023: Award project
  - Middle of June 2023: Start construction
  - October 2023: Final completion
- Coordination with Pierce Elementary School

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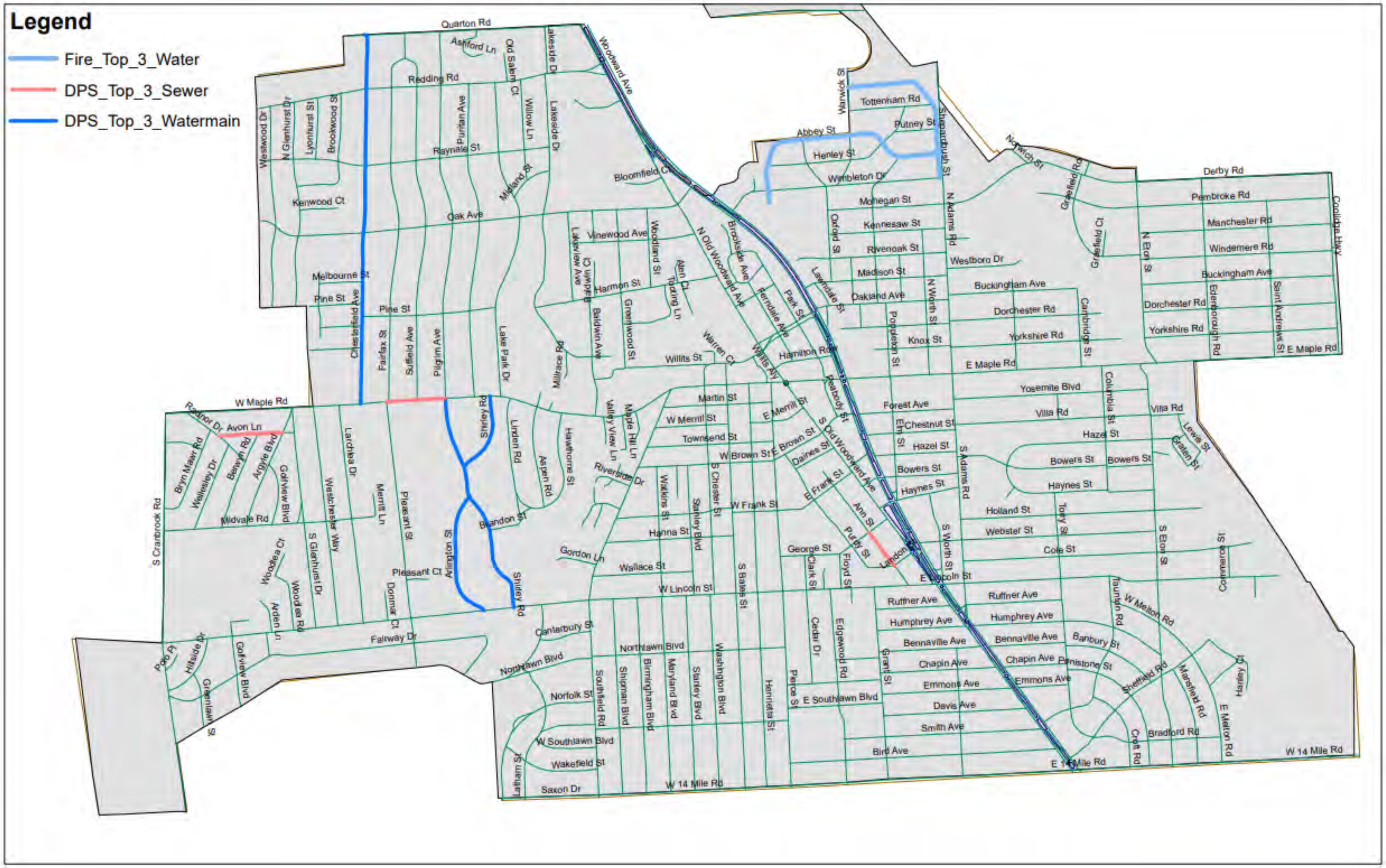
A WALKABLE CITY

Future Capital Improvement Program



BIRMINGHAM
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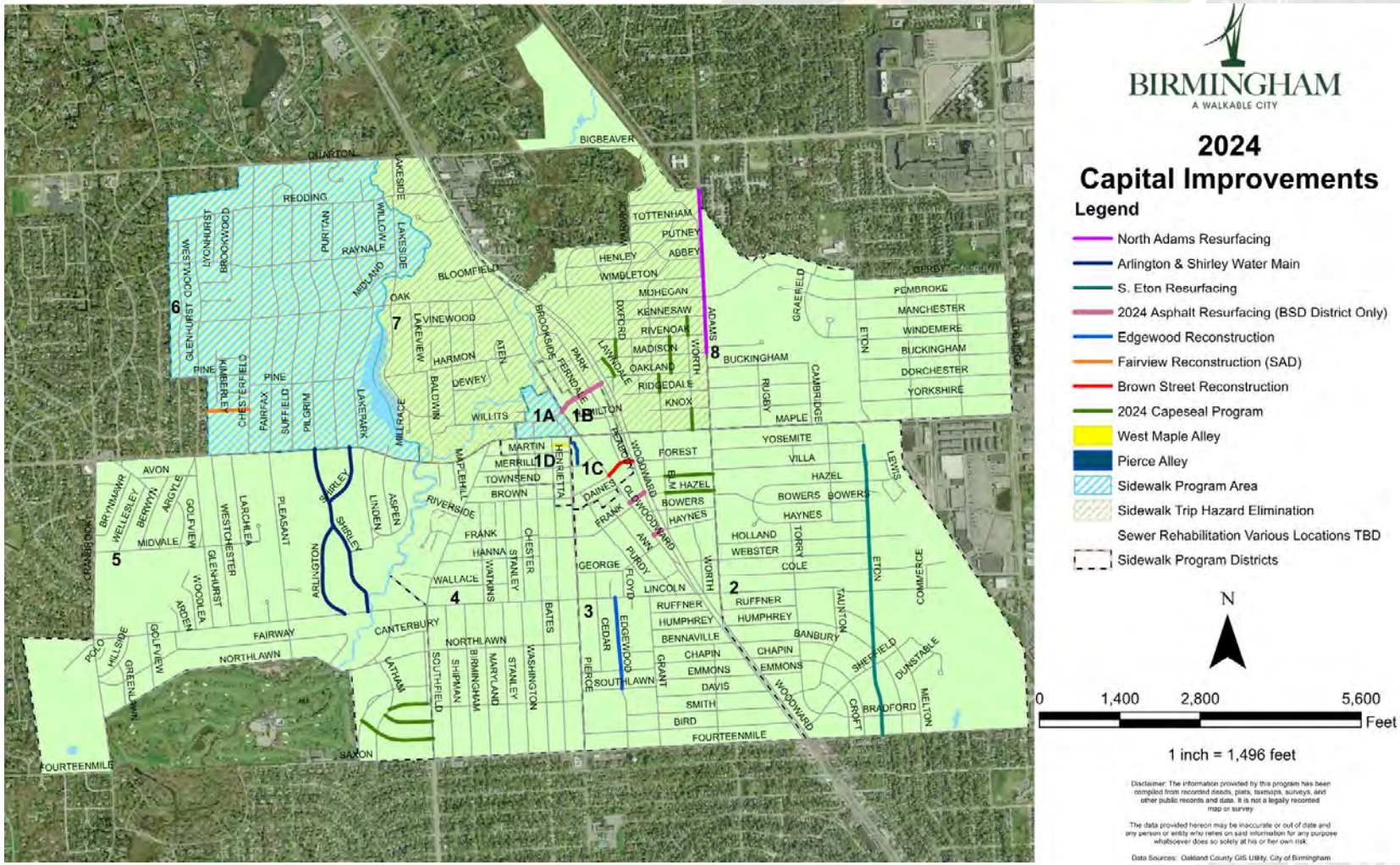
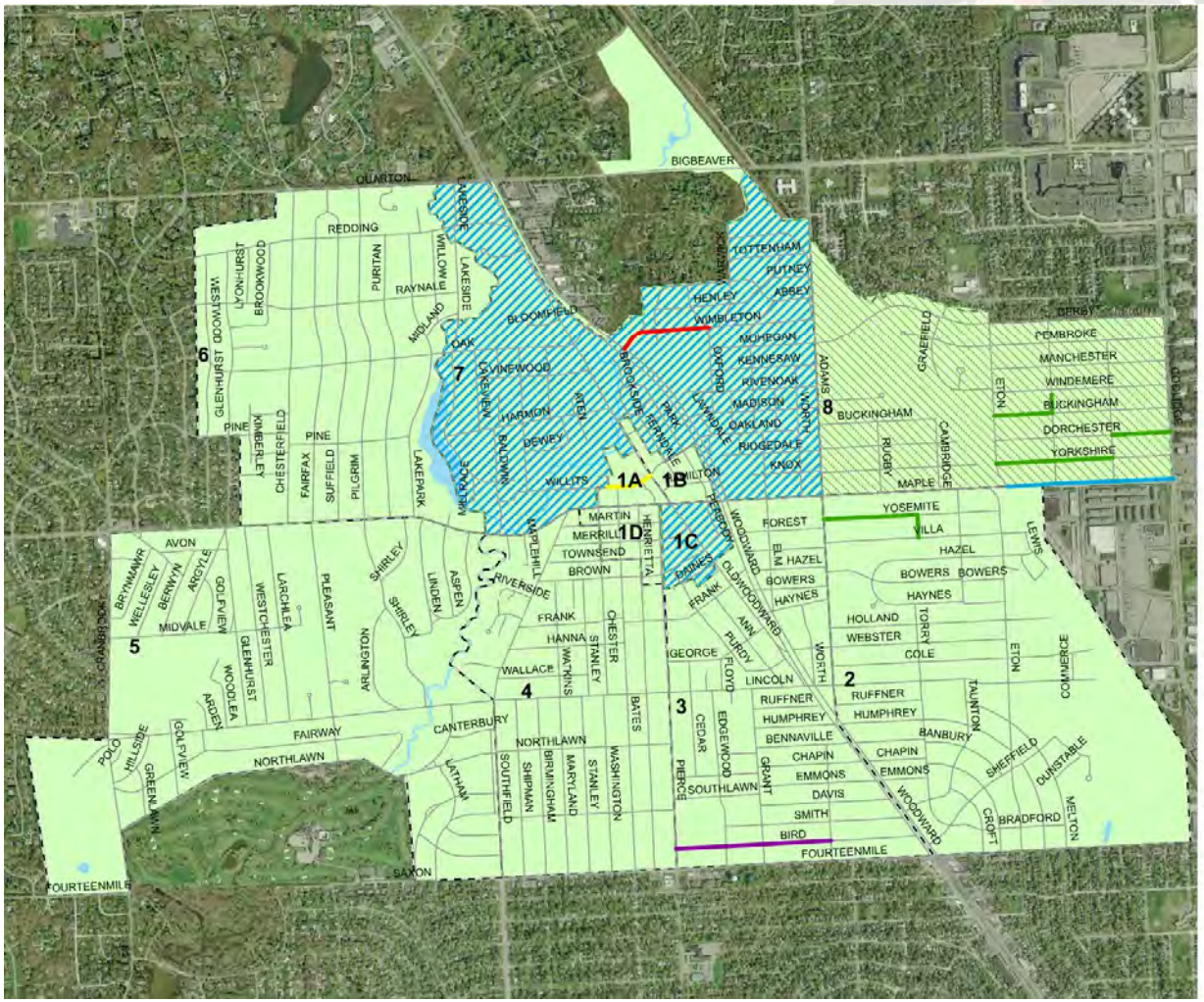
2024 Capital Improvement Program



Note: All projects are subject to City Commission approval and City's budget

2025 Capital Improvement Program



BIRMINGHAM
A WALKABLE CITY

Note: All projects are subject to City Commission approval and City's budget

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Department

DATE: **October 20, 2021**

TO: **Thomas M. Markus, City Manager**

FROM: **James J. Surhigh, Consulting City Engineer**

SUBJECT: **Unimproved Streets Policy Modifications – Process for City-Initiated Projects**

INTRODUCTION:

On September 13, 2021, the City Commission conducted their second workshop to explore the key recommendations made by the Ad Hoc Unimproved Streets Study Committee in their final report to the City Commission, and hear the Staff's recommendations for moving forward with changes to the process for converting unimproved streets to improved status. The City Commission is being asked to modify the City's current ordinance associated with converting an unimproved street to an improved street by allowing the City to initiate such street improvements. The Engineering Department policy statement regarding the modified ordinance for improving unimproved streets and associated improvements is also attached for the Commission's information.

BACKGROUND:

There are ninety (90) miles of existing roadway in the City of Birmingham. Approximately 30% (26 miles) of them are classified as "unimproved" streets. An unimproved road is a gravel road, with or without curbs, that has been maintained with chip or cape seal to provide a relatively smooth and dust-free driving surface. These unimproved streets exist due to the majority of neighborhoods in the City being subdivided and open for development prior to 1930. During this time local streets were built with gravel roads with no provision for storm drainage. Residents with unimproved roads often experience issues with flooding and deteriorating road surfaces as a more common occurrence than their neighbors with improved roads.

Today, unimproved streets may be converted to an improved street with construction of engineered pavement and drainage improvements only when a majority of residents on a residential block submit a petition to the City for such an improvement. In order, to convert a road from unimproved to improved, residents must pay a percentage of the total cost via special assessment.

The City Commission heard an increasing number of complaints from residents over the past several years concerning issues with drainage and the condition of the road surface on unimproved streets. In response, the Commission passed a resolution creating an Ad Hoc Unimproved Street Study Committee (AHUSC). The charge of the committee was to conduct a City-Wide study of unimproved streets and provide a recommendation outlining a long-term plan for improving these streets.

The AHUSC convened from June 2018 until December 2020, when it concluded its charge and presented a Final Report to the City Commission on December 21, 2020. The report provides details regarding the various topics related to the issue, and follows with actionable recommendations to modify the City's existing policy and procedures associated with converting an unimproved street to an improved street. The Committee unanimously believes that there are three key areas that should be the focus of their recommendations. These include the:

1) Initiation of the petition process by the City and not only by the citizens,
2) Selection of the road surface and design alternatives, and
3) Identification of funding sources that may allow the City to accelerate the conversion of unimproved roads.

On April 12, 2021, the City Commission held a workshop meeting to discuss these key recommendations, along with a fourth item related to planning for the street improvement projects. On April 26, 2021, the City Commission expressed support of making certain changes to the policies associated with converting unimproved streets to improved status, and gave direction to Staff to further develop the proposed changes.

On September 13, 2021, the City Commission held a second workshop meeting to discuss the recommendations made by the AHUSC, in conjunction with the Staff's recommendations for specific modifications to policies and ordinances that would move the City towards being more proactive with respect to converting unimproved streets to improved status. This report presents changes to the project initiation policy, and related ordinance modifications, for the City Commission to act upon.

With adoption of the proposed changes described herein, the City will be allowed to initiate a project on an unimproved street without waiting for a citizen-led petition effort. With the City-initiated process, an expression of interest survey will be distributed to affected property owners to ascertain the level of support for the proposed project during the preliminary planning stage, and before significant effort is expended by Staff and the City's consultants. At the conclusion of the preliminary planning stage, an interim project report will be presented to the City Commission to act upon and direct Staff to proceed with final design of the project. The existing process for a citizen-led petition effort to initiate a project will remain an option for property owners along unimproved streets.

LEGAL REVIEW:

This report, proposed ordinance, and resolutions contained herein have been reviewed by the City Attorney, and found to be in order.

FISCAL IMPACT:

There is no fiscal impact associated with the resolutions contained herein, as no changes are proposed to the existing policies related to assessment of costs for street improvements.

SUMMARY:

Staff recommends that the City Commission adopt modifications and additions to the ordinance language to allow the City to be proactive in identifying the need of street improvements and initiating such street improvements, and for the creation of Special Assessment Districts to defray the costs of these improvements. Further, to develop the petition process to allow for City-initiated projects and the use of a tool for an "expression of interest" in order to gauge the level of support from property owners in a particular project area before the City expends significant resources towards development of the design of a project, while retaining the ability of property owners to directly petition for a street improvement project.

ATTACHMENTS:

- Ordinance to Amend Part II of the City Code, Chapter 94, Sections 94-4 through 94-8 ("redline" version).
- Ordinance to Amend Part II of the City Code, Chapter 94, Sections 94-4 through 94-8 (final amended version).
- Existing policy statement for local road improvements.
- Proposed policy statement for local road improvements ("redline" version).
- Proposed policy statement for local road improvements (final amended version).

SUGGESTED COMMISSION ACTION:

Make a motion adopting the proposed Ordinance to amend the City Code, Part II, Chapter 94, Sec. 94-4. – Initiation of Improvement, Sec. 94-5. – Petitions, Sec. 94-6. City Engineer's Report, Sec. 94-7. – Notice of Public Hearing and Sec. 94.8. – Determination of Necessity by Commission.

AN ORDINANCE TO AMEND PART II OF THE CITY CODE, CHAPTER 94 – SPECIAL ASSESSMENTS: SEC. 94-4.-INITIATION OF IMPROVEMENT, SEC. 94-5. – PETITIONS, SEC. 94-6. CITY ENGINEER'S REPORT, SEC. 94-7. – NOTICE OF PUBLIC HEARING AND 94.8. – DETERMINATION OF NECESSITY BY COMMISSION

THE CITY OF BIRMINGHAM ORDAINS:

The City Code, Part II, Chapter 94-4. – Initiation of Improvement, Sec. 94-5. – Petitions, Sec. 94-6. City Engineer's Report, Sec. 94-7. – Notice of Public Hearing and Sec. 94.8. – Determination of Necessity by Commission, shall read as follows:

Sec. Sec. 94-4. Initiation of ~~improvement~~Improvement by Commission.

(1) Proceedings for ~~the~~ making ~~of~~ public improvements within the city may be commenced by resolution of the city commission, on its own initiative, making the improvement and special assessment mandatory.

(~~1~~2) ~~The commission, in~~In order to ascertain whether 50% ~~or not a satisfactory number~~ of property owners to be assessed for a special ~~desire any particular~~ improvement, the City Commission may choose to direct staff to circulate an expression of interest form. Or, the Commission may ~~to be made, may request and~~ receive a petition presented by property owners. ~~therefor, or may receive a petition voluntarily presented.~~

(~~2~~3) The commission shall carefully consider any petition or expression of interest forms received, but both petitions and expression of interest forms shall be advisory only. ~~and shall not be jurisdictional.~~ Petitions or expression of interest forms shall in no event be mandatory upon the commission.

(Ord. No. 1637, 3-24-97)

Sec. 94-5. ~~Petitions.~~ Property owners may petition for an improvement.

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(a) All property owners initiating petitions shall be circulated and signed on ~~blank~~ forms furnished by the city engineer. Such petitions shall contain, in addition to the signature of the owner(s), a brief description of the property owned by the respective signers thereof, along with a description of the requested improvements~~and the requested~~ . ~~improvement.~~

(b) Petitions shall be verified by the affidavit(s) of the petition circulator(s) attesting that signatures on the petition are genuine and that the persons signing are owners of the described properties.

(c) Petitions shall be filed with the city engineer.

(d) All petitions shall be referred by the city engineer to the city manager and city clerk. The ~~city manager~~ clerk shall ~~check~~ verify the petitions and signatures ~~to determine~~determining whether they conform to the foregoing requirements and shall report ~~his or her~~ the city clerk's findings to the city engineer and city manager.

(Ord. No. 1637, 3-24-97; Ord. No. 1962, 4-21-08)

Sec. 94-6. City engineer's report.

(a) Before the commission shall decide on making any public improvements, whether initiated by commission or property owners through the petition process, the city engineer shall prepare and submit a preliminary report to the city commission which shall include a general description of the nature and scope of the project, a recommended approach to the project including coordination of other city projects and ~~finding~~ funding sources, preliminary estimates of cost, an estimate of the life of the improvement, a description of the proposed assessment district(s), and such other pertinent information as may enable the commission to determine the cost, scope, extent and necessity of the proposed improvement and whether any portion of the cost should be paid by the city at large. A copy of the city engineer's report shall also be filed with the city clerk for public examination.

(b) Whenever any property interest is acquired by condemnation or otherwise for the purpose of any public improvement, the cost thereof and of the proceedings required to acquire such property interest may be added to the cost of such public improvement.

(Ord. No. 1637, 3-24-97)

Sec. 94-7. Notice of public hearing.

(a) After the filing of the city engineer's report under section 94-6, above, a public hearing before the city commission on the advisability of proceeding to establish a special assessment district for the making of the public improvement shall be set, which hearing shall be held not less than ten days after notice thereof has been both published in a newspaper published or generally circulated in the city, and sent by first-class mail to all property owners in the proposed special assessment district as shown by the current property tax roll of the city. The notice shall include a statement that appearance and protest at the public hearing is required in order to appeal the special assessment to the Michigan Tax Tribunal, and that an owner or interested party, or his or her agent, may appear and protest in person or by letter, if received by the commission prior to the public hearing. The hearing required by this section may be held at any regular or special meeting of the commission.

(b) At the public hearing on the proposed improvement, all persons interested shall be given an opportunity to be heard.

(Ord. No. 1637, 3-24-97)

Sec. 94-8. Determination of necessity by commission.

(a) Following the hearing, the commission may determine whether it is necessary to continue to proceed, or to modify the scope of the public improvement, if necessary, in such a manner as it deems to be in the best interest of the city, provided that if the amount of work is increased or properties are added to the district, then another public hearing shall be held pursuant to notice as prescribed in section 94-7.

(b) If the commission determines to continue to proceed with the improvement, the commission shall adopt a resolution:

(1) Determining the necessity of the improvement;

(2) Approving the detailed plans and estimates of cost prepared by the city engineer;

(3) Prescribing what portion of the cost of such improvement shall be paid by special assessment upon the property especially benefited, determining what benefits will be received by affected properties and what portion, if any, of the cost shall be paid by the Ceity;

(4) Delineating the boundaries of the special assessment district;

(5) Determining the method or formula to be used in making the assessment; and

(6) Directing the city manager to prepare a special assessment roll and present the same to the commission for confirmation (unless the special assessment roll was previously prepared).

(c) The commission may modify the resolution to proceed that was adopted pursuant to subsection (b) at any time, but if any modification will increase the cost or scope of the improvement or add properties to the assessment district, a further public hearing shall be held and notice given as prescribed in section 94-7.

(Ord. No. 1637, 3-24-97; Ord. No. 1962, 4-21-08)

All other Sections of Chapter 94. – SPECIAL ASSESSMENTS, shall remain unaffected.

Ordained this _____ day of _____, 2021. Effective upon publication.

_____
Pierre Boutros, Mayor

_____
Alexandria D. Bingham, City Clerk

I, Alexandria D. Bingham, City Clerk of the City of Birmingham, do hereby certify that the foregoing ordinance was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held _____, 2021 and that a summary was published _____, 2021.

_____
Alexandria D. Bingham, City Clerk

AN ORDINANCE TO AMEND PART II OF THE CITY CODE, CHAPTER 94 – SPECIAL ASSESSMENTS: SEC. 94-4.-INITIATION OF IMPROVEMENT, SEC. 94-5. – PETITIONS, SEC. 94-6. CITY ENGINEER'S REPORT, SEC. 94-7. – NOTICE OF PUBLIC HEARING AND 94.8. – DETERMINATION OF NECESSITY BY COMMISSION

THE CITY OF BIRMINGHAM ORDAINS:

The City Code, Part II, Chapter 94-4. – Initiation of Improvement, Sec. 94-5. – Petitions, Sec. 94-6. City Engineer's Report, Sec. 94-7. – Notice of Public Hearing and Sec. 94.8. – Determination of Necessity by Commission, shall read as follows:

Sec. Sec. 94-4. Initiation of Improvement by Commission.

(1) Proceedings for making public improvements within the city may be commenced by resolution of the city commission, on its own initiative, making the improvement and special assessment mandatory.

(2) In order to ascertain whether 50% of property owners to be assessed for a special improvement, the City Commission may choose to direct staff to circulate an expression of interest form. Or, the Commission may receive a petition presented by property owners.

(3) The commission shall carefully consider any petition or expression of interest forms received, but both_petitions and expression of interest forms shall be advisory only. Petitions or expression of interest forms shall in no event be mandatory upon the commission.

(Ord. No. 1637, 3-24-97)

Sec. 94-5. Property owners may petition for an improvement.

(a) All property owners initiating petitions shall be circulated and signed on forms furnished by the city engineer. Such petitions shall contain, in addition to the signature of the owner(s), a brief description of the property owned by the respective signers thereof, along with a description of the requested improvements.

(b) Petitions shall be verified by the affidavit(s) of the petition circulator(s) attesting that signatures on the petition are genuine and that the persons signing are owners of the described properties.

(c) Petitions shall be filed with the city engineer.

(d) All petitions shall be referred by the city engineer to the city manager and city clerk. The city clerk shall verify the petitions and signatures determining whether they conform to the foregoing requirements and shall report the city clerk's findings to the city engineer and city manager.

(Ord. No. 1637, 3-24-97; Ord. No. 1962, 4-21-08)

Sec. 94-6. City engineer's report.

(a) Before the commission shall decide on making any public improvements, whether initiated by commission or property owners through the petition process, the city engineer shall prepare and submit a preliminary report to the city commission which shall include a general description of the nature and scope of the project, a recommended approach to the project including coordination of other city projects and funding sources, preliminary estimates of cost, an estimate of the life of the improvement, a description of the proposed assessment district(s), and such other pertinent information as may enable the commission to determine the cost, scope, extent and necessity of the proposed improvement and whether any portion of the cost should be paid by the city at large. A copy of the city engineer's report shall also be filed with the city clerk for public examination.

(b) Whenever any property interest is acquired by condemnation or otherwise for the purpose of any public improvement, the cost thereof and of the proceedings required to acquire such property interest may be added to the cost of such public improvement.

(Ord. No. 1637, 3-24-97)

Sec. 94-7. Notice of public hearing.

(a) After the filing of the city engineer's report under section 94-6, above, a public hearing before the city commission on the advisability of proceeding to establish a special assessment district for the making of the public improvement shall be set, which hearing shall be held not less than ten days after notice thereof has been both published in a newspaper published or generally circulated in the city, and sent by first-class mail to all property owners in the proposed special assessment district as shown by the current property tax roll of the city. The notice shall include a statement that appearance and protest at the public hearing is required in order to appeal the special assessment to the Michigan Tax Tribunal, and that an owner or interested party, or his or her agent, may appear and protest in person or by letter, if received by the commission prior to the public hearing. The hearing required by this section may be held at any regular or special meeting of the commission.

(b) At the public hearing on the proposed improvement, all persons interested shall be given an opportunity to be heard.

(Ord. No. 1637, 3-24-97)

Sec. 94-8. Determination of necessity by commission.

(a) Following the hearing, the commission may determine whether it is necessary to continue to proceed, or to modify the scope of the public improvement, if necessary, in such a manner as it deems to be in the best interest of the city, provided that if the amount of work is increased or properties are added to the district, then another public hearing shall be held pursuant to notice as prescribed in section 94-7.

(b) If the commission determines to continue to proceed with the improvement, the commission shall adopt a resolution:

(1) Determining the necessity of the improvement;

(2) Approving the detailed plans and estimates of cost prepared by the city engineer;

(3) Prescribing what portion of the cost of such improvement shall be paid by special assessment upon the property especially benefited, determining what benefits will be received by affected properties and what portion, if any, of the cost shall be paid by the City;

(4) Delineating the boundaries of the special assessment district;

(5) Determining the method or formula to be used in making the assessment; and

(6) Directing the city manager to prepare a special assessment roll and present the same to the commission for confirmation (unless the special assessment roll was previously prepared).

(c) The commission may modify the resolution to proceed that was adopted pursuant to subsection (b) at any time, but if any modification will increase the cost or scope of the improvement or add properties to the assessment district, a further public hearing shall be held and notice given as prescribed in section 94-7.

(Ord. No. 1637, 3-24-97; Ord. No. 1962, 4-21-08)

All other Sections of Chapter 94. – SPECIAL ASSESSMENTS, shall remain unaffected.

Ordained this _____ day of _____, 2021. Effective upon publication.

_____
Pierre Boutros, Mayor

_____
Alexandria D. Bingham, City Clerk

I, Alexandria D. Bingham, City Clerk of the City of Birmingham, do hereby certify that the foregoing ordinance was passed by the Commission of the City of Birmingham, Michigan at a regular meeting held _____, 2021 and that a summary was published _____, 2021.

_____
Alexandria D. Bingham, City Clerk

City of Birmingham
A Walkable Community

ENGINEERING DEPT. POLICY STATEMENT

PROCEDURE TO REQUEST CITY STREET PAVEMENT IMPROVEMENTS
(Current 2021 Version on City Website)

LOCAL ROAD PAVEMENT IMPROVEMENTS

Most of the subdivisions built in Birmingham were complete and in place prior to the Great Depression. The expectations of a public street were different in that era. Cities and villages accepted gravel streets with little provision for drainage.

Subdivisions built today are required to provide public roads with an engineered pavement built to last anywhere from 20 to 40 years. Handling storm drainage is an important part of the design. The cost of the pavement and storm sewer system is paid for by the developer, and that cost is then passed on to the first homeowners who purchase a home or property within the development. After the new street is installed and approved to their standards, the local City then takes over ownership of the pavement, and promises to maintain it into the future.

Birmingham, like other cities built by the 1920's, accepted gravel roads without storm sewer systems to serve as their local streets. By the end of World War II, the public's expectations about what a public road should look like, and how it should function, was changing. Many cities took on ambitious construction programs, funded by bonds, and paid back through special assessments to the adjoining, benefitting properties. Birmingham took a more passive approach, electing to chip seal its gravel roads beginning in the late 1940's. The chip seal helped solve many of the problems of a gravel road, but did not resolve the more complex issues of drainage.

Road Improvement Petitioning Process

Most streets in Birmingham have been financed through the creation of a Special Assessment District. The district was authorized by the City Commission because a petition was submitted indicating that over half of the owners on the street were in favor of having their street paved, and that they were prepared to be charged for a portion of the cost. If your property is located on an unimproved road (one surfaced with a temporary cape seal surface consisting of asphalt emulsion and stone chips), then the property has never been included in a special assessment to cover the cost of such an improvement.

Residents interested in having their streets paved are encouraged to call the Engineering Dept. at 248-530-1850, to get the process started. Usually, one or two residents take charge of the process. A petition with the appropriate language is prepared by the

Engineering Dept., and forwarded to the petition circulator. They are then responsible for talking to their neighbors, and collecting signatures on the petition, documenting those that initially support the proposal.

Every street is unique. That is why we ask that petition circulators discuss the specifics with the Engineering Dept. prior to collecting signatures. Generally speaking, a new street will include the following features:

1. New concrete pavement with integral curbs to control drainage, built at 26 ft. wide between the face of the curbs. The 26 ft. width provides just enough room for a car to pass through, if other cars are parked on both sides.
2. The City will review the current conditions of the sewer and water systems. Unimproved streets often need some or all of these systems replaced. The cost of these improvements would be charged to the City's Sewer and Water Funds, and would not be included in the special assessment.
3. In addition to the mains, the City also looks at the age and size of each home's individual water and sewer laterals serving their homes. These pipelines are considered a part of the private system serving each property. If the pavement is being replaced, and these pipes are either too old or too small, they will also be replaced as a part of the project. These costs are charged to the benefitting property, in a separate special assessment.
4. Each driveway approach is removed and replaced to meet the current driveways operating on the street. The size of the approach is measured and billed to the benefitting property. Trees and sidewalks are left in place as much as possible. The grass lawn area between the sidewalk and the new street is removed and regraded to help ensure that the new sidewalk drains correctly. The new lawn area is sodded for quick, high quality restoration. Individual parking areas that may have been built along the edge of the road are removed, and not replaced. The new street is wide enough to support parked cars in most cases.

If a petition is submitted showing over 50% are in favor, the Engineering Dept. will prepare an informational booklet detailing the project being considered, and the costs involved. It is mailed to all owners in the potential district, and a neighborhood meeting is conducted for those that would like to discuss and learn more about what is being considered.

If over 50% remain in favor of the project after this process, it will be moved forward to the City Commission for a public hearing, and possibly authorization. If the project is authorized, it will be designed and built by the City as soon as funding and construction schedules permit.

City of Birmingham
A Walkable Community

Special Assessment Costs

Since costs change over time, you are encouraged to contact the Engineering Dept. for current numbers. Property owners can expect to be charged based on the following general schedule:

- Paving Assessment – Charged based on a unit rate times the footage of your property facing the street being improved. The unit rate is based on all paving related costs incurred to complete the project, minus 15% paid for by the City. If the property is on a corner, and the long side is being improved, the owner will be charged 33% of the unit rate, while the other 67% is paid for by the City.
- Driveway – Each property that has a driveway or driveways needing approaches to the new street will be charged by the square foot that the contractor charged the City to install them.
- Sewer lateral replacement – Each home served by a sewer lateral that is over 50 years old will have a new PVC pipe installed to replace the existing one. Sewer laterals built under such projects are usually at least half off the cost of getting this work done on an individual basis, reducing the chance that the new pavement will not be damaged by utility cuts in the future.
- Water lateral replacement – Many homes have ¾" dia. pipes serving their homes, some of which are lead. Such pipelines no longer meet current standards. If the home is significantly improved or replaced in the future, the pipeline would have to be replaced at that time, resulting in damage to the new pavement. The cost of this work is generally significantly less if done in conjunction with a City project.

Special assessments can be paid off when due, or paid over a 10 year period, with interest charged on the remaining balance at 1% above the prime rate.

City of Birmingham
A Walkable Community

ENGINEERING DEPT. POLICY STATEMENT

PROCEDURE FOR CITY STREET IMPROVEMENTS

(proposed 2021 version)

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Subdivisions built today are required to provide public roads with an engineered pavement built to last anywhere from 20 to 40 years. Handling storm drainage is an important part of the design. The cost of the pavement and storm sewer system is paid for by the developer, and that cost is then passed on to the first homeowners who purchase a home or property within the development. After the new street is installed and approved to their standards, the local City then takes over ownership of the pavement, and promises to maintain it into the future.

Birmingham, like other cities built by the 1920's, accepted gravel roads without storm sewer systems to serve as their local streets. By the end of World War II, the public's expectations about what a public road should look like, and how it should function, was changing. Many cities took on ambitious construction programs, funded by bonds, and paid back through special assessments to the adjoining, benefitting properties. Birmingham took a more passive approach, electing to chip seal its gravel roads beginning in the late 1940's. The chip seal helped solve many of the problems of a gravel road, but did not resolve the more complex issues of drainage.

ROAD IMPROVEMENT OPTIONS

A. Citizen-Initiated Project:

Street improvement projects in Birmingham have historically been financed through the creation of a Special Assessment District (SAD). The district was authorized by the City Commission after consideration of a petition that was submitted indicating that over half of the property owners on the street were in favor of having their street paved, and that they were prepared to be charged for a portion of the cost. If your property is located on an unimproved road (one surfaced with a temporary cape seal surface consisting of asphalt emulsion and stone chips), then the property has never been included in a special assessment district to cover the cost of constructing a fully-improved road.

Residents interested in having their streets paved are encouraged to call the Engineering Dept. at 248-530-1850, to get the process started. Usually, one or two residents take charge of the process. A petition with the appropriate language is prepared by the Engineering Department., and forwarded to the petition circulator. They are then

responsible for talking to their neighbors, and collecting signatures on the petition, documenting those that initially support the proposal.

Every street is unique. That is why we ask that petition circulators discuss the specifics with the Engineering Dept. prior to collecting signatures. Generally speaking, a new street will include the following features:

1. New concrete pavement with integral curbs to control drainage, built at 26 ft. wide between the face of the curbs. The 26 ft. width provides just enough room for a car to pass through, if other cars are parked on both sides. An asphalt pavement section, designed to provide an equivalent performing pavement as compared to concrete, along with concrete curb and gutter, may be considered as an alternate pavement design on a case-by-case basis.
2. The City will review the current conditions of the sewer and water systems in the public right-of-way, referred to as "mains". Unimproved streets often need some or all of these systems replaced. The cost of these improvements would be charged to the City's Sewer and Water Funds, and would not be included in the special assessment.
3. In addition to the mains, the City also looks at the age and size of each home's individual water and sewer laterals serving their homes. These pipelines are considered a part of the private system serving each property. If the pavement is being replaced, and these pipes are either too old or too small, they will also be replaced as a part of the project. These costs are charged to the benefitting property in a separate special assessment from that established for the road paving.
4. Each driveway approach is removed and replaced to meet the current standards for driveways operating on the street. The size of the approach is measured and billed to the benefitting property through the road paving special assessment. Trees and sidewalks are left in place as much as possible. The grass lawn area between the sidewalk and the new street is removed and regraded to help ensure that the new sidewalk drains correctly. The new lawn area is sodded for quick, high quality restoration. Individual parking areas that may have been built along the edge of the road are removed, and not replaced. The new street is wide enough to support parked cars in most cases.

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If over 50% remain in favor of the project after this process, it will be moved forward to the City Commission for a public hearing, and possibly authorization. If the project is authorized, it will be designed and built by the City as soon as funding and construction schedules permit.

B. City-Initiated Project:

From time to time, the City Engineering Department may determine that construction of a project on an unimproved street should be initiated by the City. The main factors for making this determination would be where public sewer and/or water system improvements are needed, and construction of those utilities would necessitate removal of a portion of the existing roadway. Instead of simply restoring the cape-seal road surface after the utility construction, the City may start the process by engaging the property owners on the street about constructing an improved road. The City-initiated process would include the following steps:

1. The Engineering Department will identify project areas as part of the usual Capital Improvement Planning (CIP) process, where projects are planned over the upcoming 5 year time period. Occasionally, the need for a project is more unexpected by nature, and may not be part of the 5-year CIP.
2. Before starting the detailed design phase of a project on an unimproved street, the Engineering Department may engage the property owners that are in the project area to survey their opinions on the project by sending them an Expression of Interest form. Information and questions on the Expression of Interest form could include:
    a. Project description and explanation of the purpose of the project (improvements to sewer or water system, or other reason) – including anticipated street width, pavement material, construction period, and estimated SAD cost ranges.
    b. Ask if they are supportive of the project to improve the sewer and/or water system along the street.
    c. Ask if they are supportive of constructing an improved street upon completion of the underground utility work.
    d. Ask their opinion if the finished road surface paving material should be concrete or asphalt.

    This preliminary Expression of Interest Survey will be communicated to the affected property owners by mail, and email if that has been provided to the City. General communications can be posted on the City's website and social media

outlets to inform the public in general that design of the project will be starting, and if you are one of the affected properties, to look for the survey. The survey would be open for a minimum of 30 days.

3. Begin preliminary design of the project: performing topographic survey; reviewing sewer and water system needs; preparing preliminary plans; and refining cost estimates.
4. Prepare an informational booklet for the project, as described in the Citizen-Initiated Project process section of this procedure document. The information booklet will be mailed to all property owners in the potential SAD, and a neighborhood meeting will be conducted for those that would like to discuss and learn more about what is being considered.
5. Prepare an Interim Report for City-Initiated Unimproved Street Project and present to the City Commission. Interim report would include: Expression of Interest survey results; feedback from public information meeting; cost estimate update including SAD component; and suggested resolution to proceed with final design of the project.
6. Set public hearing dates for road paving SAD and sewer & water lateral replacement SAD; hold public hearings of necessity; and hold public hearings confirming the assessment rolls.
7. Complete project design, and issue bid documents (with alternate paving design if warranted).
8. Present project to City Commission for award of construction contract, and decision on alternates (if any).

With City-initiated projects, the Special Assessment District process and development of costs to be assessed is exactly the same as that followed for petition-initiated projects.

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- **Sewer Lateral Replacement Assessment** – Each home served by a sewer lateral that is over 50 years old, or constructed with materials or pipe size not meeting current City standards, will have a new 6" PVC pipe installed to replace the existing one. Sewer laterals built with the road improvement projects are usually at least half off the cost of getting this work done on an individual basis, and reduces the chance that the new pavement will need to be damaged by utility cuts in the future.
- **Water Lateral Replacement Assessment** – Each home having a ¾" dia. pipe, or any size that is constructed with materials not meeting current City standards, will have a new 1" dia. pipe installed to replace the existing one (or larger size to match existing). If the home is significantly improved or replaced in the future, the water lateral would have to be replaced at that time, resulting in damage to the new pavement. The cost of this work is generally significantly less if done in conjunction with the road improvement project as compared to undertaking the water lateral replacement separately.

Special assessments for Paving Assessments, as well as Sewer and Water Lateral Replacement Assessments, can be paid off when due, or paid over a period of time (typically 10 years), with interest charged on the remaining balance, as determined by the City Commission at the special assessment hearing.

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A Walkable Community

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4. Prepare an informational booklet for the project, as described in the Citizen-Initiated Project process section of this procedure document. The information booklet will be mailed to all property owners in the potential SAD, and a neighborhood meeting will be conducted for those that would like to discuss and learn more about what is being considered.
5. Prepare an Interim Report for City-Initiated Unimproved Street Project and present to the City Commission. Interim report would include: Expression of Interest survey results; feedback from public information meeting; cost estimate update including SAD component; and suggested resolution to proceed with final design of the project.
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Special assessments for Paving Assessments, as well as Sewer and Water Lateral Replacement Assessments, can be paid off when due, or paid over a period of time (typically 10 years), with interest charged on the remaining balance, as determined by the City Commission at the special assessment hearing.

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.
Planning Department
Police Dept.

DATE: **July 13, 2018**

TO: **Joseph A. Valentine, City Manager**

FROM: **Jana Ecker, Planning Director**
Scott Grewe, Police Dept.
Paul O'Meara, City Engineer

SUBJECT: **Residential Street Width Standards**

On January 22, 2018, the City Commission considered future street widths for Bennaville, Chapin and Humphrey. Several residents appeared on behalf of Bennaville Ave., and additional residents appeared on behalf of the one block of Chapin Ave. After much discussion, the City Commission endorsed the recommendations of the Multi-Modal Transportation Board ("MMTB") with regards to the future street width. However, during the discussion, the Commission expressed confusion as to what the City's policy is for determining the width of a new street. As a result, the MMTB was asked to study the issue in further detail, and send information and policy direction back to the Commission.

In March 2018, the MMTB began their discussion by identifying goals for residential road width standards, and reviewed the national standards and best practices from professional organizations and peer cities. The board agreed that standards should be created, but that there may be factors to permit some modifications if certain criteria are met.

On May 3, 2018, the MMTB passed a unanimous motion to recommend approval of Residential Street Width Standards to the City Commission.

On June 4, 2018, the City Commission reviewed the proposed Residential Street Width Standards recommended by the MMTB. After much discussion, the City Commission directed the standards back to the MMTB for further refinement in the following areas:

- Expand on the introduction and policy goals section to clarify purpose of standards;
- Identify clearly the professional organizations on which the standards are based;
- Change language in (2) from mandatory (shall) to optional (may); and
- Emphasize the role of public involvement by adding language to (4).

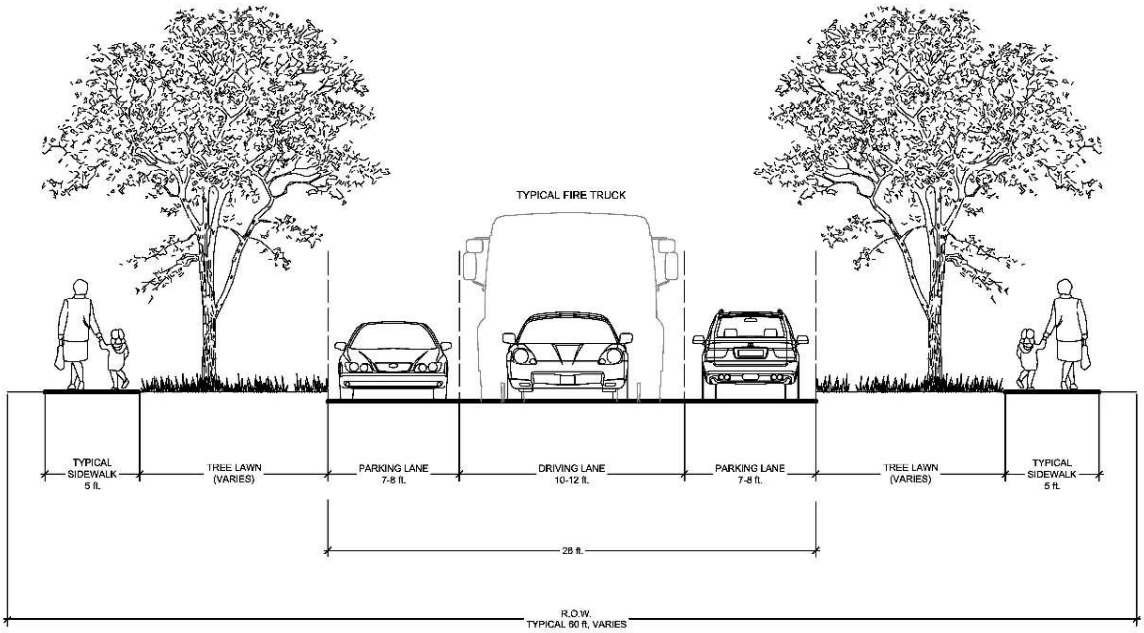
Accordingly, City staff made the changes requested by the City Commission to the Residential Street Width Standards and took the issue back to the MMTB on July 12, 2018. Board members recommended minor revisions, and then voted unanimously to recommend approval of the revised standards to the City Commission.

Please find attached all research considered by the MMTB, draft standards and all staff reports and minutes from the MMTB discussions for your review.

Suggested Action:

To approve the Residential Street Width Standards as recommended by the Multi-Modal Transportation Board on May 3, 2018, and as further refined and recommended on July 12, 2018.

POLICY STATEMENT:
BIRMINGHAM RESIDENTIAL STREET DESIGN STANDARDS



INTRODUCTION: The City Commission asked the Multi-Modal Transportation Board (MMTB) to establish a City policy for determining the width of a new street. Accordingly, the MMTB identified goals for residential road width standards, and reviewed the national standards and best practices from professional organizations and peer cities. The board created standards and allowed for modifications if certain criteria are met.

INTENT: The purpose of these standards is to provide consistent street widths throughout the city but with flexibility for very specific situations. The goals for identifying a standard road width for residential roads include the following:

- Functionality;
- Consistency **with adjacent streets**;
- Accident reduction **and public safety**;
- **Adhering to Complete Streets principles;**
    - **Enhancing walkability;**
- **Character of community;**
    - **Block length;**
    - **Size of lots;**
    - **Building setback and lengths;**
- Traffic calming;
- Expediency in planning and engineering;

- Infrastructure costs; and/or
- Storm water runoff management.

The following standards are based on residential street design recommendations published by **American Association of State Highway and Transportation Officials** (AASHTO), the Institute of Transportation Engineers (ITE), the Urban Land Institute (ULI), the Congress for New Urbanism, **National Association of City Transportation Officials** (NACTO), and those used by peer cities. Using those standards as a base, these standards are also based on emergency response access, winter weather, the existing street widths in the city, and the characteristics of different neighborhoods in the City. These widths typically allow for parking along both sides of the street with room for a vehicle to pass in one direction. When there is opposing traffic (vehicles going both ways) one of the motorists will need to yield to the other. This is commonly classified as a "Yield" or "Courtesy" Street.

STREET DESIGN STANDARDS (see also attached flow chart):

1. **NEW AND EXISTING, UNIMPROVED RESIDENTIAL STREETS THAT ARE BEING IMPROVED**

   When streets are improved or newly constructed, the standards below shall ~~be strictly~~ **generally be** applied. **Exceptions may be considered when factors, such as those described in Section 4, are evident.**

   a. **Standard Streets:** 26 ft. in width from curb to curb.
   b. If the right-of-way is less than 50 ft., the street width shall be a minimum of 20 ft. with parking allowed on one side only (generally the side without fire hydrants).

2. **EXISTING, IMPROVED RESIDENTIAL STREETS**

   When previously built streets are reconstructed, this standard shall generally be applied. Exceptions may be considered when factors, such as those described in Section 4, are evident.

   Standard Streets: 26 ft. in width from curb to curb.

   Existing Street is 28 feet or less in width: If existing street width is 28 ft. or less in width, street ~~shall~~ **may** generally be reconstructed at the existing width **provided there is a reason present under section 4**.

3. **PUBLIC NOTICE AND PUBLIC HEARING**

   Whenever there is a street project where a change in the existing width is being considered, the Multi-Modal Transportation Board shall have a Public Hearing to inform residents of the project and provide an opportunity for comment. The City shall post a sign along the street that announces street project. Design details shall be advertised and posted on the City's website. If residents express a desire for a non-

standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered. However, engineering or safety factors listed in Section 4 must also be present to support a design exception.

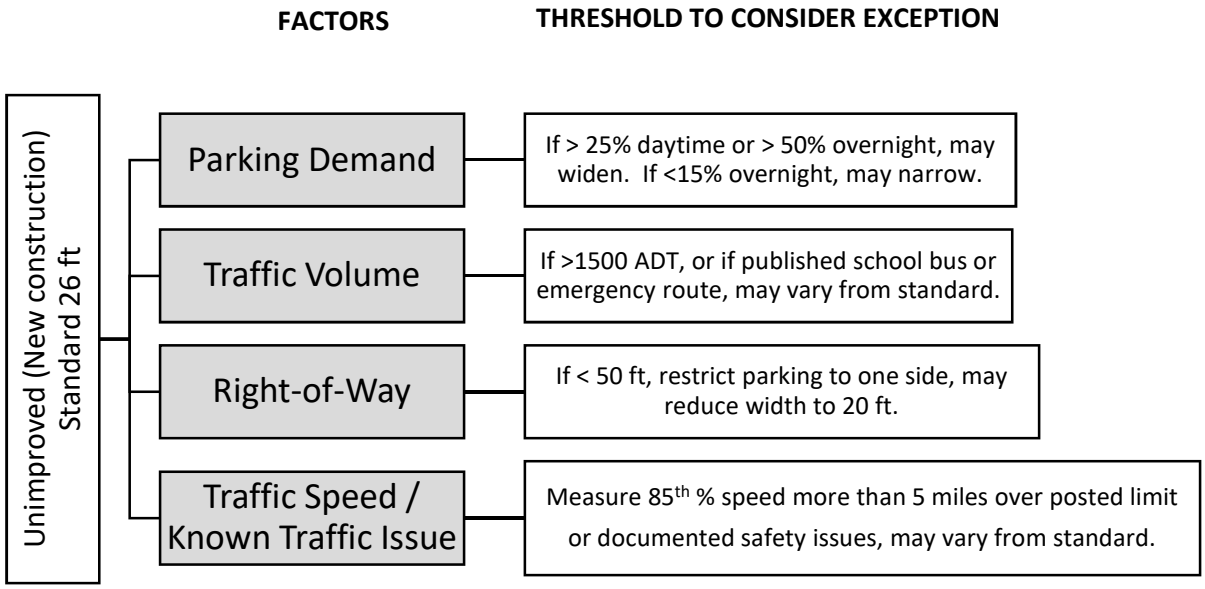
4. EXCEPTIONS AND MODIFICATIONS TO THE WIDTH STANDARDS

Any modification must be consistent with the Intent of these standards and the engineering publications upon which they are based. Street width exceptions may only be approved to a minimum of 20 ft. and a maximum of 30ft. **If residents express a desire for a non-standard street width at a public meeting or through a public survey of street residents, those preferences shall be considered (either wider or narrower)** ~~Modifications to street widths may~~ **only** ~~be considered~~ **if one or more of the following conditions exist:**

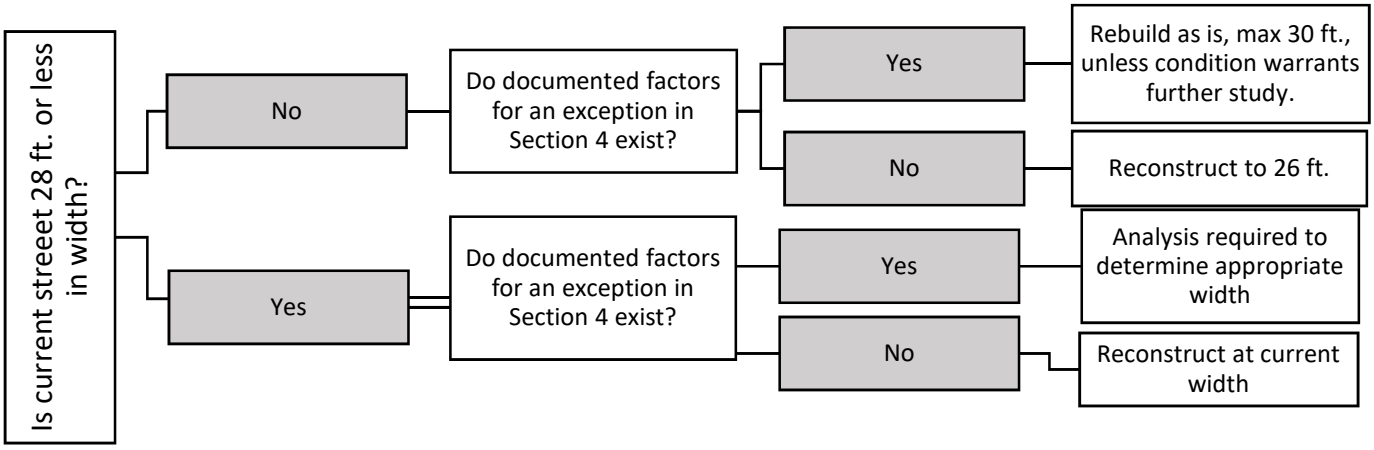
a. High or low frequency of use of on-street parking. When surveyed on-street parking is utilized 15% or less overnight, the width may be reduced. When parking density is classified as highly utilized, defined as over 25% occupancy throughout the day or more than 50% of the available curb space used overnight, the width may be increased. For calculation of parking, a minimum length of 22 ft. shall be used and not include driveways, spaces adjacent to fire hydrants, or other locations where parking is not allowed.
b. Daily traffic volumes exceed 1500 vehicles.
c. The street is a published school bus route used by the Birmingham Public Schools or is a frequent emergency response route.
d. Street is adjacent to a school, religious institution, City park, multiple-family residential development, or other use with access that generates higher traffic volumes.
e. Presence of street trees, especially healthy, mature trees, such that rebuilding the road as proposed would result in the removal of two or more trees on any given block.
f. A speed study confirms that the 85th percentile speed is more than 5 miles per hour over the posted speed limit and/or city police or engineering departments have documented operational or safety concerns related to traffic patterns along the street.
g. Street may be as narrow as 20 ft. with parking on one side only if right-of-way is less than 50 ft.

5. BOULEVARD STREETS

Reconstruction of streets with a boulevard, median, or other unique design feature, shall be reconstructed to match the current configuration unless geometric changes are needed based on safety or engineering analysis.



RECONSTRUCTION OF IMPROVED STREET



City of Birmingham
A Walkable Community

BIRMINGHAM CITY COMMISSION
REGULAR MEETING, JULY 11, 2011
RESOLUTION # 07-185-11

Present: Commissioners Dilgard, Hoff, McDaniel, Moore, Nickita, and Sherman
Absent: Mayor Rinschler

MOTION: Motion by Hoff, seconded by Dilgard:
To formally support the Complete Streets principles in the City of Birmingham:

WHEREAS, Complete Streets are defined as a design framework that enables safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers of all ages and abilities: and

WHEREAS, the Michigan Legislature adopted Public Acts 134 and 135 of 2010 to enact Complete Streets legislation that requires the Michigan Department of Transportation to consider all users in transportation related projects; and

WHEREAS, Complete Streets are achieved when transportation agencies routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit, and freight in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, development of multi-modal transportation infrastructure, including accommodations for pedestrian, bicycle, and transit riders, offers long-term cost savings by reducing costly infrastructure retrofits and opportunities to create safe and convenient non-motorized travel; and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles; and

WHEREAS, increasing active transportation (e.g. walking, bicycling and using public transportation) offers the potential for improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and

WHEREAS, existing City of Birmingham plans and policies already support principles that facilitate progress toward developing a network of Complete Streets consistent with the objectives of the Michigan Complete Streets legislation and with the practices promoted by the National Complete Streets Coalition; and

WHEREAS, Complete Streets principles have been and continue to be adopted nation-wide at state, county, MPO, and city levels in the interest of proactive planning and adherence to federal directives that guide transportation planning organizations to promote multi-modal transportation options and accessibility for all users; and

WHEREAS, the adoption of this Complete Streets Proclamation allows the City of Birmingham to remain competitive in the pursuit of future state transportation project funding.

NOW, THEREFORE, BE IT RESOLVED, that the City of Birmingham City Commission hereby declares its support of Complete Streets policies and further directs City staff to develop a set of proposed policies and procedures to implement Complete Streets practices to make the City more accommodating to all modes of travel, including walkers, bicyclists and transit riders, of all ages and abilities.

VOTE: Yeas, 6
Nays, None
Absent, 1 (Rinschler)

I, Laura M. Pierce, City Clerk of the City of Birmingham, do hereby certify that the above is a true and correct copy of a resolution adopted by the Birmingham City Commission at their regular meeting of July 11, 2011.

Laura M. Pierce
City Clerk

3.2 SIDEWALKS

DESCRIPTION

Sidewalks are the unsung heroes of a multi-modal system. They are usually the first facilities to be constructed and provide a backbone to a complete multi-modal network. They are one of the key components to a walkable community and should be completed on both sides of all roads in an urban area.

A community's long term goal should be to provide sidewalks on both sides of the roadway along all roads. Sidewalks are proven to reduce pedestrian crashes and are critical to children safely walking to school, especially in dark conditions. Providing a complete sidewalk network along all roadways is important from a safety and connectivity standpoint and the city should work towards completing its network.

For the most up-to-date guidelines please refer to AASHTO's *Guide for the Planning, Design, and Operation of Pedestrian Facilities.*

All newly constructed and reconstructed sidewalks and shared use pathways should be in compliance with Title II of the Americans with Disabilities Act of 1990 (ADA). Please refer to the *Accessible Public Rights-of-Way: Planning and Designing for Alternatives* guide for more information.

RECOMMENDATIONS

The first priority is to provide sidewalks along all the major roadways. In the near-term the City should focus on completing sidewalk gaps along S Cranbrook Road to connect to the high school and dog park and along S Old Woodard to connect on-street parking to the businesses along the corridor. Please refer to the Network Implementation Plan for more details.

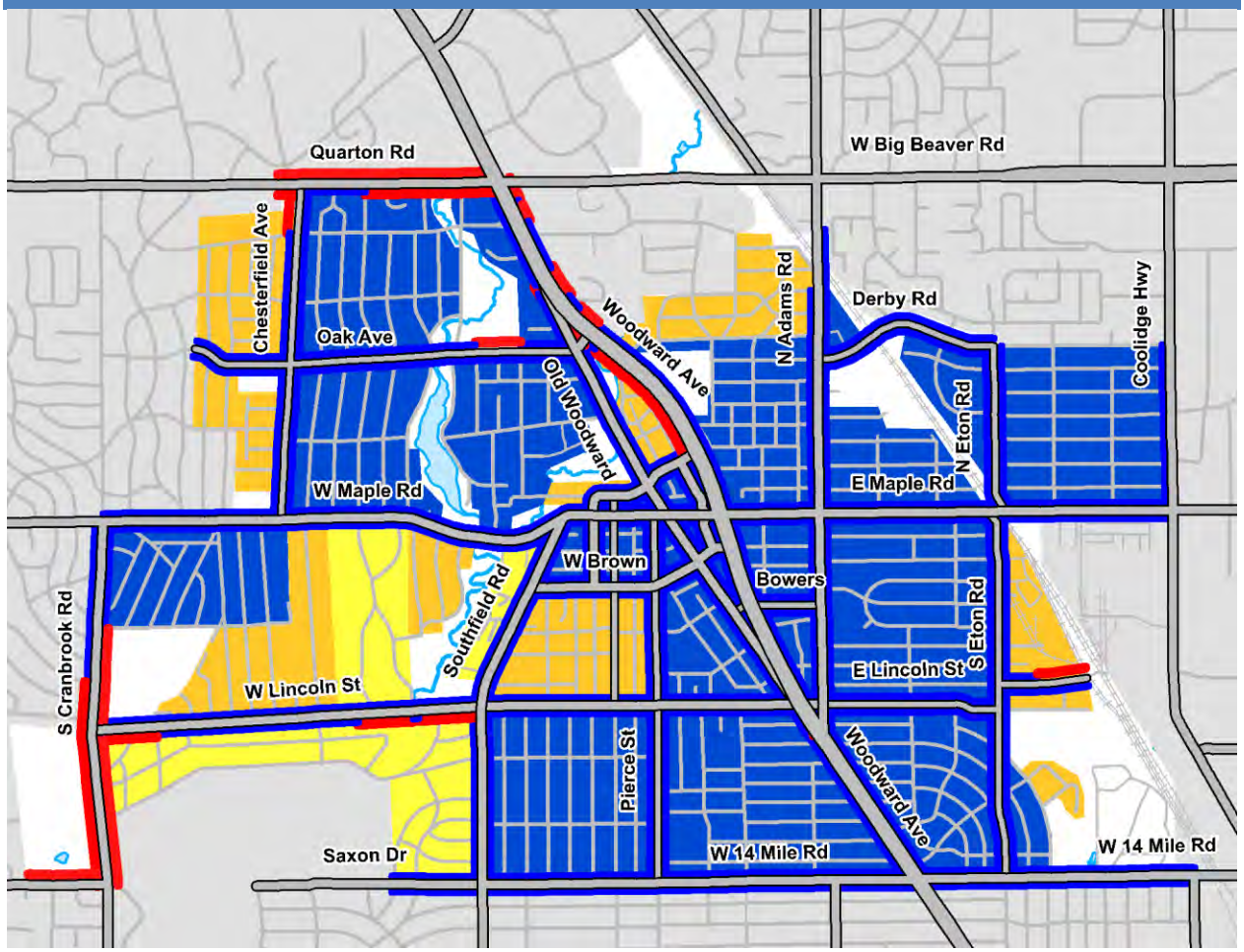
The second priority should be to complete the sidewalk gaps in neighborhoods that already have an existing sidewalk system partially in place.

The third priority should be to complete sidewalks in all neighborhoods.

In general, sidewalks should be installed by developers when constructing or reconstructing buildings or homes and by local city, county or state agencies during a roadway improvement project. Sidewalks should be a minimum of 5' wide. 6' is preferred along Collector roadways and 8' is preferred along Arterial roadways.

Please refer to Fig. 3.2A for a map of the proposed sidewalks.

FIGURE 3.2A PROPOSED SIDEWALKS



Proposed Sidewalks:

- Existing Sidewalks
- Prioirty 1: Complete Sidewalks along Major Roads
- Prioirty 2: Complete Sidewalk Gaps in Neighborhood
- Priority 3: Add Sidewalks to Neighborhood

APPROXIMATELY 2.5 MILES OF SIDEWALK ARE PROPOSED ALONG PRIMARY ROADS IN THE CITY OF BIRMINGHAM

Web Survey Results:

- About 38% of respondents walk to work and/or the store daily or weekly
- About 80% of respondents walk for fun and/or exercise daily or weekly
- Around 79% of respondents feel a complete sidewalk system is very important to non-motorized trips actually happening in the future

Keep Streets Pedestrian-oriented

Streets are the most pervasive public space in a city, and generally, Birmingham's streets are exceptionally beautiful and pleasant (See Fig. 37). However, moving cars is too often primary focus of street design, which results in widening to make driving easier. In most cases, widening neighborhood streets reduces their safety for pedestrians and bicyclists, reduces street tree canopy, and increases vehicle speeds. Fortunately, Birmingham has resisted calls to widen streets. As a result, the city retains a extensive tree canopy and pleasant streets to walk and bike along.

Yet today, calls for wider streets continue. If widened, cars will move more quickly and those streets become convenient ways to cut around areas of congestion. There are some streets in Birmingham are too narrow, like Westchester Way, paved approximately 16 feet yet operating two-way with parking. Streets narrower than 20 feet paved and operating two-way with on-street parking should be considered for a change to one-way or removal of some street parking, perhaps widening. Most other streets should not.

Beyond the space to accommodate automobiles, street design must consider pedestrian comfort and safety, bicyclist comfort and safety, and street trees for public health.

Pedestrian comfort and safety is influenced by the size and location of sidewalks. Birmingham's historic neighborhood standard was a minimum 4 foot sidewalk, which is insufficient by today's standards. In most neighborhoods, sidewalks should be a minimum of 5 feet wide, and 6 feet in neighborhoods near mixed-use districts or streets with multi-unit housing. The recently passed Residential Street Design Standard specifies a 5 foot minimum, which works for most places. In areas with smaller lots and multi-unit housing, sidewalks should be at least 6 feet wide. In a mixed-use context, sidewalks should be wider, no less than 14 feet from curb to edge of right-of-way assuming a paved tree lawn with tree wells. Shared space streets are a special exception to be handled on a case-by-case basis.

Today, sidewalks are missing in numerous places, which should be surveyed and remedied. Similarly, street intersections which do not have accessible ramps to crossings should be remedied. These changes may cause trees to be removed, which should be replaced nearby to maintain the street tree canopy.

Bicyclist and micro-mobility comfort and safety is principally influenced by the speed of vehicles and availability of dedicated facilities. In most streets, narrow lanes result in slow car movement, which provide for bike and micro-mobility needs. But more so than cars, frequent stopping is extremely inconvenient. Bicycle boulevards should be considered to solve this issue, arranging intersection control to prefer bike and micro-mobility through movement and diverting cars to avoid cut through movement. Strategically located bicycle boulevards can also be used to reduce cut-through traffic, such as that between Quarton, Maple, Lincoln, and 14-Mile. Along streets with speeds above 25mph, however, dedicated facilities should be provided or other means of slowing traffic pursued.

The tree lawn is critical to street trees; sufficient root area results in greater canopy. Canopy health is very closely related with the health of residents, mental and physical, the ease of walking or biking along streets, and the success of children in school. In fact, programs exist across the country to re-establish urban tree canopies to improve the health outcomes of children. In neighborhoods, tree lawns should not be sacrificed for pavement width.

Figure 37. A pleasant, right-sized street in the Quarton district.

With these concerns in mind, the ideal roadway width will depend upon the right-of-way width and what the street should best accommodate. Lincoln is perhaps the most difficult decision point in Birmingham. It needs on-street parking but is also an important route for cyclists. Certainly Lincoln needs to sustain its tree canopy. And as a major vehicular connector, Lincoln must accommodate cars. With recent crosswalk improvements, the means of accommodating bicycles must be carefully considered. Today, Lincoln is too busy a street to feel safe for many bicyclists.

Standards were set for residential streets by the Multi-modal Transportation Board and City Commission due to recurring resident

requests for wider streets. The current policy sets a standard residential street at 26 feet from curb-to-curb where the right-of-way is 50 feet or greater and 20 feet with parking along one side where the right-of-way is less than 50 feet. The policy provides for modifications for a number of specific conditions that may legitimately require greater paving, such as school bus routes. Generally these standards align with best safety practices.

Current street roadway standards should be retained, and augmented to simplify the exception criteria, aligning it with future land use. Minor modification is also needed to accommodate wider sidewalks along district seams. The residential street standards provide a modification of roadway width from 26 feet to 28 feet where on-street parking is in more active use. Because on-street parking will be more actively used in neighborhoods with high intensity fabric, the standard here may default to 28 feet. Similarly, neighborhoods with low intensity fabric will have low on-street parking usage and should be less justified to allow for wider streets.

To further support pedestrian and bicycling safety, the standard residential street posted speed should be lowered to 20 mph. Unfortunately current leglisation does not permit posting speeds below 25 mph. Across the world, including in other US states, “20 is Plenty” campaigns have reduced speeds on residential streets to 20mph or below. Legislative change is necessary to improve pedestrian and bicycle safety on neighborhood streets.

The main remaining issue with streets is parking beyond the roadway on unimproved streets as it encourages cut-through traffic and speeding. Once streets are improved this issue will be resolved.

MASTER PLAN ACTIONS

1. Update the Residential Street Standards, aligning the following streetscape elements with Future Land Use categories. Update the Multi-modal Plan accordingly. Additionally, Advocate for state legislation permitting municipalities to reduce posted speed limits below 25 mph.
    a. Sidewalk width;
    b. Planter width and type;
    c. Type and extent of on-street parking;
    d. Frequency of curb cuts; and
    e. Width of roadway.
2. Update the Multi-modal Plan, including:
    a. Study bicycle accommodation alternatives along Lincoln.
    b. Complete gaps in sidewalks, add accessible corner ramps where not already specified, and replace street trees which are displaced by the process.

STREETSCAPE BEST PRACTICES BY LAND-USE CATEGORY

1. Mixed-use Center: 8 foot sidewalks or wider, excluding a paved tree lawn area; 5-to-6 foot tree lawn principally paved with tree wells; on-street parking both sides.
2. High Intensity Fabric: 6 foot sidewalk; tree lawns 6 feet or wider, appropriate for long tree wells or continuous planters; on-street parking both sides.
3. Medium and Low Intensity Fabric: 5 foot sidewalk; tree lawns 8 feet or wider; on-street parking on one or both sides.
4. High and Medium Intensity District Seam: 6-to-8 foot sidewalk; tree lawns 6 feet or wider, appropriate for long tree wells; on-street parking both sides.
5. Low Intensity District Seam: 6 foot sidewalk, tree lawns 6 feet or wider; on-street parking both sides.

Replace Unimproved Streets

Many neighborhood streets in Birmingham are in disrepair. Residents are confused about the process to improve streets, which is exacerbated by unique situations in two parts of the community.

As is readily apparent, many neighborhood streets are in very poor condition. The situation is historic, related to the standards in place as far back as each neighborhood was initially developed. It has been incumbent upon neighbors to choose to improve their streets, and pay into that improvement based upon how much lot frontage they have along the street. To date, a significant number of residents have done just that, yet it leaves nearly 26 linear miles of streets unimproved. Most unimproved streets are easily recognizable in that they do not have curbs. Yet, to confuse the matter, about half of the unimproved streets have historic curbs. And lastly, there is a section of Birmingham where sewer service is located in the rear lot, not in the street, which requires special consideration when improving streets.

The City Commission convened an Ad-hoc Unimproved Streets Committee (AHUSC) to study this issue. In late 2020, the committee issued its recommendations. A high-level summary of those recommendations are to: 1) change the process of initiating street repair to be instigated by the City; 2) use the City's general fund to pay for the non-utility improvements to streets and bonds to pay for the utility portion of improvements, reimbursed by residents through special assessment and utility rate fees; and 3) to prefer construction of concrete streets over asphalt for their longevity, with exceptions for low volume conditions.

With these well researched recommendations in place, adjustments to unimproved streets policy and the city budget are required, along with a strategy for prioritizing streets to

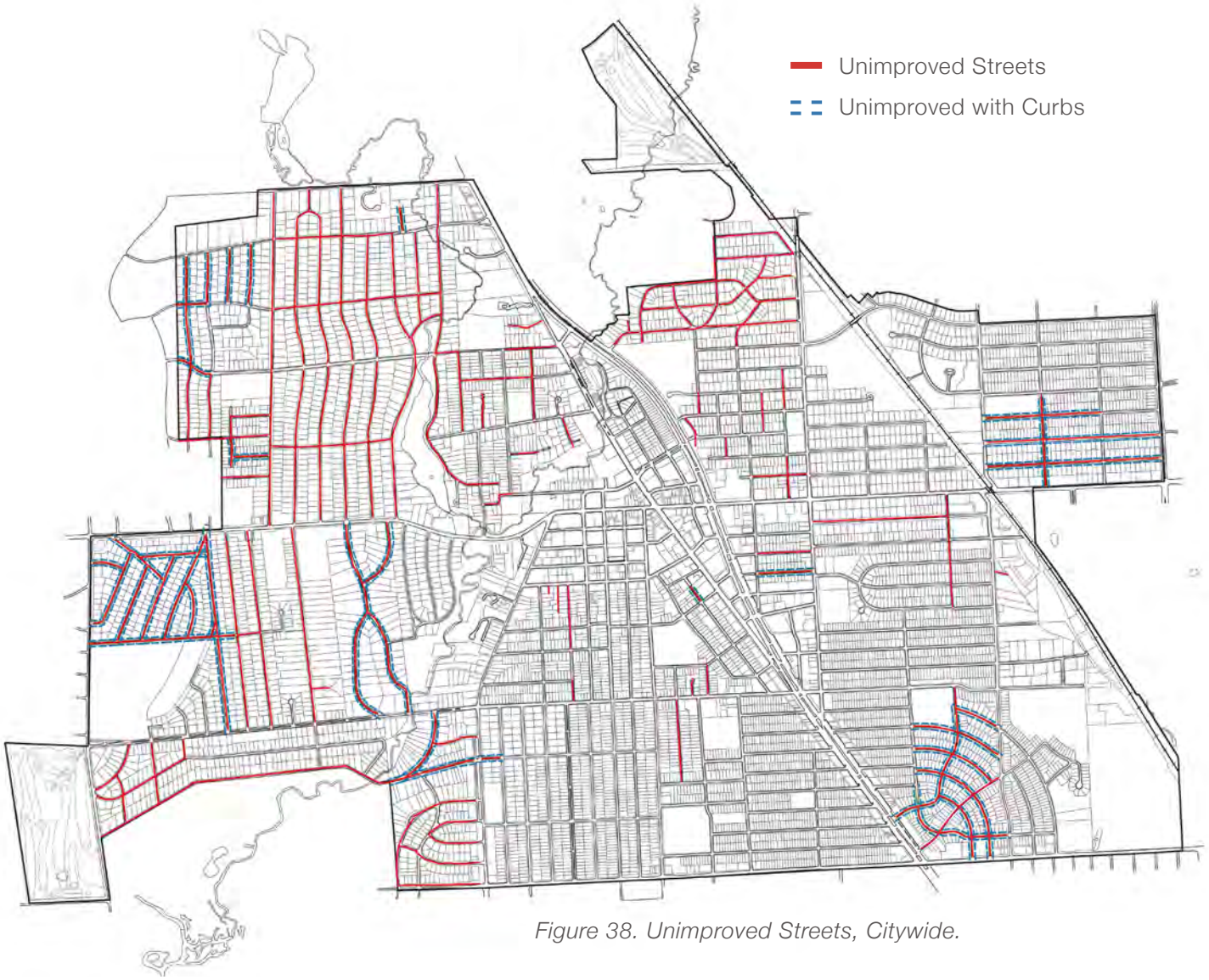


Figure 38. Unimproved Streets, Citywide.

improve. A consistent approach is recommended, ensuring funds are regularly allocated to carry on improvements. From a priority standpoint, the current condition of unimproved streets should be surveyed to categorize the state of disrepair. The stormwater condition of streets is a particularly important element to consider as streets with stormwater problems will deteriorate more quickly than others and work done to improve streets can also address some or all of the stormwater issues. To work through the list of repairs, consideration should be given to equitably distribute repairs throughout the city so that one Planning District is not prioritized over another. This can be done by ensuring that more than one Planning District receives repairs in any year. Some districts, like Quarton and Seaholm, are almost entirely unimproved and may receive a greater share of improvements than others as a result.

MASTER PLAN ACTIONS

1. Adopt policy recommendations specified by the Ad-hoc Unimproved Streets Committee (AHUSC), including the following:
    a. Establish a yearly budget to remedy unimproved streets, considering the general fund plus bond strategy and repayment timelines recommended by the AHUSC.
    b. Survey the current condition of unimproved streets, categorized by the current quality such that streets in the most extreme states of disrepair can be prioritized for improvement. Stormwater issues should receive special priority.
    c. Remedy unimproved streets according to the repair priority and budget, ensuring improvements occur in multiple Planning Districts each year.

Retain Street Tree Canopy

Birmingham's downtown and neighborhoods benefit from a rich tree canopy, increasing house values, public health, and sustainability. This street tree canopy should be protected, well maintained, and prepared for a changing climate. At present, the City works to diversify tree species, which is important in avoiding disease. Considerations should also be made to select species that will better fit the area's future climate. Much of the community is well stocked with trees but some streets, like Brown and 14 Mile, have gaps in the street tree canopy, sometimes spanning an entire block.

Most substantially, the City's commercial districts have severe street tree gaps, including entire streets without trees. Maple and Woodward have more consistent trees than elsewhere, with limited gaps such as Willits. However, streets like Merrill appear to have insufficient root area, resulting in small and ineffective trees. New plantings with the recent Woodward and future Maple streetscape projects have extended the root area to support a healthier tree stock, which is necessary elsewhere. The Triangle and Rail Districts have few street trees at all and are in need of streetscape redesign. Plantings are especially needed in these areas to fight the urban heat island by shading sidewalks and roadways, and to provide relief for pedestrians.

MASTER PLAN ACTIONS

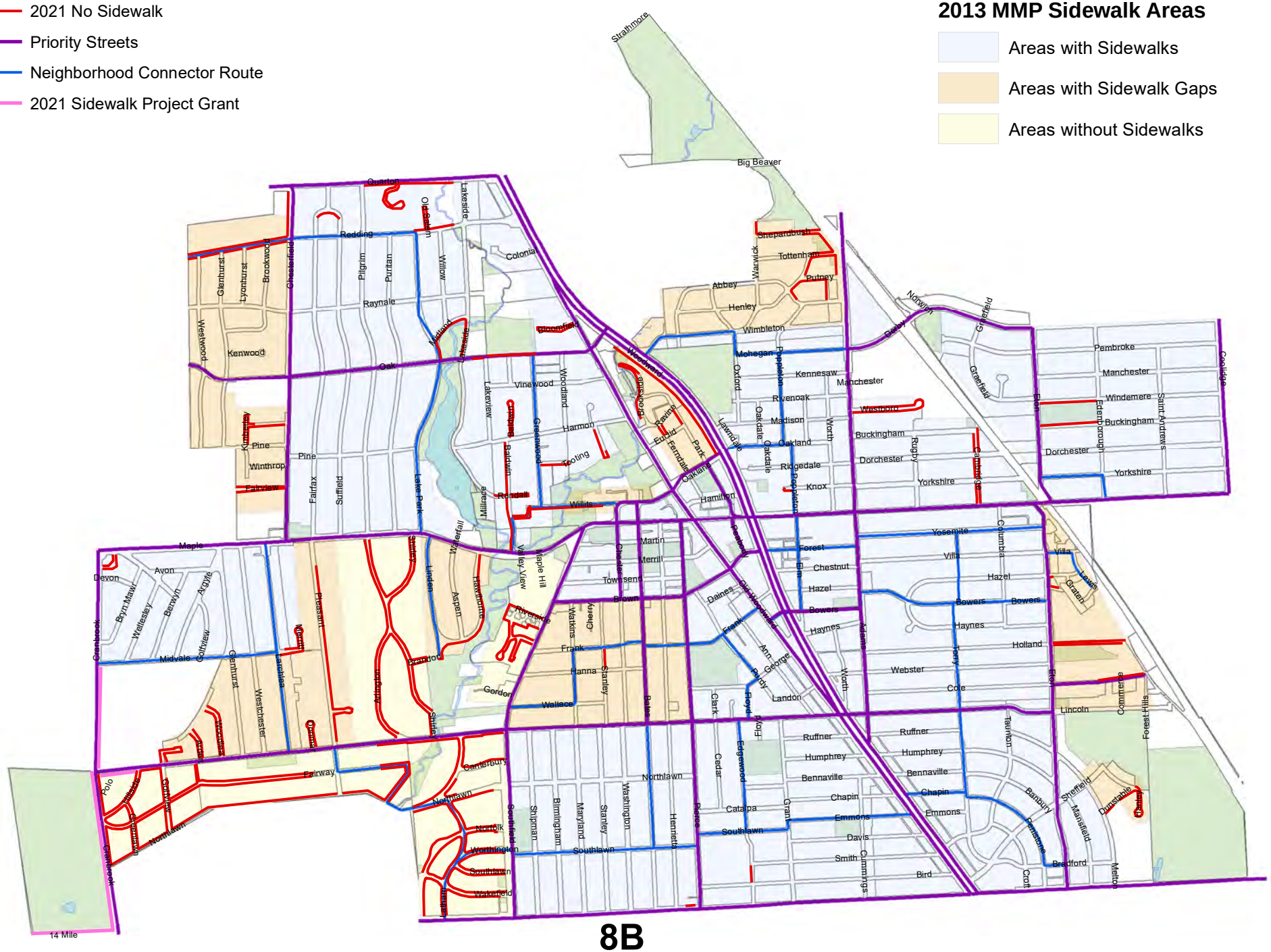
1. Create a Tree Canopy Improvement Plan, including:
    a. Establish comprehensive policies for trees in streets and open spaces.
        i. Select large canopy species for streets and parks, native to the region and resilient for its' future climate, retaining the character of each neighborhood's distinctive canopy.
        ii. Minimize overly-used or exotic species, such as Crab Apple, Honey Locust and Pear Trees.
    b. Create 5-, 10-, and 15- year goals to expand tree canopy cover.
    c. Study the condition of neighborhood tree canopies in parks and private spaces and potential improvements.
    d. Require that trees removed due to construction be replaced, as well as mandatory contributions to fund new off-site trees.
    e. Prevent existing, healthy trees from being removed due to new construction.
    f. Survey areas with constrained root area and establish a plan to add additional soil volume.

Future Sidewalk Construction Recomendation Priorities

- 2021 No Sidewalk
- Priority Streets
- Neighborhood Connector Route
- 2021 Sidewalk Project Grant

2013 MMP Sidewalk Areas

- Areas with Sidewalks
- Areas with Sidewalk Gaps
- Areas without Sidewalks



Future Sidewalk Construction Recomendations

Prioritized Sidewalk Installation

- 1: Major Roads, Improved Streets, & Neighborhood Connector Route
- 2: Neighborhoods without Sidewalks
- 3: Neighborhoods with Sidewalk Gaps
- 4: Neighborhoods & Commercial Areas with Majority Sidewalks
- Unimproved Streets
- 2021 Sidewalk Project Grant

2013 MMTP Sidewalk Priority Areas

- Areas with Sidewalk Gaps
- Areas without Sidewalks
- Areas with Majority Sidewalks

8B

CITY OF BIRMINGHAM
ENGINEERING DEPARTMENT
151 Martin Street, P.O. Box 3001
Birmingham, Michigan 48012-3001
(248) 530-1850

DO NOT WRITE IN THIS BOX
Permit No. _____
Date of Issuance _____

APPLICATION AND PERMIT TO INSTALL SPECIAL TREATMENTS IN PUBLIC RIGHT OF WAY

_____
Address of Proposed Special Treatment

_____ _____
Property Owner's Name Tenant's Name (if other than owner)

_____ _____
Property Owner's Signature Date Tenant's Signature Date

_____
Property Owner's Email Address
By providing your e-mail to the City, you agree to receive news and notifications from the City. If you do not wish to receive these messages, you may unsubscribe at any time.

_____ _____
Telephone Number Fax Number

The above named owner (and tenant, if any) makes application for a revocable permit to place in the public right-of-way adjacent to the above address, decorative treatments or other improvements described as follows: (give location and detailed description - attach sketch).

_____

_____

_____

Will trees be affected? If yes, Signature of City Forester Required _____ _____
City Forester Date

Attached to Application: Plans _____

Other _____

If a permit is granted, the above named owner (and tenant, if any) shall do the following:

1. Conform with all City Ordinances, standards, and regulations relating thereto.
2. Install and maintain the improvement at no expense to the City of Birmingham.
3. Defend and hold the City harmless from any and all liability incidental to the construction, use, and maintenance of the improvement.
4. Remove the improvement and make necessary restoration to the right-of-way, upon revocation of the permit by the City.
5. **WAIVE AND RELEASE ANY AND ALL CLAIMS OF ANY NATURE AGAINST THE CITY OF BIRMINGHAM AND ANY PUBLIC UTILITY COMPANY FOR DAMAGES TO SUCH IMPROVEMENT CAUSED BY OR ARISING FROM THE USE OF THE RIGHT-OF-WAY.**

A permit, as requested in the foregoing application subject to the conditions to which applicant therein agrees, is hereby granted.

CITY OF BIRMINGHAM

By _____
Engineering Department

THIS PERMIT IS SUBJECT TO REVOCATION AT ANY TIME BY THE CITY OF BIRMINGHAM

Thank you for your interest in the Not MI Species Webinar Series Webinar **"Where the Sidewalk Ends: Choosing Resilient Trees for Tomorrow's Urban Environments"** that we held on Tuesday.

You can now access a recording of the webinar at https://us06web.zoom.us/rec/share/rnTXF5f1Wla4jpDN12mhhuIxWinYHrUfQS61mQdgnlGe_7QvVqOoOzjHmvrU3_k-.bM_s-GGS9jxSpIX5.

If you attended the webinar or viewed the recording, and haven't done so already, please take a moment to complete a short evaluation for the webinar at Where the Sidewalk Ends: Choosing Resilient Trees for Tomorrow's Urban Environments-10/03/23 Survey (surveymonkey.com).

RESOURCES

- Michigan's Invasive Species Webpage: www.michigan.gov/invasives
- Not Mi Species Webinar Information: www.michigan.gov/egle/outreach/not-mi-species-webinar-series
- DNR Tree Species Lists (Also added as an excel attachment): Recommended trees for community planting (michigan.gov)
- Michigan DNR Urban and Community Forestry Webpage (Grant Programs and other information): Urban and community forestry (michigan.gov)
- Recent canopy inventories of Detroit and Grand Rapids and more: Common Tree Species, Planting Initiatives, and Diversity: An Analysis of Over 5 Million Urban Trees in 63 US Cities (treevitalize.com)

Upcoming Webinar

Tuesday, November 7, 9:00 a.m. to 10:00 a.m.
Must You Find Another Shrubbery? Understanding the Impacts of Invasive Box Tree Moth in Michigan

Box tree moth (*Cydalima perspectalis*) was first detected in Michigan in fall 2022. This invasive pest, native to East Asia, poses a major threat to the boxwood plant, an ornamental shrub that is a valuable part of the U.S. (and Michigan) nursery and horticultural industry. Join Susie Iott, MDARD invasive species program specialist, to learn more about identification, impacts and the state's response to limit the spread of this invasive pest.

Thanks!

Ryan Blazic
Water Resources Liaison
Environmental Support Division
Michigan Department of Environment, Great Lakes, and Energy (EGLE)
517-732-1187 | 800-662-9278
Follow Us | **Michigan.gov/EGLE**

8B

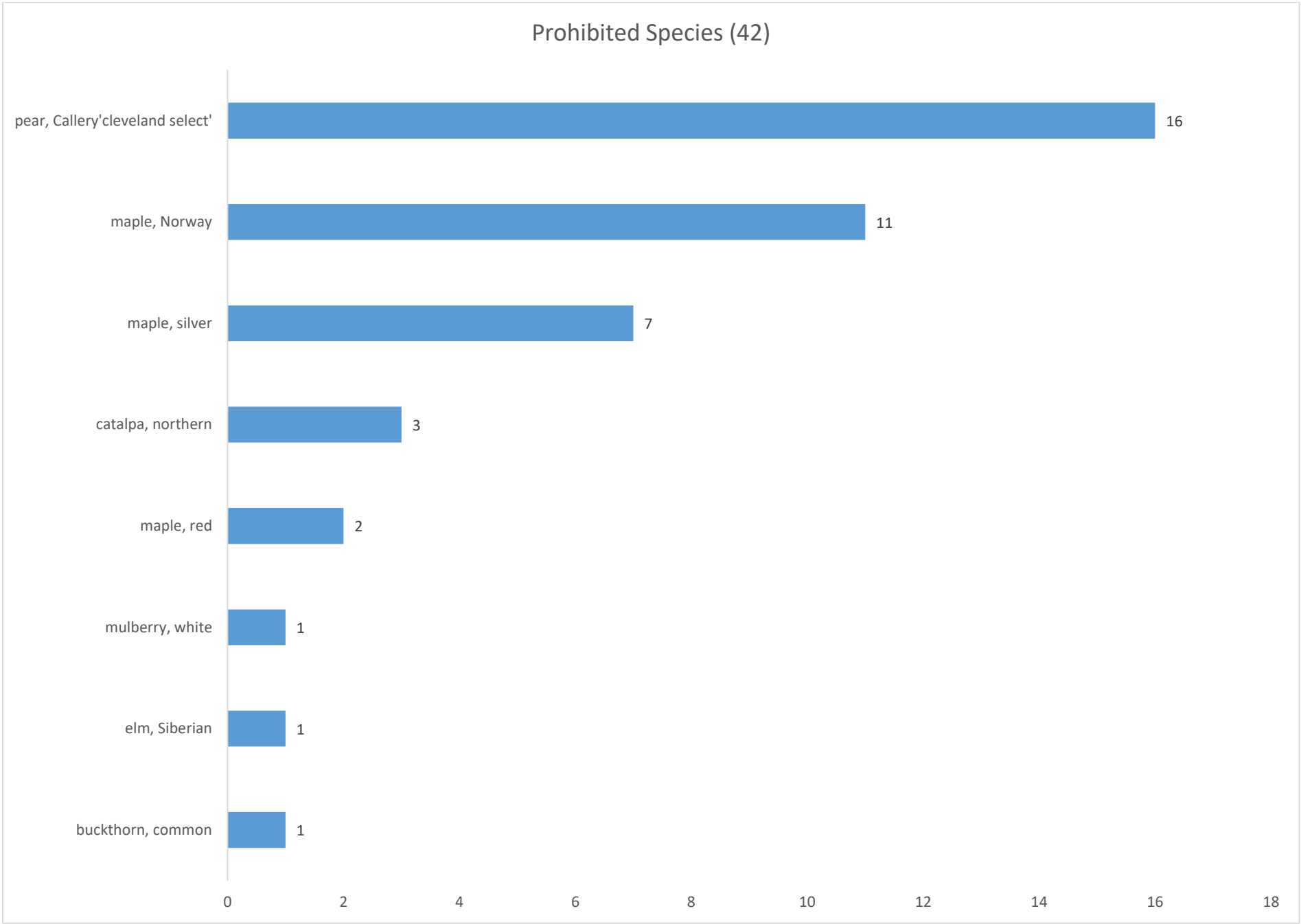
Tree Species Count and Classification

Species	Count	Prohibited
crabapple, flowering	18	No
redbud, eastern	6	No
elm, hybrid	5	No
arborvitae spp.	4	No
hornbeam, European	3	No
walnut, black	3	No
elm, American	2	No
sweetgum, American	2	No
ginkgo	1	No
hickory, shagbark	1	No
lilac, Japanese tree	1	No
linden, littleleaf	1	No
mulberry, white	1	No
oak, English	1	No
oak, swamp white	1	No
yellowwood	1	No
yew, spp.	1	No

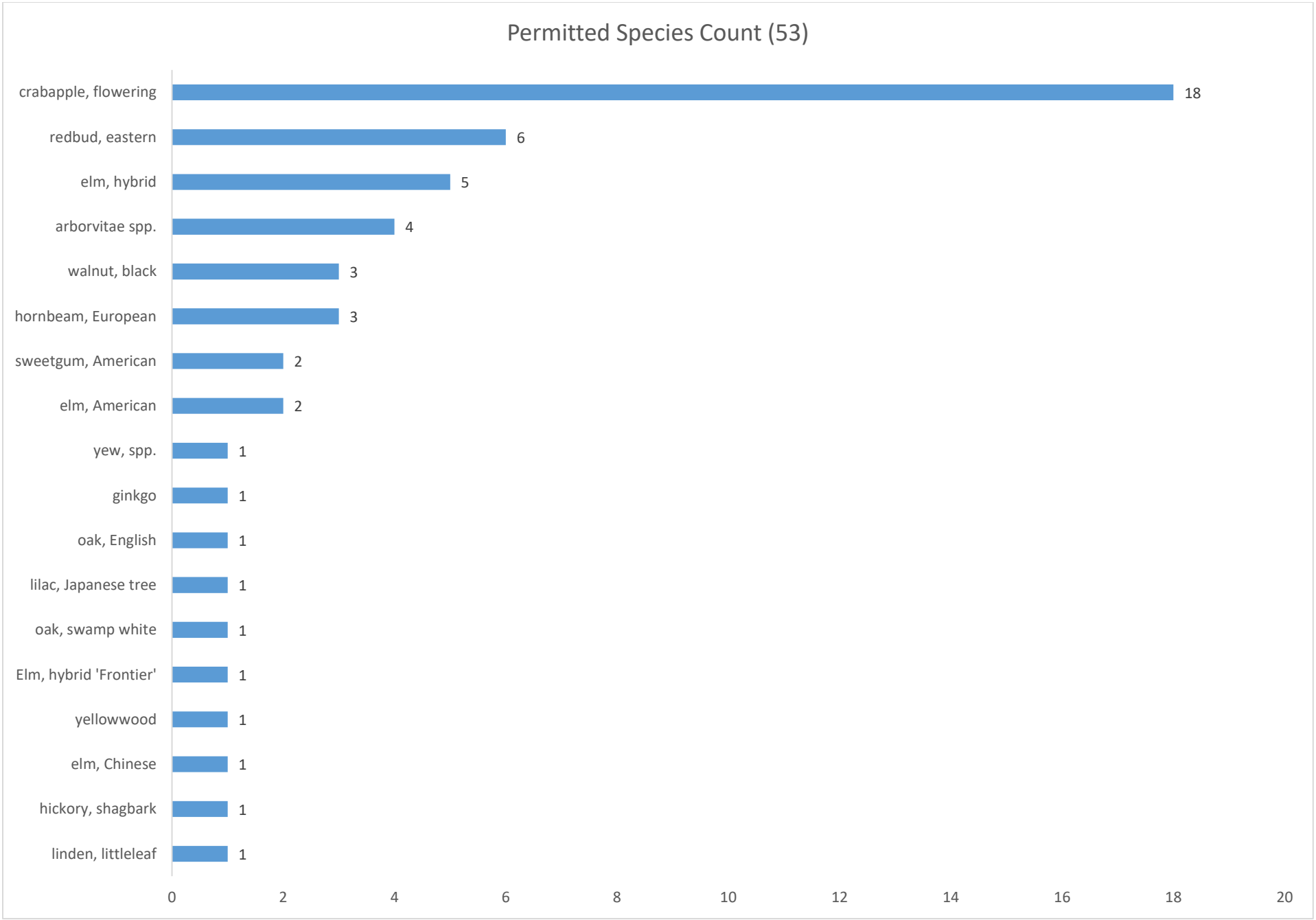
Species	Count	Prohibited
maple, sugar	3	Overpopulated
maple, Freeman	2	Overpopulated
maple, hedge	2	Overpopulated

Species	Count	Prohibited
pear, Callery'cleveland select'	16	Yes
maple, Norway	11	Yes
maple, silver	7	Yes
catalpa, northern	3	Yes
maple, red	2	Yes
buckthorn, common	1	Yes
elm, Chinese	1	Yes
elm, Siberian	1	Yes

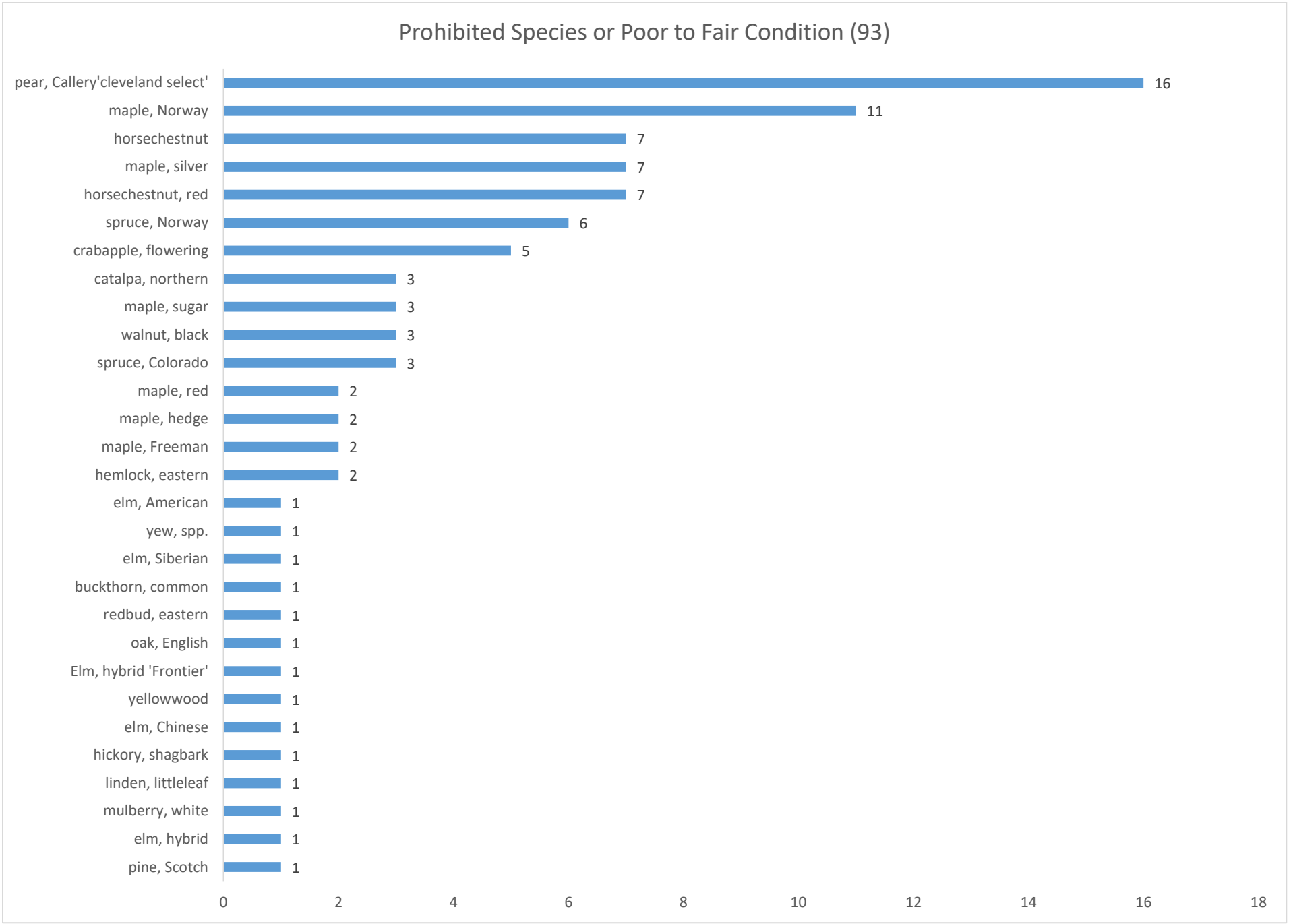
Species	Count	Prohibited
spruce, Norway	7	Not Recommended
horsechestnut	7	Not Recommended
horsechestnut, red	7	Not Recommended
spruce, Colorado	7	Not Recommended
hemlock, eastern	2	Not Recommended
pine, Scotch	2	Not Recommended
Elm, hybrid 'Frontier'	1	Not Recommended
oak, northern red	1	Not Recommended
pine, eastern white	1	Not Recommended


Prohibited Species (42)
pear, Callery'cleveland select'
16
maple, Norway
11
maple, silver
7
catalpa, northern
3
maple, red
2
mulberry, white
1
elm, Siberian
1
buckthorn, common
1
0
2
4
6
8
10
12
14
16
18

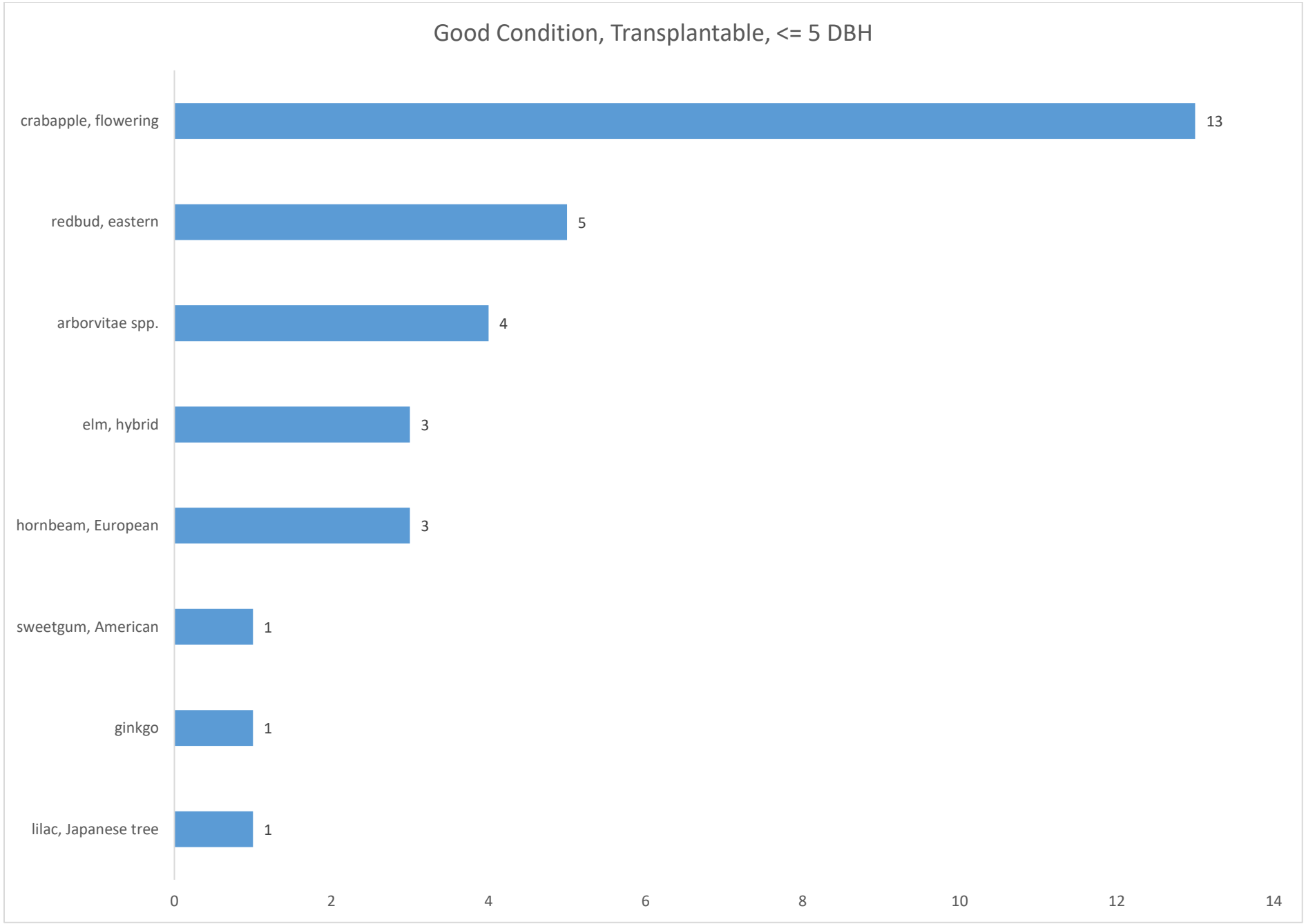
8B


Permitted Species Count (53)
crabapple, flowering
18
redbud, eastern
6
elm, hybrid
5
arborvitae spp.
4
walnut, black
3
hornbeam, European
3
sweetgum, American
2
elm, American
2
yew, spp.
1
ginkgo
1
oak, English
1
lilac, Japanese tree
1
oak, swamp white
1
Elm, hybrid 'Frontier'
1
yellowwood
1
elm, Chinese
1
hickory, shagbark
1
linden, littleleaf
1
0
2
4
6
8
10
12
14
16
18
20

8B


Prohibited Species or Poor to Fair Condition (93)
pear, Callery'cleveland select' 16
maple, Norway 11
horsechestnut 7
maple, silver 7
horsechestnut, red 7
spruce, Norway 6
crabapple, flowering 5
catalpa, northern 3
maple, sugar 3
walnut, black 3
spruce, Colorado 3
maple, red 2
maple, hedge 2
maple, Freeman 2
hemlock, eastern 2
elm, American 1
yew, spp. 1
elm, Siberian 1
buckthorn, common 1
redbud, eastern 1
oak, English 1
Elm, hybrid 'Frontier' 1
yellowwood 1
elm, Chinese 1
hickory, shagbark 1
linden, littleleaf 1
mulberry, white 1
elm, hybrid 1
pine, Scotch 1
0 2 4 6 8 10 12 14 16 18

8B


Good Condition, Transplantable, <= 5 DBH
crabapple, flowering
13
redbud, eastern
5
arborvitae spp.
4
elm, hybrid
3
hornbeam, European
3
sweetgum, American
1
ginkgo
1
lilac, Japanese tree
1
0
2
4
6
8
10
12
14

8B

APPENDIX B
PROHIBITED SPECIES LIST

Common Name	**Scientific Name**
Ash	*Fraxinus* spp.
Boxelder	*Acer negundo*
Catalpa	*Catalpa* spp.
Common Buckthorn	*Rhamnus cathartica*
Common Privet	*Ligustrum vulgare*
Cottonwood	*Populus deltoides*
Dame's Rocket	*Hesperis matronalis*
Elm (except disease-resistant varieties)	*Ulmus* spp.
English Ivy	*Hedera helix*
Euonymus	*Euonymus* spp.
Garlic Mustard	*Alliaria petiolata*
Honeysuckle	*Lonicera* spp.
Horse Chestnut (nut bearing)	*Aesculus hippocastanum*
Japanese Barberry	*Berberis thunbergii*
Kentucky Bluegrass	*Poa pratensis*
Mulberry Trees	*Morus* spp.
Multiflora Rose	*Rosa multiflora*
Norway Maple	*Acer platanoides*
Orchard Grass	*Dactylis glomerata*
Oriental Bittersweet	*Celastrus orbiculatus*
Periwinkle	*Vinca* spp.
Poison Ivy	*Toxicodendron radicans*
Poplar	*Populus* spp.
Purple Loosestrife	*Lythrum salicaria*
Quack Grass	*Elymus repens*
Ribes (Gooseberry)	*Ribes* spp.
Siberian Elm	*Ulmus pumila*
Soft Maple (Red, Silver)	*Acer rubrum, Acer saccharinum, Acer freemanii*
Succulent fruit bearing trees	
Tree of Heaven	*Ailanthus altissima*
White Clover	*Trifolium repens*
Willow	*Salix* spp.
Winged Wahoo	*Euonymus alatus*

APPENDIX A
RECOMMENDED TREE SPECIES

Deciduous Trees						
Large Deciduous Trees: Greater than 45 Feet in Height at Maturity						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
baldcypress	*Taxodium distichum*	Pyramidal	Native to adjacent states	Drought and flood tolerant, tolerant of salt spray, prefers acidic soil, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
beech, American	*Fagus grandifolia*	Round	Native	May be difficult to find in nurseries, prefers acidic soil	Currently very few	Parks, Yard tree
beech, European	*Fagus sylvatica*	Pyramidal, Round	Non-native	Drought and flood intolerant, salt intolerant	Currently very few	Residential street tree, Parks, Yard tree
birch, river	*Betula nigra*	Pyramidal, Round	Native	Flood tolerant, intolerant of alkaline soil, ALB host, recommended cultivars 'Dura-Heat' and 'Heritage'	Currently very few	Residential street tree, Parks, Yard tree
corktree, Amur	*Phellodendron amurense*	Open, Round	Non-native	Plant male cultivars only (male trees are fruitless, female trees have invasive potential), moderately tolerant of drought and salt, flood intolerant	Currently very few	Residential street tree, Parks, Yard tree
cucumbertree	*Magnolia acuminata*	Oval, Pyramidal	Native to Ohio and Indiana	Showy flowers, salt intolerant, drought and flood intolerant, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
elm, American	*Ulmus americana*	Vase	Native	Drought and flood tolerant, salt tolerant, highly tolerant of urban conditions, ALB host, plant Dutch elm disease resistant cultivars, recommended cultivars: Jefferson, New Harmony, Princeton, Valley Forge	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
elm, Chinese	*Ulmus parvifolia*	Round	Non-native	Drought and flood tolerant, salt tolerant, ALB host	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
elms, hybrid	*Ulmus* x	Vase, Arching, Oval, Upright	Non-native, various hybrids between native American elms and European and Asian elm species	Drought and flood tolerant, salt tolerant, highly tolerant of urban conditions, ALB host, resistant to Dutch elm disease, recommended varieties: Accolade, Frontier, Homestead, Patriot, Pioneer, Regal	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
ginkgo	*Ginkgo biloba*	Broad, Pyramidal, Upright	Non-native	Drought tolerant, no serious pests, plant male trees only, columnar cultivars are available for sites with restricted aboveground space	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hackberry	*Celtis occidentalis*	Oval, Round, Vase	Native	ALB host, drought and flood tolerant	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hazel, Turkish	*Corylus colurna*	Oval, Pyramidal	Non-native	Drought tolerant, salt intolerant, no serious pests	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree

Large Deciduous Trees: Greater than 45 Feet in Height at Maturity *(continued)*						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
hickory, bitternut	*Carya cordiformis*	Oval, Round, Upright	Native	May be difficult to find in nurseries, edible fruit	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
hickory, shagbark	*Carya ovata*	Irregular, Oval	Native	May be difficult to find in nurseries, drought tolerant, edible fruit, attractive bark	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
hickory, shellbark	*Carya laciniosa*	Oval	Native	May be difficult to find in nurseries, prefers moist soil, intolerant of alkaline soil, edible fruit	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
honeylocust, thornless	*Gleditsia triacanthos f. inermis*	Broad, Round	Native	Drought and flood tolerant, salt tolerant, no serious pests	Use sparingly, species currently overrepresented	Commercial street tree, Residential street tree, Parks, Yard tree
Japanese pagoda tree	*Styphnolobium japonicum*	Round	Non-native	Drought tolerant, salt tolerant, messy fruit, potentially invasive, avoid planting near natural areas	Currently very few	Commercial street tree, Residential street tree
katsura tree	*Cercidiphyllum japonicum*	Oval, Pyramidal, Round	Non-native	ALB host, flood tolerant, salt tolerant, drought intolerant, plant in protected sites	Currently very few	Residential street tree, Parks, Yard tree
Kentucky coffeetree	*Gymnocladus dioicus*	Irregular, Oval	Native	Drought and flood tolerant, salt tolerant, no serious pests, leaves and seeds are poisonous when ingested, male cultivars are fruitless	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
larch, eastern	*Larix laricina*	Pyramidal	Native	May be difficult to find in nurseries, flood tolerant, prefers wet sites, drops needles in winter	Currently very few	Parks, Yard tree
larch, European	*Larix decidua*	Irregular, Pyramidal	Non-native	Drought and flood intolerant, drops needles in winter	Currently very few	Parks, Yard tree
linden, American	*Tilia americana*	Oval, Pyramidal, Round	Native	Salt intolerant, no serious pests	Currently few	Residential street tree, Parks, Yard tree
linden, littleleaf	*Tilia cordata*	Oval, Pyramidal, Upright	Non-native	Salt intolerant, drought tolerant, no serious pests	Currently few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
linden, silver	*Tilia tomentosa*	Pyramidal	Non-native	Salt tolerant, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
London planetree	*Platanus × acerifolia*	Pyramidal, Rounded	Non-native	Drought and flood tolerant, ALB host, often early leaf drop due to anthracnose	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
maple, black	*Acer saccharum subsp. nigrum*	Oval, Round, Upright	Native	Salt intolerant, prefers acidic soil, salt intolerant, flood intolerant	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree

Large Deciduous Trees: Greater than 45 Feet in Height at Maturity *(continued)*						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
maple, Freeman's	*Acer freemanii*	Columnar, Oval, Pyramidal, Upright	Native	ALB host, moderately tolerant of salt spray, flood tolerant	Use sparingly, genus currently overrepresented	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
maple, red	*Acer rubrum*	Irregular, Oval, Round, Cultivars come in various forms	Native	ALB host, salt intolerant, flood tolerant	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
maple, sugar	*Acer saccharum*	Oval, Round, Upright	Native	ALB host, salt intolerant, fall color	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
oak, bur	*Quercus macrocarpa*	Upright, Oval, Spreading	Native	Drought and flood tolerant, moderately salt tolerant, no serious pests, some resistance to oak wilt	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
oak, English	*Quercus robur*	Oval, Rounded	Non-native	Drought tolerant, moderately tolerant of salt spray, columnar cultivars are available for sites with restricted aboveground space, some resistance to oak wilt	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
oak, overcup	*Quercus lyrata*	Oval, Rounded	Native to Illinois and Indiana	Drought and flood tolerant, some resistance to oak wilt	Currently very few or none	Residential street tree, Parks, Yard tree
oak, swamp white	*Quercus bicolor*	Upright, Oval, Rounded	Native	Drought and flood tolerant, moderately salt tolerant, no serious pests, some resistance to oak wilt	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
oak, white	*Quercus alba*	Broad, Irregular, Round	Native	Fall color, intolerant of alkaline soil, drought and flood intolerant, some resistance to oak wilt	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
redwood, dawn	*Metasequoia glyptostroboides*	Upright, Pyramidal	Non-native	Flood tolerant, intolerant of alkaline soil, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
sweet-gum, American	*Liquidambar styraciflua*	Pyramidal, Oval	Native to Ohio and Illinois	Recommended cold hardy cultivar 'Moraine', fall color, messy gumball fruit, no serious pests, intolerant of alkaline soil, columnar cultivar 'Slender 'Silhouette' for sites with restricted aboveground space	Currently few	Residential street tree, Parks, Yard tree
tuliptree	*Liriodendron tulipifera*	Pyramidal, Oval	Native	Showy flowers, no serious pests, salt intolerant, weak wood	Currently few	Residential street tree, Parks, Yard tree
tupelo, black	*Nyssa sylvatica*	Pyramidal, Oval	Native	Fall color, intolerant of alkaline soil, no serious pests	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
walnut, black	*Juglans nigra*	Round	Native	May be difficult to find in nurseries, messy fruit, can stunt growth of other trees, plant near trees tolerant of black walnut toxicity	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
zelkova, Japanese	*Zelkova serrata*	Vase	Non-native	Drought and flood tolerant, salt tolerant, no serious pests, cultivars come in various sizes and forms, columnar cultivar 'Musashino' for sites with restricted aboveground space	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree

Medium Deciduous Trees: 31 to 45 Feet in Height at Maturity						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
buckeye, Ohio	*Aesculus glabra*	Round	Native	Moderately drought and flood tolerant, intolerant of soil salt, prefers acidic soil, ALB host	Currently very few or none	Residential street tree, Parks, Yard tree
cherry, amur choke	*Prunus maackii*	Pyramidal, Rounded	Non-native	Drought tolerant, heat intolerant, plant in protected sites	Currently very few or none	Residential street tree, Parks, Yard tree
cherry, Sargent	*Prunus sargentii*	Vase	Non-native	Salt tolerant, showy flowers, susceptible to black knot, columnar cultivar 'Columnaris' for sites with restricted aboveground space	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
golden rain tree	*Koelreuteria paniculata*	Rounded	Non-native	Drought and flood tolerant, salt tolerant, no serious pests, columnar cultivars 'Fastigiata' and 'Gold Candle' for sites with restricted aboveground space	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
hardy rubbertree	*Eucommia ulmoides*	Broad, Round	Non-native	Drought and flood tolerant, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hophornbeam, eastern	*Ostrya virginiana*	Oval, Rounded	Native	Drought tolerant, no serious pests	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
hornbeam, European	*Carpinus betulus*	Oval, Upright	Non-native	Drought and flood tolerant, salt intolerant, columnar cultivar 'Fastigiata' for sites with restricted aboveground space	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
horse-chestnut, red	*Aesculus × carnea*	Upright, Oval	Non-native	Drought and flood intolerant, tolerant of salt spray, prefers acidic soil, ALB host	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
maackia, Amur	*Maackia amurensis*	Round, Vase	Non-native	Drought tolerant, showy flowers, attractive exfoliating bark, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
maple, three-flowered	*Acer triflorum*	Oval, Upright	Non-native	Flood intolerant, intolerant of alkaline soil	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
mountain silverbell	*Halesia tetraptera*	Broad, Rounded	Native	Prefers acidic soil, no serious pests	Currently very few or none	Residential street tree, Parks, Yard tree
parrotia, Persian	*Parrotia persica*	Rounded, Vase	Non-native	Drought tolerant, salt intolerant, flood intolerant	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
smoketree, American	*Cotinus obovatus*	Irregular, Oval, Upright, Shrub	Native to southern United States	Showy flowers, fall color	Currently very few	Parks, Yard tree
yellowwood, American	*Cladrastis kentukea*	Rounded, Vase	Native to adjacent states	Showy flowers, fall color, no serious pests	Currently very few	Residential street tree, Parks, Yard tree

Small Deciduous Trees: 15 to 30 Feet in Height at Maturity						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
cherry, common choke	*Prunus virginiana*	Irregular, Oval, Round, Thicket-forming	Native	Showy flowers, drought tolerant, susceptible to many pests and diseases	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
cherry, Japanese flowering	*Prunus serrulata*	Round, Vase	Non-native	Showy flowers, salt tolerant, drought and flood intolerant, susceptible to many pests and diseases, columnar cultivar 'Amanogawa' for sites with restricted aboveground space	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
crabapple, flowering	*Malus* spp.	Rounded	Native to region	Drought tolerant, flood intolerant, moderately salt tolerant, prefers acidic soil, choose disease resistant cultivars, columnar cultivars are available for sites with restricted aboveground space	Currently few	Commercial street tree, Residential street tree, Parks, Yard tree
dogwood, cornelian cherry	*Cornus mas*	Multi-stemmed, Oval, Round	Non-native	Showy flowers, showy fruit, fall color	Currently very few or none	Residential street tree (use sparingly), Parks, Yard tree
dogwood, flowering	*Cornus florida*	Round	Native	Showy flowers, drought and flood intolerant, salt intolerant, plant in protected sites with part shade, requires acidic soil, no serious pests	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
dogwood, Kousa	*Cornus kousa*	Round	Non-native	Showy flowers, flood intolerant, plant in protected sites with part shade, prefers acidic soil, no serious pests	Currently very few	Residential street tree (use sparingly), Parks, Yard tree
fringetree, Chinese	*Chionanthus retusus*	Round, Vase	Non-native	Showy flowers, drought and flood intolerant, salt intolerant	Currently very few or none	Residential street tree, Parks, Yard tree
fringetree, white	*Chionanthus virginicus*	Oval, Rounded	Native to Ohio	Showy flowers, drought and flood intolerant, intolerant of salt spray, may have potential to become emerald ash borer host	Currently very few or none	Residential street tree, Parks, Yard tree
hawthorn species	*Crataegus* spp.	Round	Native	Showy fruit and flowers, drought tolerant, salt intolerant, many suitable species and varieties, choose rust resistant varieties or plant away from*Juniperus* spp.	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
hornbeam, American	*Carpinus caroliniana*	Round	Native	Salt intolerant, flood tolerant, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
lilac, Japanese tree	*Syringa reticulata*	Oval, Rounded	Non-native	Showy flowers, moderately drought tolerant, salt tolerant, no serious pests	Currently very few	Commercial street tree, Residential street tree, Parks, Yard tree
lilac, Pekin	*Syringa pekinesis*	Multi-stemmed, Oval, Round, Upright	Non-native	Attractive peeling bark, showy flowers, moderately salt tolerant	Currently very few or none	Commercial street tree, Residential street tree, Parks, Yard tree
magnolia, saucer	*Magnolia* x *soulangeana*	Pyramidal, Round	Non-native	Showy flowers, drought and flood intolerant, salt intolerant, plant in protected sites with full sun or part shade, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
magnolia, star	*Magnolia stellata*	Multi-stemmed, Round	Non-native	Showy flowers, drought and flood intolerant, moderately salt tolerant, plant in protected sites with full sun or part shade, no serious pests	Currently very few or none	Residential street tree, Parks, Yard tree

Small Deciduous Trees: 15 to 30 Feet in Height at Maturity *(continued)*						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
maple, Japanese	*Acer palmatum*	Broad, Multi-stemmed, Round, Weeping, Shrub-like	Non-native	Drought intolerant, plant in protected sites with part shade, rarely ALB host	Use sparingly, genus currently overrepresented	Parks, Yard tree
maple, paperbark	*Acer griseum*	Oval, Round, Upright	Non-native	Flood tolerant, ALB host	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
maple, Shantung	*Acer truncatum*	Oval, Round, Upright	Non-native	Drought tolerant, prefers acidic soil, fall color, ALB host	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
maple, trident	*Acer buergerianum*	Oval, Rounded	Non-native	Drought tolerant, salt tolerant, ALB host	Use sparingly, genus currently overrepresented	Residential street tree, Parks, Yard tree
redbud, eastern	*Cercis canadensis*	Rounded, Irregular, Vase	Native	Showy flowers, sensitive species, drought and flood intolerant, salt intolerant, plant in protected sites with part shade, no serious pests	Currently very few	Residential street tree, Parks, Yard tree
serviceberry, Allegheny	*Amelanchier laevis*	Irregular, Multi-stemmed, Narrow, Round	Native	Flood tolerant, salt intolerant, showy flowers, edible fruit, no serious pests, columnar cultivar 'Cumulus' for sites with restricted aboveground space	Currently very few	Residential street tree, Parks, Yard tree
serviceberry, downy	*Amelanchier arborea*	Upright	Native	Drought and flood tolerant, prefers acidic soil, edible fruit, showy flowers	Currently very few	Residential street tree, Parks, Yard tree
serviceberry, juneberry	*Amelanchier* x *grandiflora*	Multi-stemmed, Round, Upright	Native, hybrid of native *Amelanchier* spp.	Flood intolerant, edible fruit, showy flowers	Currently very few	Residential street tree, Parks, Yard tree
snowbell, Japanese	*Styrax japonicus*	Rounded	Non-native	Drought tolerant, prefers acidic soil, no serious pests	Currently very few or none	Residential street tree, Parks, Yard tree
witch-hazel, common	*Hamamelis virginiana*	Shrub, Irregular, Round, Upright	Native	Drought intolerant, salt tolerant, no serious pests	Currently very few	Parks, Yard tree

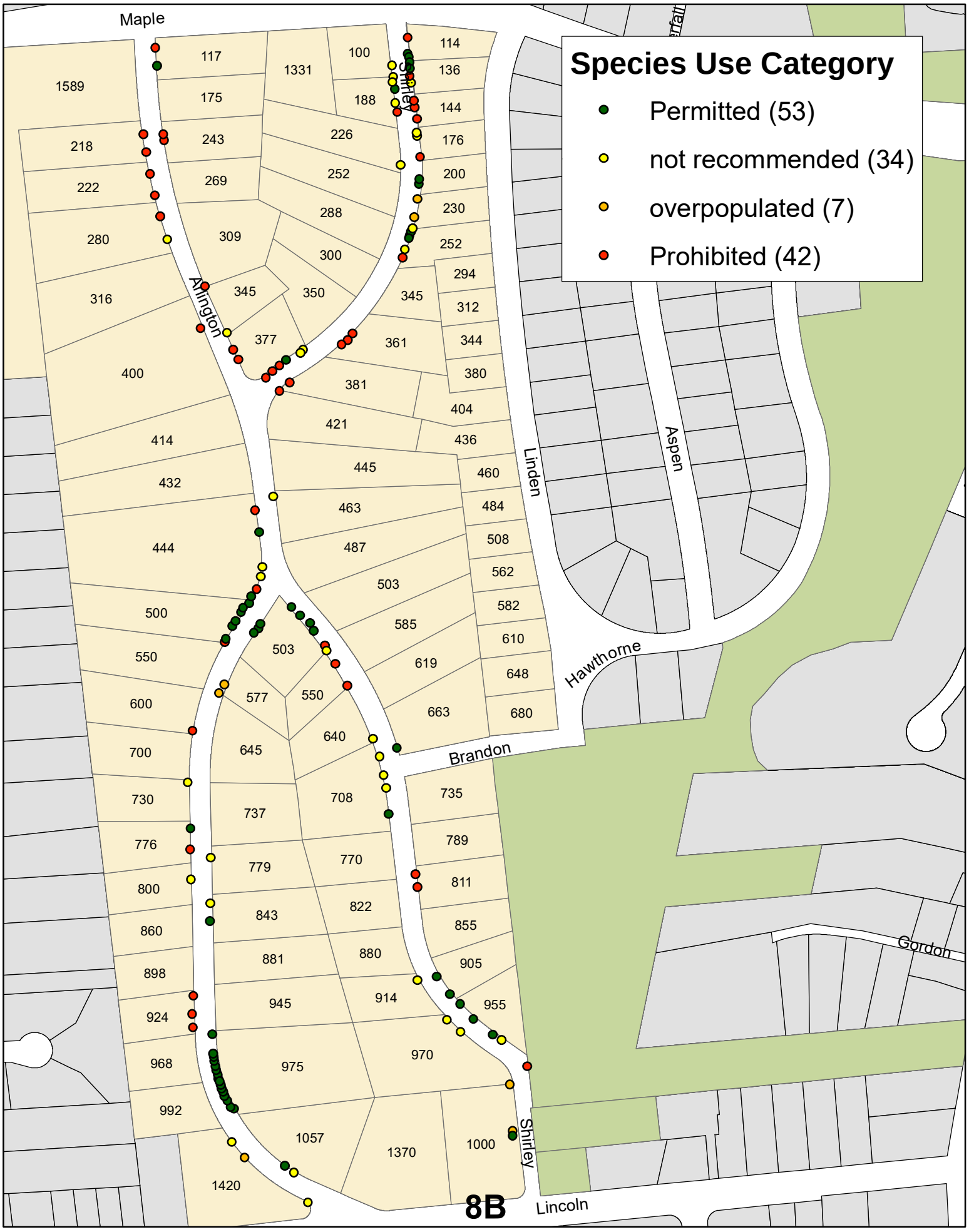
Evergreen Trees						
Large Evergreen Trees: Greater than 45 Feet in Height at Maturity						
Common Name	**Scientific Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
cedar, Atlantic white	*Chamaecyparis thyoides*	Columnar, Narrow	Native to eastern United States	Drought intolerant, prefers acidic soil, no serious pests	Currently very few or none	Residential street tree (use sparingly), Parks, Yard tree
falsecypress, Nootka	*Chamaecyparis nootkatensis*	Columnar, Pyramidal, Upright	Native to western United States	Cold hardy, no serious pests	Currently very few or none	Residential street tree (use sparingly), Parks, Yard tree
fir, balsam	*Abies balsamea*	Mounded, Pyramidal	Native	Cold hardy, salt intolerant	Currently very few	Parks, Yard tree
fir, Douglas	*Pseudotsuga menziesii*	Pyramidal	Native to western United States	Moderately salt tolerant, drought and flood intolerant	Currently very few	Parks, Yard tree
fir, fraser	*Abies fraseri*	Pyramidal	Native to southeastern United States	May be difficult to find in nurseries, prefers acidic soil, no serious pests	Currently very few	Parks, Yard tree
fir, white	*Abies concolor*	Pyramidal	Native to western United States	Cold hardy, drought tolerant, salt intolerant, no serious pests	Currently very few	Parks, Yard tree
hemlock, eastern	*Tsuga canadensis*	Pyramidal	Native	Cold tolerant, salt intolerant, drought and flood intolerant, heat intolerant	Currently very few	Parks, Yard tree
holly, American	*Ilex opaca*	Pyramidal	Native to Indiana and Ohia	Salt tolerant, prefers acidic soil, marginally hardy	Currently very few or none	Residential street tree (use sparingly), Parks (use sparingly), Yard tree (use sparingly)
pine, eastern white	*Pinus strobus*	Broad, Irregular, Pyramidal	Native	Cold tolerant, salt intolerant, drought intolerant	Currently very few	Parks, Yard tree
spruce, Norway	*Picea abies*	Pyramidal	Non-native	Drought and flood intolerant, moderately salt tolerant, susceptible to several diseases and pests	Currently very few	Parks, Yard tree
spruce, Oriental	*Picea orientalis*	Pyramidal	Non-native	Salt intolerant	Currently very few or none	Parks, Yard tree
spruce, Serbian	*Picea omorika*	Narrow, Pyramidal	Non-native	Flood intolerant, moderately drought tolerant, salt intolerant, shelter from strong winds	Currently very few or none	Parks, Yard tree
spruce, white	*Picea glauca*	Pyramidal	Native	Drought and flood intolerant, salt intolerant	Currently very few	Parks, Yard tree

Medium Evergreen Trees: 31 to 45 Feet in Height at Maturity						
Scientific Name	**Common Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
cedar, eastern red	*Juniperus virginiana*	Narrow, Pyramidal, Upright	Native	Salt tolerant, drought tolerant	Currently very few	Commercial street tree (use sparingly), Residential street tree, Parks, Yard tree
pine, lacebark	*Pinus bungeana*	Broad, Pyramidal	Non-native	Flood intolerant, salt intolerant	Currently very few or none	Parks, Yard tree
pine, limber	*Pinus flexilis*	Upright, Pyramidal	Native to western United States	Drought tolerant, no serious pests	Currently very few	Parks, Yard tree
pine, Swiss stone	*Pinus cembra*	Columnar, Narrow, Pyramidal, Upright	Non-native	Tolerant of salt spray, drought tolerant, cold tolerant	Currently very few or none	Parks, Yard tree
arborvitae	*Thuja occidentalis*	Narrow, Pyramidal, Round	Native	Moderately salt tolerant, medium to large tree	Currently very few	Parks, Yard tree
Small Evergreen Trees: 15 to 30 Feet in Height at Maturity						
Scientific Name	**Common Name**	**Growth shape**	**Native to Michigan**	**Additional Information**	**Species Abundance in Birmingham**	**Recommended Use**
pine, mugo	*Pinus mugo*	Mounded, Shrub-like	Non-native	Tolerant of alkaline soil, flood intolerant	Currently very few or none	Parks, Yard tree
yew, Japanese	*Taxus cuspidata*	Broad, Irregular, Pyramidal, Upright	Non-native	Flood intolerant	Currently very few	Parks, Yard tree
juniper, Chinese	*Juniperus chinensis*	Creeping, Narrow, Oval, Pyramidal, Round, Upright	Non-native	Rust host, plant in full sun, moderately salt tolerant, drought tolerant, sizes vary by cultivar	Currently very few or none	Parks, Yard tree

This recommended species list was compiled through the use of the references Dirr's Hardy Trees and Shrubs (Dirr, 2003), Manual of Woody Landscape Plants (5th Edtion) (Dirr, 1998), The Morton Arboretum's Tree Selector (mortonarb.org), Missouri Botanical Garden Plant Finder (missouribotanicalgarden.org), and the USDA Forest Service species fact sheets and website.

Existing Tree Conditions & R.O.W. Landscaping Conflicts

Tree Species Use Category



Poor, Fair, Critical Condition or Prohibited Species

Good Condition, Permitted, and DBH <= 5 Inches

Good Condition, Permitted, and DBH >= 10 Inches

Birmingham Police Department

SPEED DATA ANALYSIS

Location

Shirley
Between Lincoln & Brandon
Latitude: 0.000000
Longitude: 0.000000

Analysis Time Period

Start	End
11/14/2023	11/17/2023
10:21 AM	9:22 AM

Speed Limit

25

Vehicles Analyzed

4,518

Average Speed

25

85th Percentile Speed

30

Peak Time of Violations

11/16/2023
8:21 AM

Birmingham Police Department

SPEED DATA ANALYSIS

Location

Arlington
Between Maple & Shirley
Latitude: 0.000000
Longitude: 0.000000

Analysis Time Period

Start	End
11/14/2023	11/17/2023
10:45 AM	9:27 AM

Speed Limit

25

Vehicles Analyzed

3,885

Average Speed

25

85th Percentile Speed

32

Peak Time of Violations

11/16/2023
8:45 AM

Birmingham Police Department

Location 1: Shirley
Location 2: Between Lincoln & Brandon
Start Date: 11-14-23
End Date: 11-27-23

Averaged Daily Totals

0.000000
0.000000

Combined

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	13	18	23	25	39	79	133	155	201	179	149	72	37	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,145
Wednesday	14	12	20	34	48	82	132	175	249	278	242	122	62	33	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1,522
Thursday	22	18	32	32	58	118	156	223	268	235	186	132	48	18	7	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1,563
Friday	4	7	8	12	8	12	25	47	46	54	38	20	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	55	83	103	153	291	446	600	764	746	615	346	155	65	30	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4,521

South, 1

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	7	9	11	15	19	37	60	67	94	76	72	37	19	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	535
Wednesday	11	4	15	16	27	36	70	81	121	133	129	61	32	21	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	763
Thursday	17	11	19	15	28	54	69	100	109	117	97	64	24	11	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	747
Friday	4	4	6	5	2	7	11	19	20	21	21	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135

Birmingham Police Department

Location 1: Shirley
Location 2: Between Lincoln & Brandon
Start Date: 11-14-23
End Date: 11-27-23

Averaged Daily Totals

0.000000
0.000000

Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	28	51	51	76	134	210	267	344	347	319	171	81	36	16	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2,180

North, 2

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	6	9	12	10	20	42	73	88	107	103	77	35	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	610
Wednesday	3	8	5	18	21	46	62	94	128	145	113	61	30	12	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	759
Thursday	5	7	13	17	30	64	87	123	159	118	89	68	24	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	816
Friday	0	3	2	7	6	5	14	28	26	33	17	11	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	27	32	52	77	157	236	333	420	399	296	175	74	29	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,341

Birmingham Police Department

Location 1: Arlington
Location 2: Between Maple & Shirley
Start Date: 11-14-23
End Date: 11-17-23

Averaged Daily Totals

0.000000
0.000000

Combined

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	5	16	18	24	35	53	74	120	126	138	104	64	47	17	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	854
Wednesday	6	23	58	54	76	135	138	145	172	177	136	107	61	33	13	7	4	1	0	0	1	2	0	0	0	0	0	0	0	1,349
Thursday	14	28	38	44	53	87	114	153	161	186	221	142	80	41	30	20	1	1	0	1	5	0	0	0	0	0	0	0	0	1,420
Friday	3	6	8	20	12	14	31	36	29	29	27	22	12	5	2	6	0	0	1	0	0	0	0	0	0	0	0	0	0	263
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	73	122	142	176	289	357	454	488	530	488	335	200	96	56	35	5	2	1	1	6	2	0	0	0	0	0	0	0	3,886

South, 1

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	5	5	5	6	12	34	43	60	61	59	36	22	16	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	369
Wednesday	6	14	24	23	40	73	77	80	90	66	46	32	8	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	589
Thursday	14	9	12	22	30	41	61	93	96	100	117	79	12	3	5	2	0	0	0	1	0	0	0	0	0	0	0	0	0	697
Friday	1	2	4	4	8	10	21	23	17	10	8	9	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	121

Birmingham Police Department

Location 1: Arlington
Location 2: Between Maple & Shirley
Start Date: 11-14-23
End Date: 11-17-23

Averaged Daily Totals

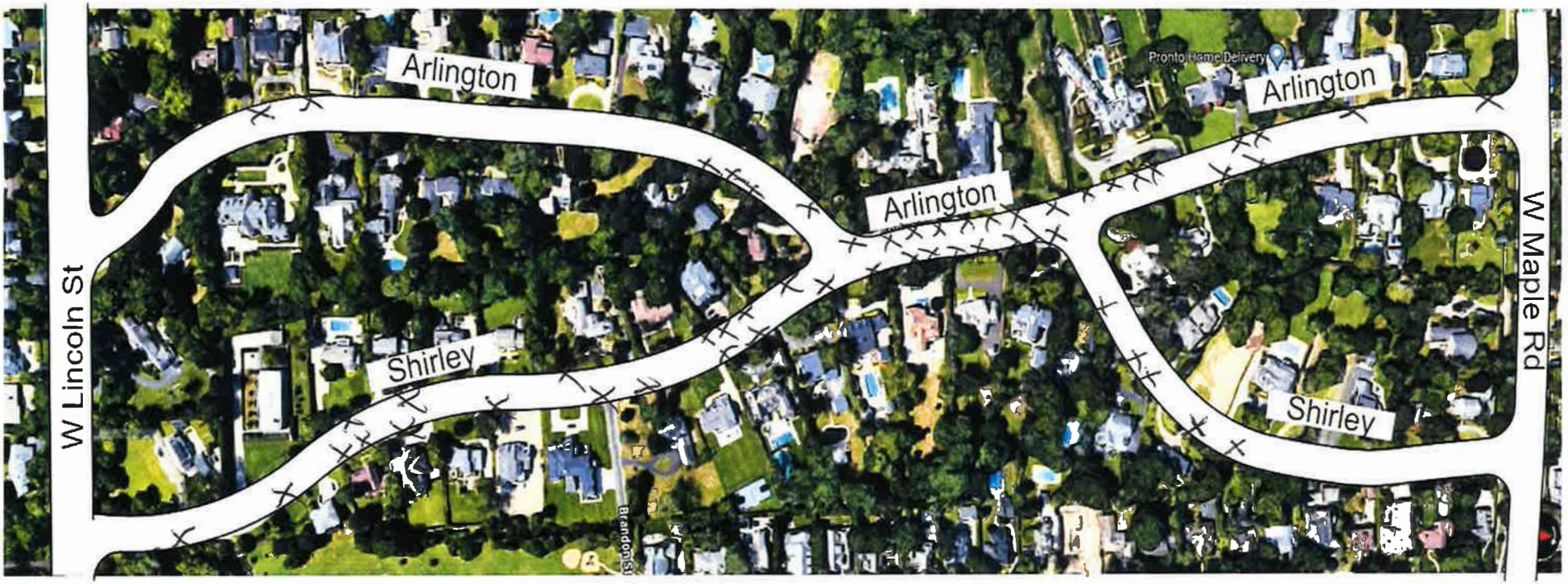
0.000000
0.000000

Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	30	45	55	90	158	202	256	264	235	207	142	39	12	9	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1,776

North, 2

	<= 10	>10 to 12	>12 to 14	>14 to 16	>16 to 18	>18 to 20	>20 to 22	>22 to 24	>24 to 26	>26 to 28	>28 to 30	>30 to 32	>32 to 34	>34 to 36	>36 to 38	>38 to 40	>40 to 42	>42 to 44	>44 to 46	>46 to 48	>48 to 50	>50 to 52	>52 to 54	>54 to 56	>56 to 58	>58 to 60	>60 to 62	>62 to 64	>64 to 66	> 66	Total
Sunday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tuesday	0	11	13	18	23	19	31	60	65	79	68	42	31	14	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	485
Wednesday	0	9	34	31	36	62	61	65	82	111	90	75	53	27	10	6	4	1	0	0	1	2	0	0	0	0	0	0	0	0	760
Thursday	0	19	26	22	23	46	53	60	65	86	104	63	68	38	25	18	1	1	0	0	5	0	0	0	0	0	0	0	0	0	723
Friday	2	4	4	16	4	4	10	13	12	19	19	13	9	5	2	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	142
Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	43	77	87	86	131	155	198	224	295	281	193	161	84	47	30	5	2	1	0	6	2	0	0	0	0	0	0	0	0	2,110

Arlington/Shirley Parking Count



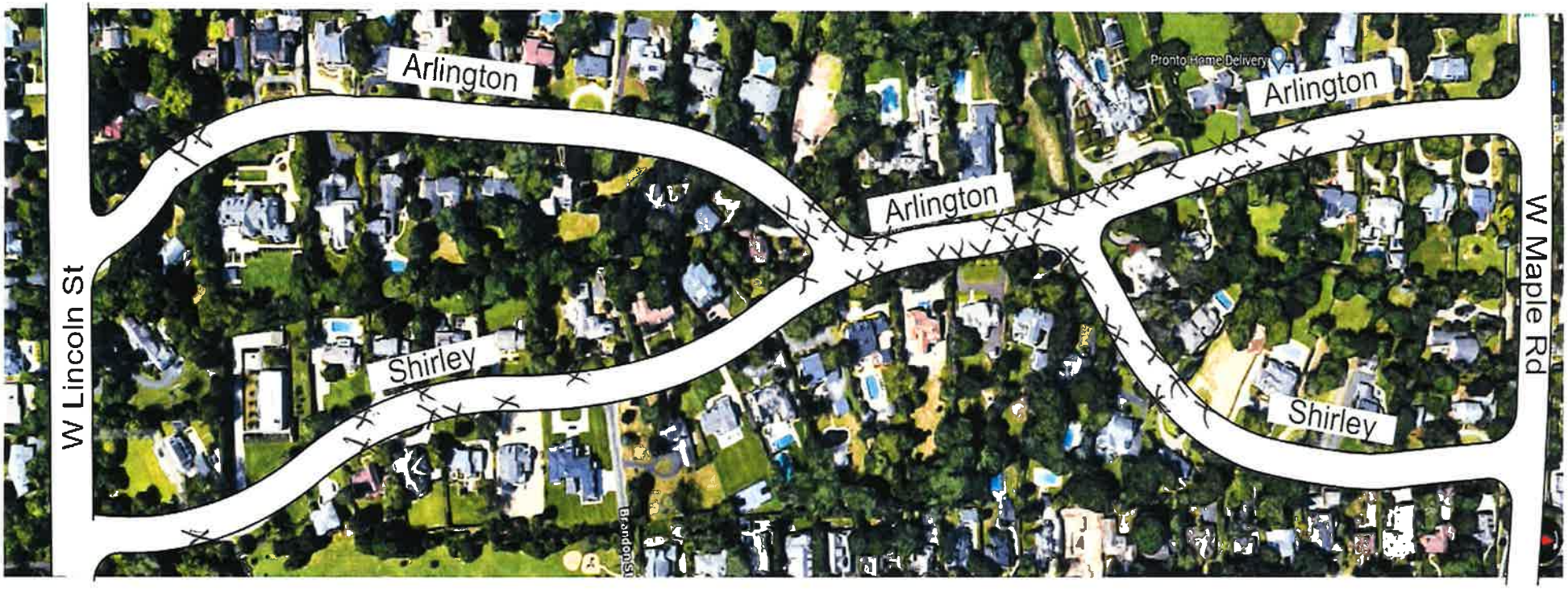
Date: Thursday, 11/09/2023

Time: 10AM-11AM (10:20AM)

Vehicles on Arlington: 32 **Vehicles on Shirley:** 23

Please mark parked vehicle locations on the map with a "X"

Arlington/Shirley Parking Count



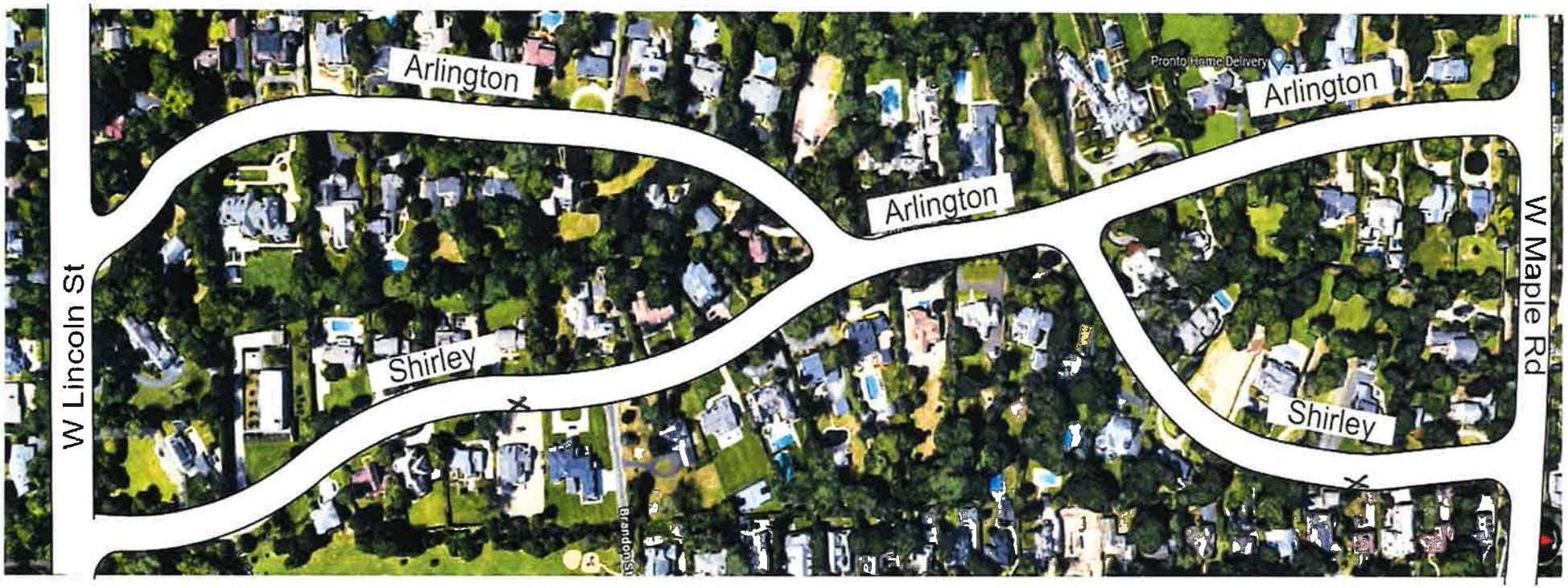
Date: Thursday, 11/09/2023

Time: 2PM-3PM (2:10 PM)

Vehicles on Arlington: 36 **Vehicles on Shirley:** 17

Please mark parked vehicle locations on the map with a "X"

Arlington/Shirley Parking Count



Date: Friday, 11/10/2023 (00:03)

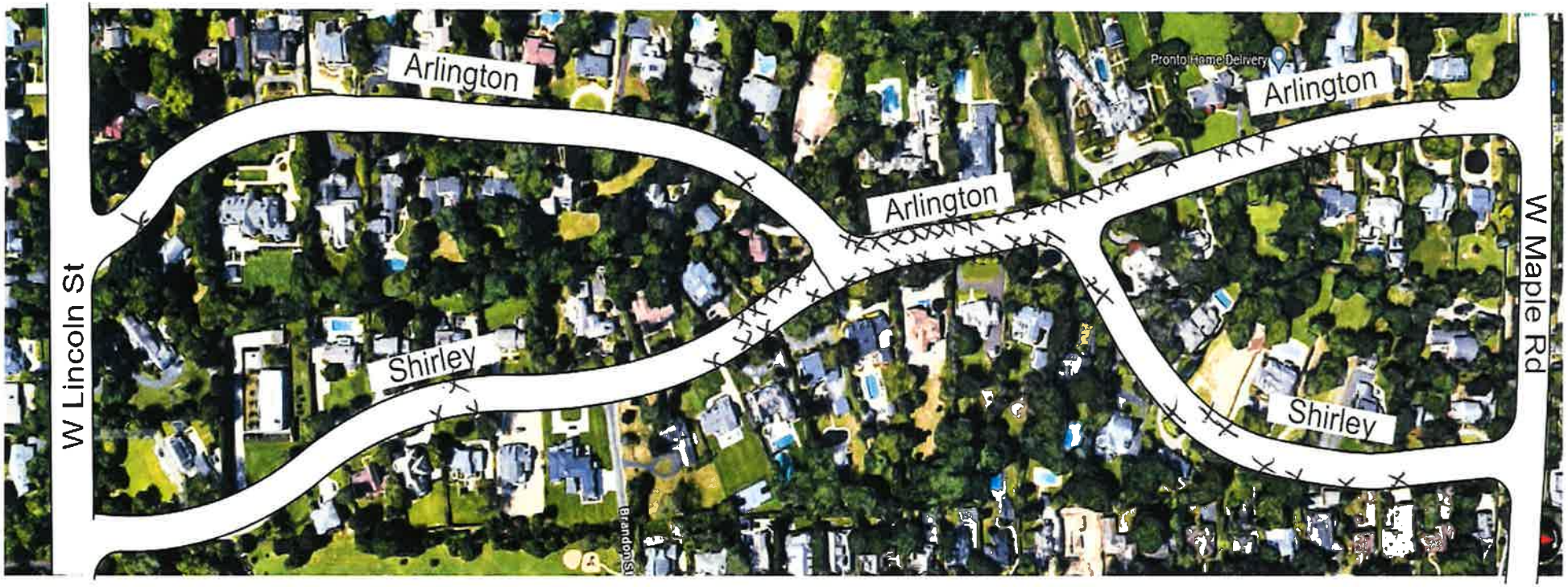
Time: 12AM-1AM

Vehicles on Arlington: 0 **Vehicles on Shirley:** 2

Please mark parked vehicle locations on the map with a "X"

8B

Arlington/Shirley Parking Count



TIME: 1010 AM

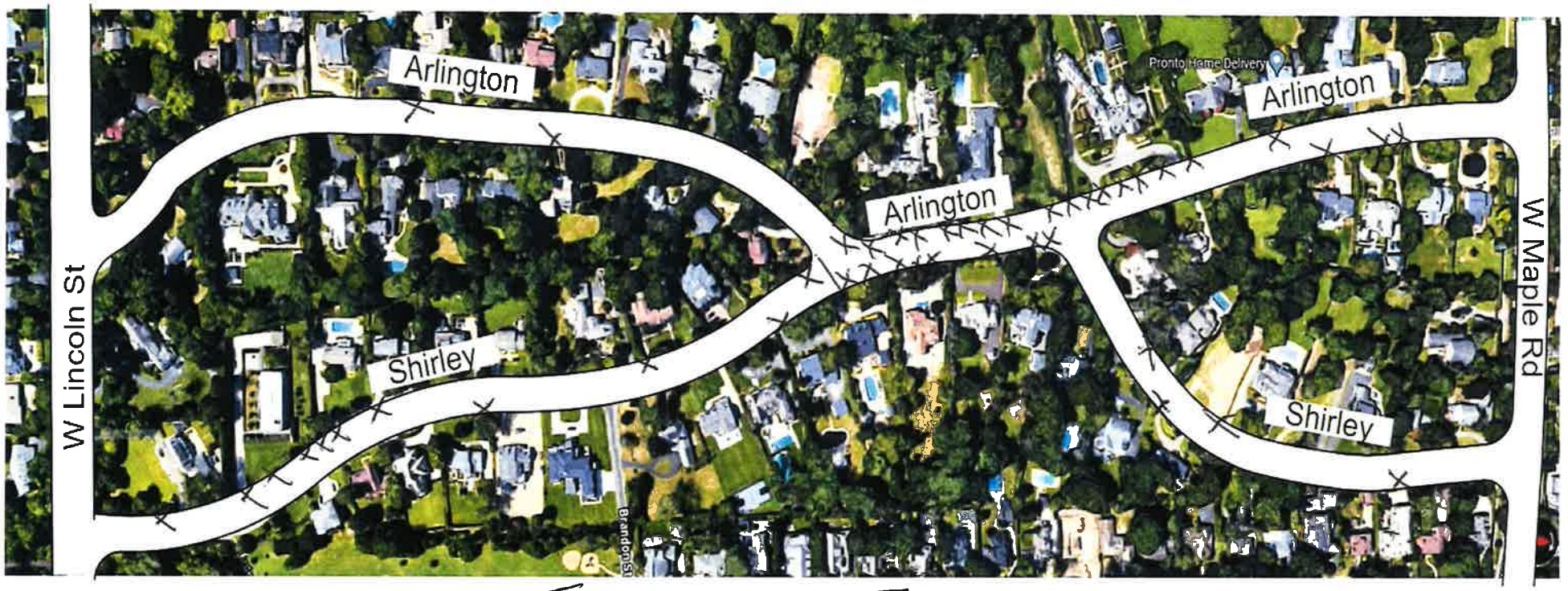
Date: Friday, 11/10/2023

Time: 10AM-11AM

Vehicles on Arlington: 39 **Vehicles on Shirley:** 21

Please mark parked vehicle locations on the map with a "X"

Arlington/Shirley Parking Count



TIME 14:35

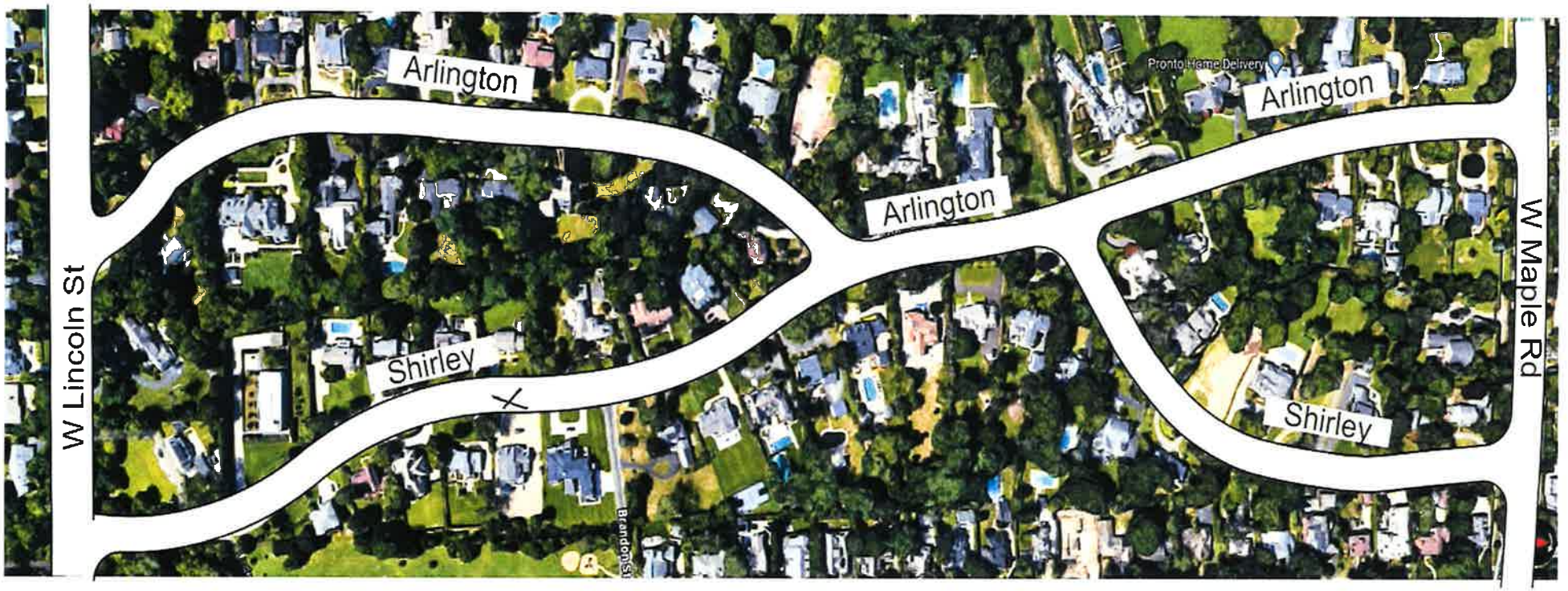
Date: Friday, 11/10/2023

Time: 2PM-3PM

Vehicles on Arlington: 30 **Vehicles on Shirley:** 15

Please mark parked vehicle locations on the map with a "X"

Arlington/Shirley Parking Count



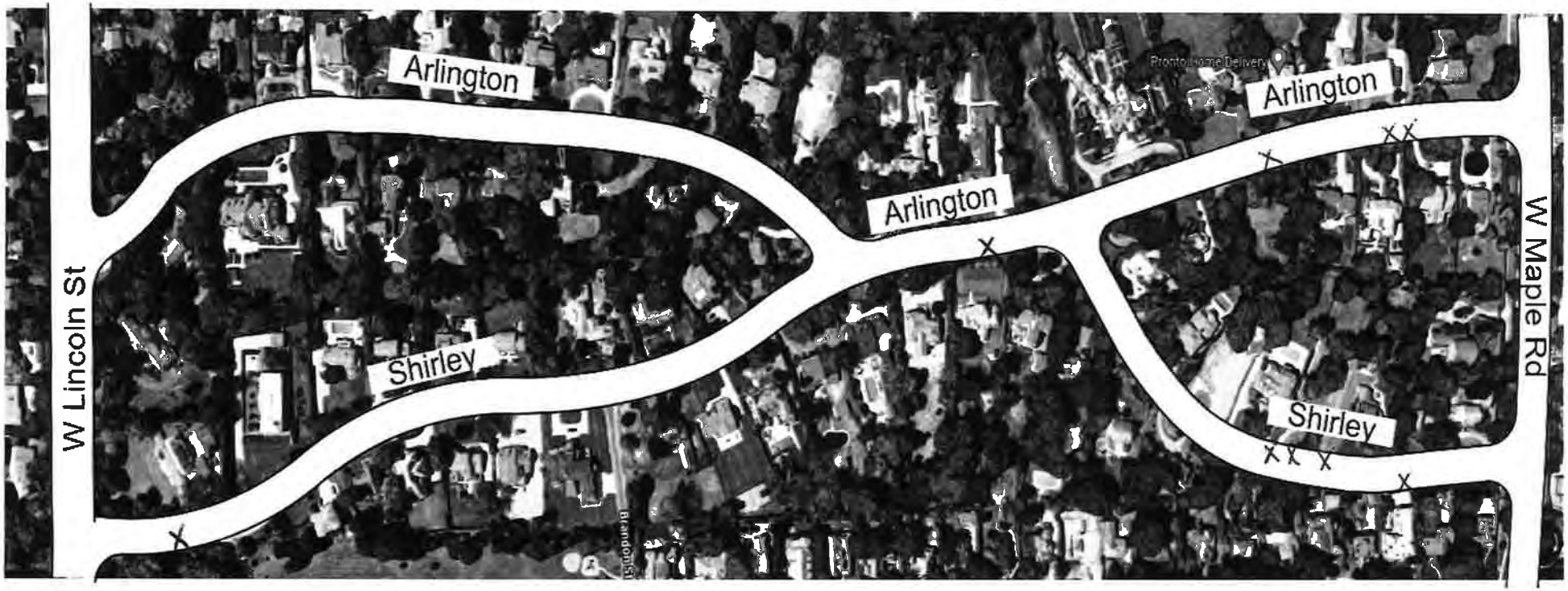
Date: Saturday, 11/11/2023

Time: 12AM-1AM

Vehicles on Arlington: Ø at 12:30AM **Vehicles on Shirley:** 1 at 12:30AM

Please mark parked vehicle locations on the map with a "X"

Arlington/Shirley Parking Count



Date: Saturday, 11/11/2023

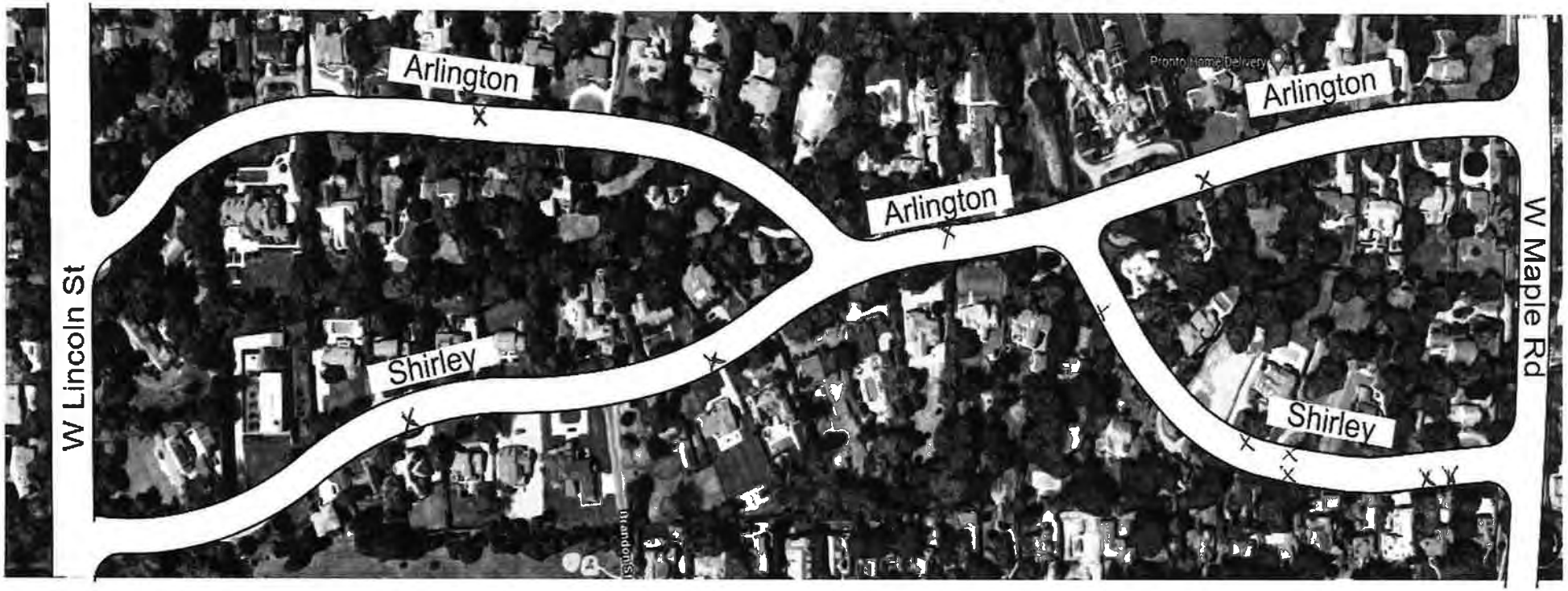
Time: 10AM-11AM 10:25am

Vehicles on Arlington: 3 **Vehicles on Shirley:** 4

Please mark parked vehicle locations on the map with a "X"

completed by A. Mahn

Arlington/Shirley Parking Count



Date: Saturday, 11/11/2023

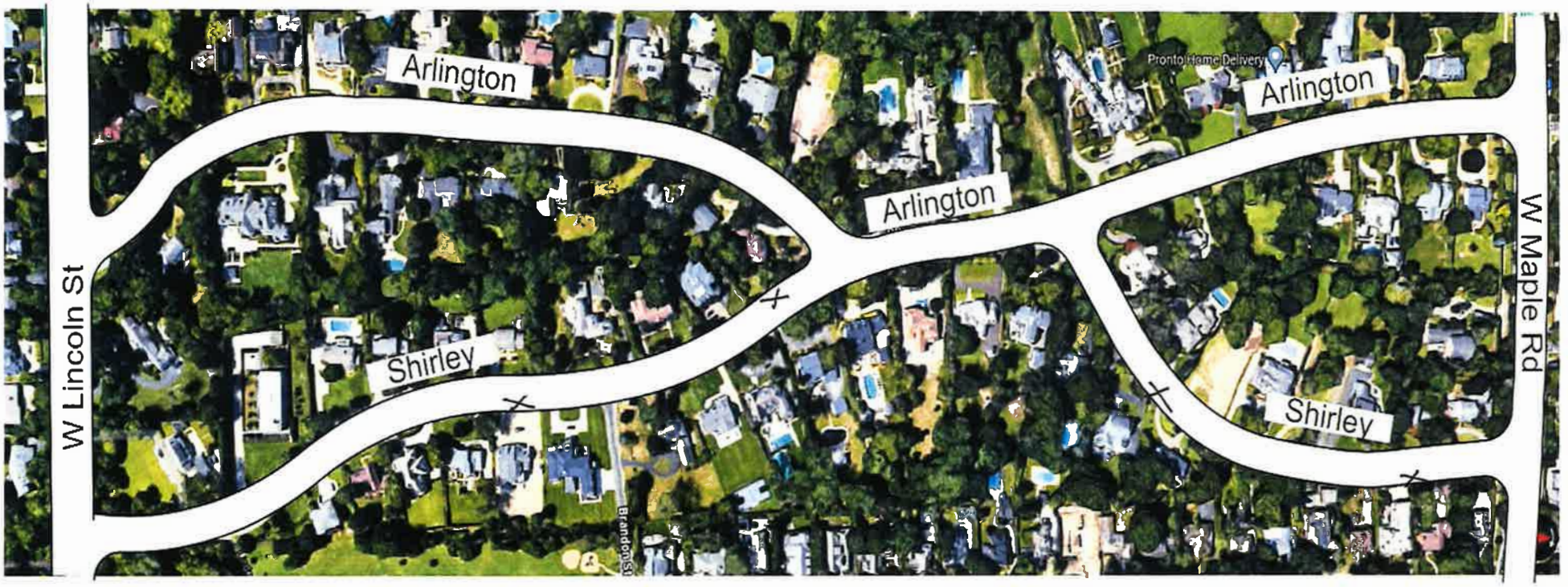
Time: 2PM-3PM 2:04pm

Vehicles on Arlington: 3 **Vehicles on Shirley:** 8

Please mark parked vehicle locations on the map with a "X"

Completed by LA Mann

Arlington/Shirley Parking Count



Date: Sunday, 11/12/2023

Time: 12AM-1AM

Vehicles on Arlington: ∅ @ 12:45AM

Vehicles on Shirley: 4 @ 12:45 AM

Please mark parked vehicle locations on the map with a "X"

NOTICE OF UPCOMING PROJECT AND
EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT
SHIRLEY RD, LINCOLN TO MAPLE
ARLINGTON ST, LINCOLN TO MAPLE

September 25, 2023

Dear Property Owner,

The City of Birmingham has selected Shirley Road and Arlington Street to improve the water main and relief sewer, and install sidewalk. Because these streets are currently considered to be unimproved, the cost related to either cape seal or reconstructing the street with an improved permanent surface (concrete or asphalt) will be subject to a special assessment to the adjoining property owners, as has been the policy of the City for many years. Costs related to the improvements to the water main and sewer systems (not including the sewer or water laterals) are covered by the City and not part of the street improvement special assessment. This project will take place in 2024.

Introduction:
The City Commission adopted a modified policy related to special assessments on October 25, 2021. Changes were made to Sections 94-4 through 94-8 of City Code that provide for the City to initiate a public improvement project that may result in a special assessment to the property owners that benefit from the project. The main purpose for making these modifications is to allow the City to better plan and budget for necessary infrastructure improvements on unimproved streets.

Your answers to the enclosed survey questions will help us ascertain the level of interest that the neighborhood has for completing the street improvement project. The answers you provide on this form are not binding in any way, and you will have another opportunity to express your official position on these or other issues related to the project at the Public Hearings that are required to be before any Special Assessment District (SAD) can be established by the City Commission.

Upcoming Meetings:
There will be several upcoming meetings for this project. Because the existing street width of 33' in the project areas do not match the adopted City standards for residential street widths, a street width public hearing will be scheduled by the MMTB and the required notices will be sent out by the City Clerk's office. Below is information for each meeting, which will be held in person in the City Commission Room at City Hall located at 151 Martin Street.

Thursday, October 5, 2023, 6 p.m.: Multi-Modal Transportation Board (MMTB) –Sidewalk Locations
Thursday, October 19, 2023, 5:30-7:00 p.m.: Resident Meeting

Thursday, November 2, 2023, 6 p.m.: Multi-Modal Transportation Board (MTTB) – Public Hearing Road Width

The MMTB meetings are also online via Zoom (www.zoom.us; meeting ID 824 7795 4435). The MMTB meetings will be recorded and can be watched afterward at your convenience.

The resident meeting will present more information about the project, including specific design details and updated schedule for finalizing the design and starting construction, and allow us to answer questions you may have before the project initiation process moves to City Commission for consideration. Attendance is not mandatory, regardless of your position on these issues. However, we encourage you to attend. At your discretion, it may be constructive to share this information with tenants if appropriate.

The final decision to proceed with the street improvement special assessment rests with the City Commission. It has been the Commission's preference to hear feedback from affected property owners when considering their decisions. If the City Commission elects to proceed with the street improvement, they will schedule a date for the Public Hearing of Necessity and Public Hearing of Confirmation, which are required by City Ordinance for all potential special assessment districts. The City Clerk's office will notify all property owners by mail of any public hearings that are scheduled.

Preliminary Estimated Improving Permanent Surface SAD Costs:
The costs associated with constructing the new, improved street section are considered to be subject to special assessment by City policy and precedence. Assessable costs include grading, street surfaces, driveway approaches, sidewalks, curb and gutter, drainage structures and final restoration. Typically, the City pays 15% of the paving costs, and the remaining 85% are included in the paving special assessment to the adjacent property owners. Based on recent similar paving projects, the preliminary estimated paving assessment cost is $290 to $400 per foot of frontage, depending on the width of the street, as measured along the side of the lot fronting the street being paved. Note that on corner properties, if the side street is being paved, the paving assessment will be charged for one-third of the lot length along the side street. Other special assessments may also apply for replacing the driveway approaches and sewer or water laterals that do not meet current City standards. The cost of these other special assessments will vary from property to property, and property owners usually cover 100% of the actual costs for the work.

Interest Survey Response:
The policy for a City-initiated street improvement project requires that the affected property owners be engaged early in the project design process so they have ample opportunity to express their opinions related to the project. This notice is the first in a series of engagement opportunities. Please fill out the attached "Expression of Interest Survey" and return by Wednesday October 4, 2023. The contact information you provide will also help assist us with future communication efforts.

If you have any questions relative to the meetings, or the project in general, please contact the Engineering Department by email provided below, or by phone at 248-530-1840.

Sincerely,

Melissa A. Coatta, P.E.
City Engineer
mcoatta@bhamgov.org

151 Martin Street • P.O. Box 3001 • Birmingham, MI 48012-3001
(248) 530-1800 • Fax (248) 530-1080 • www.bhamgov.org

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street?_____

2. Are you supportive of the project to improve the sewer system along your street?_____

3. Are you supportive of constructing an improved street upon completion of the underground utility work?_____

4. Are you supportive of constructing sidewalk along the street?_____

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name:_____ Phone Number:_____

Address:_____ Email:_____

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BIRMINGHAM
A WALKABLE CITY

Shirley Road and Arlington Street

Resident Meeting

Engineering Department

Date: October 19, 2023

Shirley Road and Arlington Street

- Overview
  - Existing Utilities Information
  - Selecting City Projects
  - Future Utilities Improvements
  - General Construction Information
  - Unimproved vs. Improved Road Special Assessments
  - Sidewalk Assessments
  - Future Steps and Meetings

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Shirley Road and Arlington Street

Existing Utility Information

- Arlington Street:
  - Water: 6” Cast Iron Pipe, installed 1927
  - Sewer:
    - South of Shirley: 10”- 15” Sewer drains to Lincoln, installed 1927
    - North of Shirley: 10”- 12” Sewer drains to Shirley, installed 1927
      15” – 24” Relief sewer, installed 1968
- Shirley Road:
  - Water: 6” Cast Iron Pipe, installed 1927
  - Sewer:
    - 10” - 24” Sewer drains towards Lincoln, installed 1927
    - 18” - 27” Relief sewer, installed 1968

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Shirley Road and Arlington Street

Selecting City Projects

- Scoring Process
  - Road: 0-100 points
  - Sewer: 0-100 points
  - Water: 0-100 points

  - Higher points: Required Replacement
  - Max Point: 300 points

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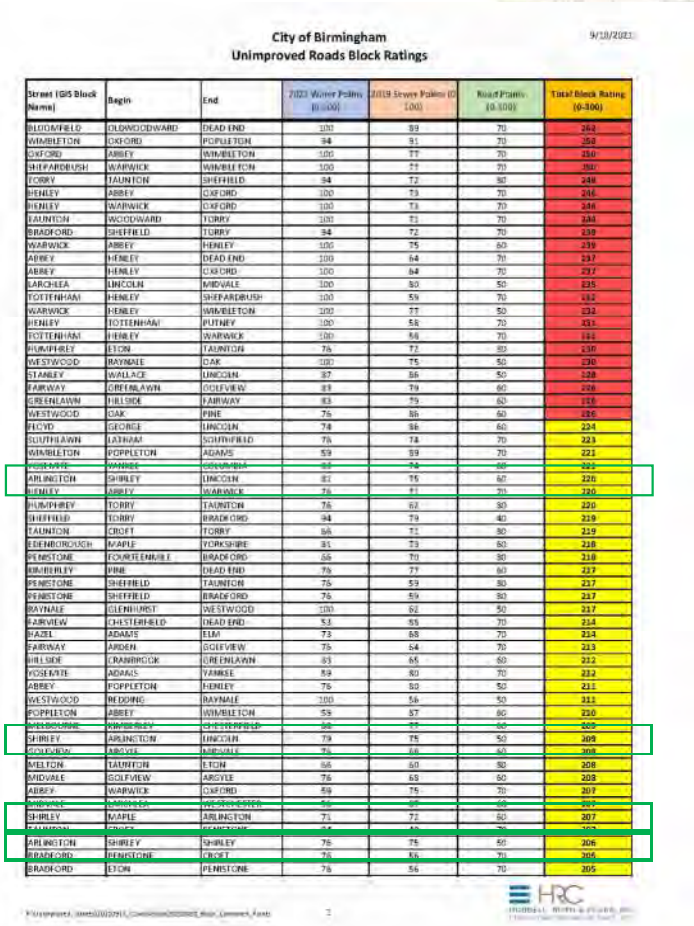
Shirley Road and Arlington Street
Selecting City Projects



City of Birmingham
Unimproved Roads Block Ratings

9/13/2021

Street (GIS Block Name)	Begin	End	2023 Water Points (0-100)	2019 Sewer Points (0-100)	Road Points (0-100)	Total Block Rating (0-300)
BLOOMFIELD	OLDWOODWARD	DEAD END	100	89	70	259
WIMBLETON	OXFORD	POPPLETON	94	91	70	255
OXFORD	ABBEY	WIMBLETON	100	77	70	247
SHEPARDBUSH	WARWICK	WIMBLETON	100	77	70	247
TORRY	TAUNTON	SHEFFIELD	94	72	80	246
HENLEY	ABBEY	OXFORD	100	73	70	243
HENLEY	WARWICK	OXFORD	100	73	70	243
TAUNTON	WOODWARD	TORRY	100	71	70	241
BRADFORD	SHEFFIELD	TORRY	94	72	70	236
WARWICK	ABBEY	HENLEY	100	75	60	235
ABBEY	HENLEY	DEAD END	100	64	70	234
ABBEY	HENLEY	OXFORD	100	64	70	234
LARCHLEA	LINCOLN	MIDVALE	100	80	50	230
TOTTENHAM	HENLEY	SHEPARDBUSH	100	59	70	229
WARWICK	HENLEY	WIMBLETON	100	77	50	227
HENLEY	TOTTENHAM	PUTNEY	100	58	70	228
TOTTENHAM	HENLEY	WARWICK	100	58	70	228
HUMPHREY	ETON	TAUNTON	76	72	80	228
WESTWOOD	RAYNALE	OAK	100	75	50	225
STANLEY	WALLACE	LINCOLN	87	66	50	203
FAIRWAY	GREENLAWN	GOLFVIEW	83	79	60	222
GREENLAWN	HILLSIDE	FAIRWAY	83	79	60	222
WESTWOOD	OAK	PINE	76	86	60	222
FLOYD	GEORGE	LINCOLN	74	86	60	220
SOUTHLAWN	LATHAM	SOUTHFIELD	76	74	70	220
WIMBLETON	POPPLETON	ADAMS	59	89	70	218
YOSEMITE	YANKEE	GREENBRIAR	83	74	60	217
ARLINGTON	SHIRLEY	LINCOLN	83	75	60	218
HENLEY	ABBEY	WARWICK	76	71	70	217
HUMPHREY	TORRY	TAUNTON	76	62	80	218
SHEFFIELD	TORRY	BRADFORD	94	79	40	213
TAUNTON	CROFT	TORRY	88	71	80	219
EDENBOROUGH	MAPLE	YORKSHIRE	81	73	60	214
PENISTONE	FOURTEENMILE	BRADFORD	86	70	80	216
KIMBERLEY	PINE	DEAD END	76	77	60	213
PENISTONE	SHEFFIELD	TAUNTON	76	59	80	215
PENISTONE	SHEFFIELD	BRADFORD	76	59	80	215
RAYNALE	GLENHURST	WESTWOOD	100	62	50	212
FAIRVIEW	CHESTERFIELD	DEAD END	53	55	70	178
HAZEL	ADAMS	ELM	73	68	70	211
FAIRWAY	ARDEN	GOLFVIEW	75	64	70	209
HILLSIDE	CRANBROOK	GREENLAWN	83	65	60	208
YOSEMITE	ADAMS	YANKEE	59	80	70	209
ABBEY	POPPLETON	HENLEY	76	80	50	206
WESTWOOD	REDDING	RAYNALE	100	56	50	206
POPPLETON	ABBEY	WIMBLETON	59	87	80	226
MELBOURNE	KIMBERLEY	CHESTERFIELD	86	77	60	223
SHIRLEY	ARLINGTON	LINCOLN	79	75	50	204
GOUGHDON	ARGYLE	MIDVALE	76	66	60	202
MELTON	TAUNTON	ETON	66	60	80	206
MIDVALE	GOLFVIEW	ARGYLE	76	68	60	204
ABBEY	WARWICK	OXFORD	89	75	70	234
MIDVALE	LARCHLEA	WESTBOURNE	81	68	60	209
SHIRLEY	MAPLE	ARLINGTON	71	72	60	203
TAUNTON	CROFT	PENISTONE	84	62	70	216
ARLINGTON	SHIRLEY	SHIRLEY	76	75	50	201
BRADFORD	PENISTONE	CROFT	76	56	70	202
BRADFORD	ETON	PENISTONE	76	56	70	202

HRC

BIRMINGHAM
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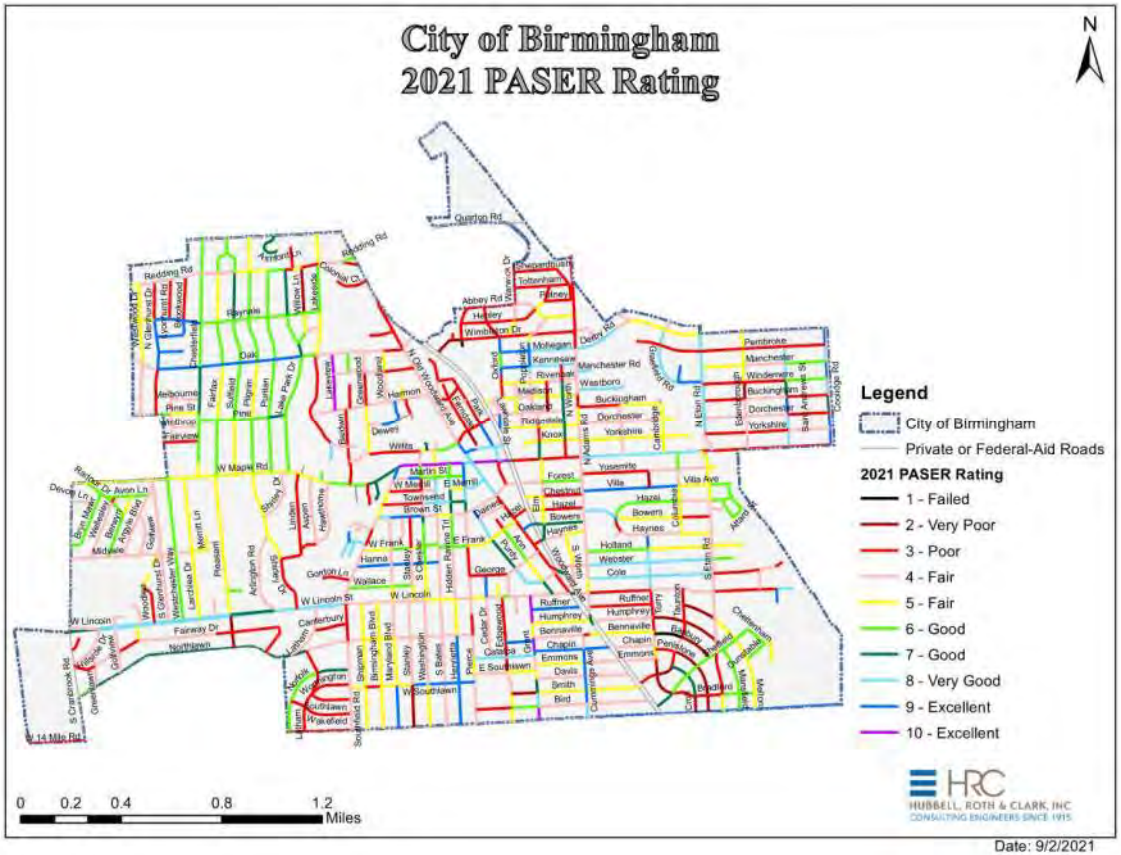
Utilities, Foundations, Underground Parking, and Building

Shirley Road and Arlington Street
Selecting City Projects



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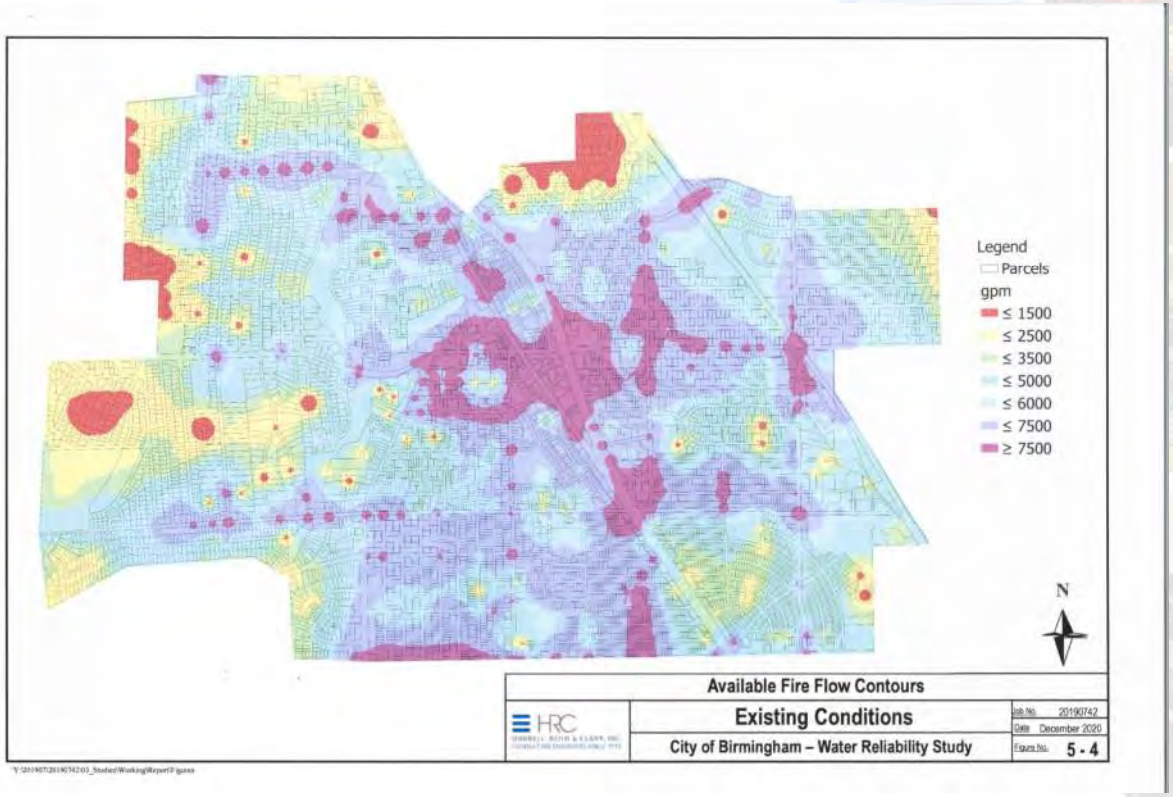
Shirley Road and Arlington Street
Selecting City Projects



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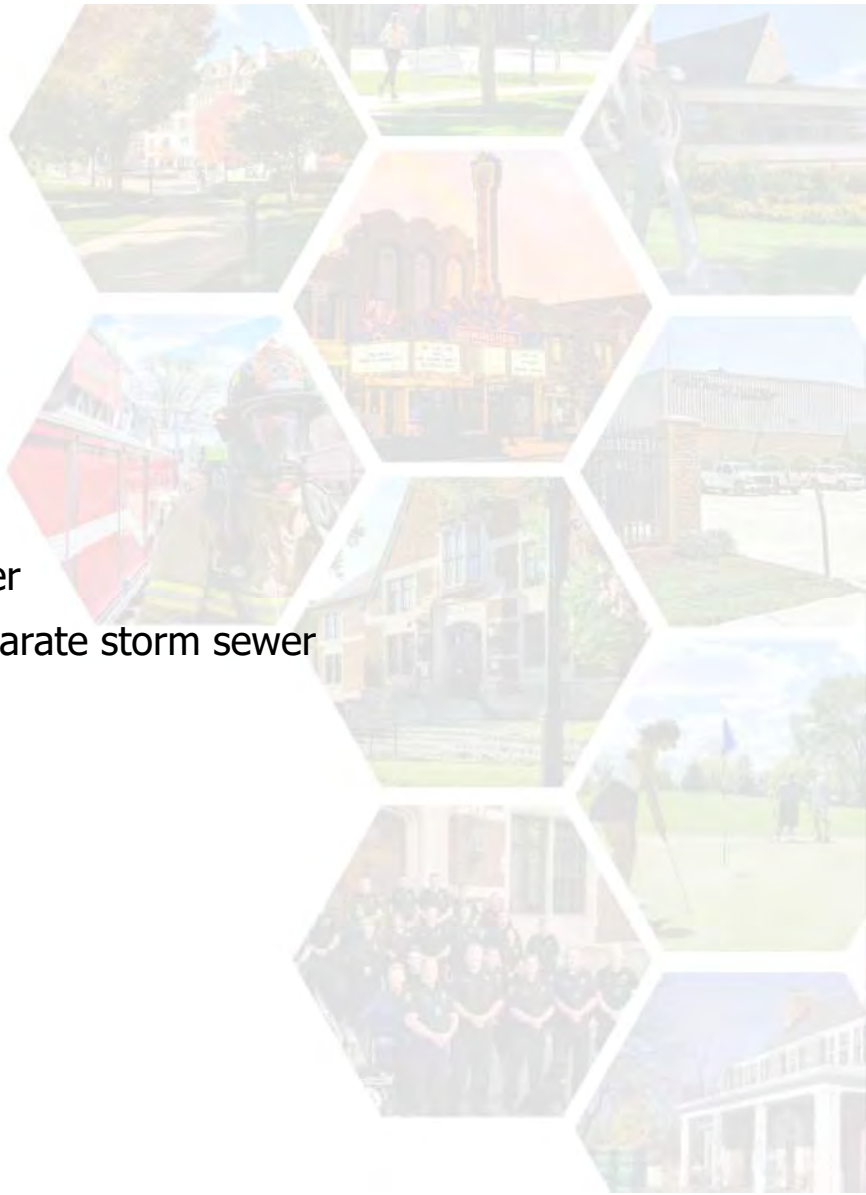
Shirley Road and Arlington Street

Future Utility Improvements

- Arlington Street:
  - Water: new 8” water main
  - Sewer:
    - South of Shirley: install separated storm sewer
    - North of Shirley: convert relief sewer into separate storm sewer
- Shirley Road:
  - Water: new 8” water main
  - Sewer:
    - Convert relief sewer into separate storm



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Shirley Road and Arlington Street

General Construction Information

- Construction Season 2024
- Special Features in Right of Way / Special Treatment Permit
  - Landscaping
  - Irrigation
  - Decorative driveway approaches
- Rear Yard Storm Drainage/System

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Shirley Road and Arlington Street

General Construction Information

- Water Lateral Replacement
  - 50 years of age or older
  - Less than 1” in size
  - Special Assement - 100% Property Owner: 20ft @ $100/ft = $2,000.00
- Sewer Lateral Replacement
  - 50 years of age or older
  - Material that are not acceptable for City standards (orangeburg, wedge-lok)
  - Less than 4” in size
  - Special Assement – 100% Property Owner: 30ft @ $90/ft = $2,700.00

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Shirley Road and Arlington Street
Unimproved vs. Improved Road

BIRMINGHAM

Understanding Improved and Unimproved Roads

Improved Road

Improved Road – An improved road is a road with curb and gutters which has a surface of concrete or asphalt.

Benefits:
- It is professionally engineered and constructed as a durable roadway.
- Provides for adequate drainage from the roadway.
- Once improved, an improved road is maintained by the City for any future road repairs.
- Improved streets with curbs are provided routine street sweeping and leaf pick-up each Fall, which allows residents to rake their leaves into the street at the curb.
- The average life span is 20 to 30 years.

Disadvantages:
- Initial one time higher cost for installation.

Unimproved Road

Unimproved Road – An unimproved road is a gravel road with or without curbs that has been treated with cape seal to provide a relatively smooth and dust free driving surface.

Benefits:
- Enhances rural neighborhood characteristics.

Disadvantages:
- The roadway is not professionally engineered and does not have a durable foundation.
- Unimproved roads without curbs do not provide adequate drainage from the roadway.
- Unimproved roads without curbs do not receive street sweeping and must bag their leaves.
- The average life span is 7 to 10 years and the need for repairs is more frequent.
- The cost for road repair and replacement is the responsibility of the homeowners on the street.

For specific details regarding your respective road, contact the Engineering Department at (248) 530-1840.

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Shirley Road and Arlington Street

Unimproved vs. Improved Road

- Cape Seal Special Assement:
  - 85% of the front-foot costs for improvement are assessed on all properties fronting on the improvement. City pays 15% of costs.
  - 25% of the side-foot costs for improvement are assessed on all residential properties siding on the improvement. City pays 75% of costs.
- Unimproved to Improved Road Special Assement:
  - 85% of the front-foot costs for improvement are assessed on all properties fronting on the improvement. City pays 15% of costs
  - For single family houses, if the longer side of a corner property faces the street being constructed, the City will pay two-thirds (2/3) of the cost of the assessment for that property. The property owner will be charged the remaining third (1/3). If the short side of a corner property faces the street to be constructed, the owner pays 100% of the assessment.
  - The preliminary estimated paving assessment cost is $290 to $400 per foot of frontage, and $10 per square foot for approaches

BIRMINGHAM
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Shirley Road and Arlington Street

Sidewalks

- Sidewalk Assement:
  - 85% of the front-foot costs for sidewalk improvement are assessed on all properties fronting on the improvement. City pays 15% of costs
  - 25% of the side-foot costs for improvement are assessed on all residential properties siding on the improvement. City pays 75% of costs.
  - The preliminary estimated sidewalk costs assessment cost is $45/lft
  - 100 Foot Lot: 100’ x $45 = $4,500

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Shirley Road and Arlington Street

Future Steps and Meetings

- Return Expression of Interest Survey for Street Improvements
- Thursday, November 2, 2023, 6 p.m.: Multi-Modal Transportation Board (MTTB): Recommendation of Sidewalk Locations
- Thursday, December 7, 2023, 6 p.m.: Multi-Modal Transportation Board (MTTB): Public Hearing Road Width and Recommendation of Road Width
- Monday, January 8, 2024, 7:30 p.m.: City Commission: Direct Engineering Department to proceed with Final Design
- Spring 2024: Special Assement Process

BIRMINGHAM
A WALKABLE CITY

To: Multi-Modal Transportation Board
From: A concerned resident who prefers to remain anonymous
Re: Arlington/Shirley road improvements
Date: October 5, 2023

This project is special because it is a large improvement project, in both scope and expense, and one of the first unimproved streets to be improved since the commission adopted the Ad Hoc Unimproved Streets Committee recommendations.

It presents many opportunities:

- To show that the city can successfully execute on projects that require buy-in and significant investment by property owners.
- To innovate on design and recognize that one size can't fit all while also imposing some important standards such as street width and sidewalk installation.
- To develop a communications and engagement template that gains as much consensus as possible among property owners and decision makers.

It's very important that you get it right, and I urge everyone involved to take their time. No one is interested in a rush job, and it's better to do it right than do it on time.

So what will doing it right look like? What will achieve the greatest consensus?

Any design MUST:

- Retain the stately character of the neighborhood. Large lots. Big lawns. Deep setbacks. Sweeping curves.
- Calm traffic and reduce the appeal to cut-through traffic.
- Provide a safe pedestrian experience, measured not by accidents or number and speed of cars, but by pedestrian perception.
- Strictly limit the use of curb-adjacent sidewalks, which should be used only as last resort.
- Respect existing trees and other significant landscaping in the right-of-way.
- Dignify entrance(s) to park.

Please consider the following:

- Including Brandon in the project scope. This street is in terrible shape. At least cape seal it and improve the park entrance.
- A sidewalk on one side, possibly crossing from side to side as appropriate; wider than normal; designed as a "path" or "trail" that meanders, not necessarily following property lines.
- Speed humps or speed tables.
- Seeking easements where necessary to preserve existing landscaping. Though this may take time, it is worth it if necessary.
- Reducing the size of the two Shirley/Arlington intersections with bump-outs or small, landscaped roundabouts.
- A treatment of the east side of Shirley just south of Maple, a unique condition where the right-of-way is adjacent to rear lots and treatment varies according to property owner whim.
- Bio-swales and biodiverse plantings where appropriate.

thank you for this and moving all to bcc in my reply - clearly the city has no idea what is going on our two streets - given the number of construction trucks etc... anything the city would build would be destroyed in less than a year - when our kids were younger we would have loved to have have something like this considered but in our current living environment we are more of a construction zone than a neighborhood - my 2 cents

[Quoted text hidden]

--

Mike Minelli
Mobile (313) 303-4331

8B

CORYELL PARK ASSOCIATION
(Arlington & Shirley Property Owners)

October 27, 2023

Dear MMT Board Members:

We thank the City of Birmingham for considering a number of changes to our streets for 2024-2025. Here are our property owners' positions on these considerations.

First, a tabulation of the Expression of Interest surveys obtained via a FOIA request shows that 88% of the property owners surveyed are not in favor of adding sidewalks to our streets. This is due to the environmental damage it would cause to many "heritage trees" (over 100 years old) in the city right-of-way space, damage to landscape/sprinkler systems down to the curb, the sloping/hilly nature of many front yards, the City's requirement to clear sidewalks of snow, a construction period of 4 to 6 months and the high assessment expense due to our many large, contiguous and corner lots. Our neighborhood already has one sidewalk on Shirley for city residents to reach Linden Park from West Lincoln and the majority of our 71 property owners believe that this is sufficient, especially since our streets are not the only ones in the city without sidewalks.

Second, without a need for sidewalks, the vast majority of our property owners also see no reason to downsize the streets from their existing 33-foot width or to replace our unimproved streets with improved streets. Most property owners (especially seniors) need maintenance help with grass mowing, lawn fertilization and leaf raking which often results in commercial trucks on both sides of our streets, not to speak of coping with new house construction which is intense. But, our wide streets still allow passage of vehicles in both directions at these times. Downsizing our streets to the city standard would not only eliminate this benefit, but create less safe conditions for bicyclists, children using the school bus, residents taking out trash and less space for leaf collection. While our unimproved streets are not perfect, they meet our needs and the few rough spots help reduce the speed of cut-through vehicles that an improved street would only make worse.

Third, while our sewer and water main pipes are old, they are meeting our needs due to the suburb quality of materials and workmanship used at the time of installation which cannot be said for today when most construction companies cannot find materials or workers, let alone ones with the needed expertise. While we believe in "planning for the future," we also believe in "not fixing something that is not broken." Finally, due to our large lots, we cannot afford the assessments in the $40,000 to $100,000 range if the City's plans are recommended by you and approved by the City Commission.

In summary, our property owners are requesting the status quo for our two streets. Please recommend use of the maintenance budget to handle street/sewer/water main repairs as required, but not change our unimproved streets and existing sewers/water mains.

Midge Moran

Midge Moran, President

Jim Mirro

Jim Mirro, Project Coordinator

8B

CORYELL PARK ASSOCIATION
(Arlington & Shirley Property Owners)

October 30, 2023

Dear MMTB Members,

This is the reaction of the majority of property owners to the City's detailed street plan provided to us during the past weekend. It should be considered in addition to our letter of 10-27-23, which was written before knowledge of the plan's details had been received.

First, there is disappointment with the level of insensitivity in the City's proposed plan to destroy 107 mature living trees and nearly all landscaping in our right-of-way spaces. This is to make room for sidewalks that the vast majority of property owners do not want and will be rarely used by anyone since there is already a pedestrian path to Linden Park and Rouge Trail off Maple Road. This plan goes against the City's stated goals for sustainability/biodiversity and does not make economic or ecological sense. It calls for replacement of all 107 destroyed trees with new trees that will take years to reach the appearance/oxygen productivity we have today and that makes our streets so beautiful.

Second, to justify this plan by classifying most of these trees as "fair" or "poor" or "not recommended" and therefore worthy of destruction also shows a level of insensitivity and lack of respect for the historic tradition of our neighborhood that was founded in 1915 as the Coryell Nursery. John Coryell chose the layout of our streets to preserve many of these trees which can now be designated by the State of Michigan DNR as "Heritage Trees" by surpassing 100 years of age. Saving these trees will also help our neighborhood and Birmingham maintain its reputation of being environmentally friendly.

Third, the plan refers to two pedestrian deaths on Woodward Avenue in 2021 as a reason to propose sidewalks for Arlington and Shirley. We too want to avoid accidents and, to the best of our knowledge, there has never been even a near-accident event involving a pedestrian or biker and a vehicle on our streets. In fact, a narrowing of our streets for sidewalk space will actually INCREASE the likelihood of an accident for bicyclists and vehicles because it will reduce the viewing space and driving space for both. This would be a problem for the charity bike events on our streets approved by the City each year.

Fourth, we cannot support the plan for sidewalks on both sides of our streets or the "compromise plan" for sidewalks on one side only. Sidewalks on one side only would disfigure our neighborhood and clearly be an unfair assessment outcome to the sides chosen. This proposal represents an insensitivity to our neighborhood's spirit of fairness.

In summary, we ask MMTB to recommend to the Commissioners that no sidewalks or street narrowing be considered for Arlington/Shirley and we also be allowed to keep our present sewer/water mains and unimproved surfaces that are serving us well. Thank you.

Midge Moran, President

Jim Mirro, Project Coordinator

8B

CORYELL PARK ASSOCIATION
(Arlington & Shirley Home Owners)

Dear MMTB Members,

November 1, 2023

Arlington/Shirley home owners received information yesterday you should know about when meeting tomorrow to discuss the Arlington/Shirley sidewalk/street proposal.

A few days ago, the Michigan Department of Natural Resources was contacted about the City's plan and has expressed 5 different concerns. The first concern is the destruction of 107 mature living trees in the street right-of-way (ROW) spaces to make room for sidewalks when other alternatives are available. Second, the DNR warns that, besides direct destruction of trees in the ROW space, construction of new sidewalks and streets will likely lead to the mortality of many other trees on adjacent private property caused by root disturbance. Third, the destruction of so many trees for a cause not favored by a majority of property owners creates bad optics for a city that requested and was awarded on National Arbor Day just this year the designation of "Tree City USA." This was based on a recommendation by the Urban and Community Forestry Division of the DNR. Fourth, the optics become even worse when some of these trees may be categorized as "Heritage Trees" by having been planted in the Coryell Nursery property over 100 years ago. Fifth, if the City proceeds with its plan, it may decrease its chances to obtain a portion of the record level $4.5 million in 2024 grant funds that are available to Tree City USA designees. Because of these concerns, Program Director Lawrence Sobson, who holds a degree in Forestry and Environmental Engineering, said he is willing to meet with the MMTB to seek a better way forward than the present plan.

Also in the past few days, the City's Planning and Engineering Departments received a FOIA request that would provide our property owners with information on specific sewer and water main leaks/breaks or fire hydrant pressure problems and where on Arlington and Shirley streets these leaks/breaks/problems are located. The answer provided yesterday is that this information is not currently available and would require staff work to provide answers. It must be concluded from this answer that the information for home owners to agree to a replacement program does not now exist. If information exists about specific problems to justify replacement other than "old age," it would help to see it.

The Westwood Street repaving project last year replaced a street surface satisfactory to most users with one that is not holding up well to the demands of new home construction (attached photo). Arlington and Shirley currently have 10 new home construction and remodeling projects underway with more expected next year. Our existing pavement is holding up well to this and, based on the Westwood paving experience, we prefer to keep a proven surface rather than a new one that may be an on-going problem.

Midge Moran, President

Jim Mirro, Project Coordinator

8B

8B

Nicholas Dupuis

To: Brad Host & Jana Ecker November 15, 2023

Cc: Other Commissioners, MMTB, Department Directors, Staff Members

Dear Brad & Jana,

I want to thank both of you for the outstanding support that both of you have given to the Coryell Park Association of Arlington and Shirley property owners regarding the proposal to add sidewalks and to narrow our streets. As the Project Coordinator appointed by the officers of Coryell Park to this project, I have needed information for our 71 property owners to arrive at a position and to file an appropriate petition to the MMTB and to the Board of Commissioners that reflects their best interest and the best interest of the rest of the City. Toward this end, your cooperation has been invaluable.

Brad, the assistance you have provided truly exemplifies what "representative government" means to all the City's residents. When we have asked questions about navigating the process with MMTB and the Board of Commissioners, you have been there to answer every question in an objective and unbiased manner. You have told us which other streets have gone through this process and who to talk to on those streets to obtain their opinion and what they would have done differently in retrospect. You have told us how to provide information and answers that are needed by the MMTB to arrive at their recommendation and to the Commissioners in arriving at their vote. You have always answered the phone when we have called. You are the perfect Commissioner and I think all of Birmingham knows this since you received the most votes of anyone running for office in this past election. Congratulations and keep up the good work.

Jana, the assistance you and your staff have provided has allowed us to analyze the data related to sidewalk benefits and disadvantages, street conditions, sewer/water main alternatives and street width benefits/disadvantages. When I asked your assistant, Ann, for a meeting with you on Monday, she said that you could meet with me a day earlier on Friday. And you asked all Department Directors to attend for an hour so that no question would go unanswered. When I had met earlier with your staff members and asked a question or for a presentation page from previous meetings, they stopped what they were doing and provided me with the best answer they had available at the time or emailed me the information/page the next day. You have a superbly responsive team of professionals which we citizens appreciate very much. Cherish each and every one of them.

Summary: I think that the secret to Birmingham's success is allowing its citizens to talk with everyone involved in the process all along the way. This is not only "freedom of speech" enshrined in our Constitution, but the secret to making all government work well for the people it represents. Please know how much we, the citizens, appreciate your protection of this secret ingredient for the well being of our City and never, ever lose it.

Sincerely,

Jim Mirro, CPA Project Coordinator

RECEIVED
NOV 16 2023
CITY OF BIRMINGHAM
COMMUNITY DEVELOPMENT DEPT.

BIRMINGHAM
A WALKABLE CITY

Brooks Cowan <bcowan@bhamgov.org>

Multi-Modal Transportation Board

1 message

tony.trease@comcast.net <tony.trease@comcast.net> Tue, Dec 5, 2023 at 10:44 PM
To: BCowan@bhamgov.org
Cc: ndupuis@bhamgov.org, Lynn.Trease@comcast.net

Mr. Cowan,

Thank you very much for your very informative presentations at the past several Multi-Modal Transportation Board meetings. They were extremely thorough and well organized. And also a huge thanks for maintaining order and keeping the discussions on topic during the meetings while also demonstrating a professional demeanor. Your job performance reflects very well on the City of Birmingham staff.

Sincerely,

Tony Trease

905 Shirley Rd.

BIRMINGHAM
A WALKABLE CITY

Brooks Cowan <bcowan@bhamgov.org>

Shirley and Arlington perposal

1 message

Cheryl Pollack <cherbear1648@yahoo.com> Fri, Dec 8, 2023 at 12:32 PM
To: bcowan@bhamgov.org

my iPhone thankyou for taking the time out of your busy day to listen to my concerns. Live on linden and also have property on Shirley Street, I don't know how this will affect me. It will be a financial burden to me and many others. To have are streets torn up, construction trucks everywhere would create such havoc for the homeowners please take this into consideration when making your decision. Cheryl POLLACK

Douglas and Dorothy Friedel & Family
577 Arlington Rd., Birmingham MI 48009

Communication received
by the City Clerk on
12/18/23 at 7:25 p.m.

City of Birmingham
Office of Mayor Elaine McLain
151 Martin St.
Birmingham MI 48009

Wednesday, December 6, 2023

My name is Douglas Friedel and my family has a house at 577 Arlington Road. I have watched the discussion process of the proposed Arlington & Shirley Road construction from the beginning and I cannot believe the current level of fear-mongering, obfuscation, lying, and bad behavior by some of the residents of my neighborhood – especially by the Coryell Park Resident's Association of which I am a member. I would like to voice my opinion as a resident of the neighborhood.

The Multi Modal Transportation Board has done a really good job answering community concerns. The facts discussed during this process show that the aging infrastructure needs to be replaced, narrowing the roadway will reduce vehicle speeds, the installation of sidewalks will make walking safer for pedestrians, and removing the non-conforming and unhealthy trees and replacing them with new healthy trees will beautify the area. The arguments against these facts are an emotional plea to delay improvement solely for delay's sake.

Change, by its nature, is transformative. The proposed changes in the Arlington/Shirley area are a good thing if you want a better & safer neighborhood. In time, the residents will see that the construction made the area safer, more beautiful, and provided better services and future residents will appreciate the City's foresight.

There is every reason to proceed and no valid argument to delay this work.

People only sit in shade today because someone else planted a tree a long time ago.

Sincerely,

Douglas Friedel Jr.
Birmingham Resident

Communication received by the City Clerk on 12/18/23 at 7:25 p.m.

IntroMarketing

737 Arlington
Birmingham, MI 48009
Fax: 248-540-5000; EIN: 38-2398166

Loretta Mirro
248-420-8665
lmirro@intromarketing.com

Jim Mirro
248-420-5113
jmirro@intromarketing.com

CORYELL PARK ASSOCIATION
(Arlington & Shirley Property Owners)

Commissioner: Please vote "NO" to the street proposal for Arlington & Shirley because:

* 88% of our property owners do not want sidewalks & street narrowing due to:
  * The loss of 107 mature trees in the City ROW area.
  * An equal loss of mature trees on private property from construction root disturbance.
  * The heritage of our neighborhood as originally The Coryell Tree Nursery.
  * The substantial loss of historic & natural landscaping down to the curbs.
  * The practical problems of building sidewalks on sloping/hilly front yards.
  * The drastic change to the semi-rural character of our neighborhood.
* The need to keep our 33' wide streets for:
  * Efficient vehicle travel during new house construction (10 this year & 15 next year).
  * Safe school bus travel, fall leaf pickup & winter snow removal.
  * Unimpaired & safe field of sight for our numerous charity bike events.
* The need to keep great unimproved streets with curbs, gutters & durable pavement.
* The need to keep our older, but excellent sewers & water mains with low repair rates.
* The existence of Rouge Trail that already connects Maple and W. Lincoln pedestrians.
* The precedent of other Birmingham Streets opting out of sidewalks & narrowing.
* Our streets now meet all Master Plan/City Ordinance/Complete Streets guidelines.
* The proposed tree removal and sidewalk/street construction would violate:
  * Master Plan goals for tree canopy preservation & improvement.
  * City resolutions related to sustainability & climate change.
* The proposal would cost $40,000 to 60,000 in assessments for each 100-ft frontage.
* Petitions signed by 121 citizens request Arlington/Shirley property owners "opt out."

To: Birmingham Board of Commissioners December 14, 2023

From: Coryell Park Assn of Arlington & Shirley Property Owners

On January 8, you will be asked to vote for or against a City Staff proposal that a majority of property owners believe will ruin the character of Arlington and Shirley Streets forever. Before you cast your vote, we believe you should know the following.

Background: During October and November, Arlington & Shirley property owners attended all the meetings held in City Hall where the rationale was provided for a City Staff proposal to: 1) Add sidewalks; 2) Narrow the streets; 3) Replace the sewers and water mains; 4) Replace the pavement; 5) Destroy over 100 mature trees in the ROW and 6) Assess property owners $40,000 to $60,000 per 100' frontage for this work.

MMTB: Attached are 5 letters, including 121 petition signatures, sent to the MMTB explaining why this plan makes no civic, economic or environmental sense and none of these reasons have been refuted by either the MMTB or the City Staff. Despite this fact, the MMTB Board voted 4 to 2 on 12-5-23 to recommend the Board of Commissioners approve the City Staff proposal. Unfortunately, the Chairman of the MMTB unfairly influenced members by erroneously stating immediately before the vote was taken that one could not vote against the proposal because sidewalks on all streets is required under the Birmingham 2040 Master Plan. And City Staff did not correct this statement before the vote was taken. Not only is there no mention of a sidewalk requirement in the Master Plan, there is also no mention of a standard street width. But, there is a Master Plan requirement to: 1) Create a tree canopy improvement plan, 2) Retain the character of each neighborhood's distinctive canopy; 3) Create goals to expand tree canopy cover; and 4) Prevent existing, healthy trees from being removed due to new construction. There is also no Birmingham ordinance requiring sidewalks on streets or a specified street width. Based on these facts, the MMTB vote and recommendation must be considered invalid.

Other Considerations & Request: The Birmingham Master Plan requires the City to "lead by example" with all future decisions reflecting sustainability and climate goals. A proposal to destroy over 100 mature trees in the ROW and probably another 100 trees on adjacent private property through root disturbance from sidewalk construction does not do this. And cement production for sidewalks also produces needless carbon. The Master Plan encourages distinct neighborhood character with comparisons to Detroit's Corktown, Greektown and Bricktown. But this proposal, if approved, will most definitely ruin the character of a neighborhood now considered a unique, semi-rural location in Birmingham. With 88% of the "Expressions of Interest" forms answering "NO" to sidewalks and similar responses on street width and sewer/water main/street changes, there is an overwhelming majority opposed to this proposal. Based on these facts, we request your "NO" vote. We also invite you to meet with us before year end to tour and see first hand our streets. We will be contacting you soon for a date to do this.

Midge Moran

Midge Moran, President

Jim Mirro

Jim Mirro, Project Coordinator

8B

Date: December 3, 2023 Subject: Arlington & Shirley Petition

To: Multi Modal Transportation Board

From: Coryell Park Association of Arlington & Shirley Property Owners

This letter is in fulfillment of the Ordinance 94 provision wherein the City may initiate a street project, but implementation is dependant upon sufficient "expressions of interest" responses from property owners to justify design work and the creation of a Special Assessment District. The intent of the Ad Hoc Committee on Unimproved Streets was to provide a method to facilitate street improvements, but with a check and balance to let the City "opt out" of citizen initiatives and for the citizens to "op out" of City initiatives where good reasons and precedents exist on both sides of the equation. The following are good reasons and precedents for opting out of the City's Arlington & Shirley proposal.

First is the proposed destruction of over 100 mature trees in the ROW and additional trees on private property that the MI DNR believes will die due to root disturbance from sidewalk/street construction. No amount of tree segregation into quality categories will excuse this unnecessary loss of tree life and oxygen to our environment, especially since our subdivision was originally the Coryell Tree Nursery founded in 1915 and we should be allowed to honor this heritage. The unnecessary release of carbon dioxide from sidewalk cement production is also counter to our City's climate sustainability goals.

Second, Arlington & Shirley streets represent only 5% of the 19 miles of Birmingham streets without sidewalks, are not a "major road," not on a "Connector Route," not on the list of streets with "sidewalk gaps," and they have never experienced even a near accident between a pedestrian and a vehicle. But they are on many charity bicycle routes due to the inherent safety of a wide sight path that will be lost forever if the streets are narrowed.

Third, Arlington & Shirley represent only 4% of the 26 miles of unimproved streets in the City, but they are some of the best performing with gutters, curbs and tapered pavement for efficient water diversion, as well as a deep chip seal pavement that is more durable than the cape seal pavement used today. Because we have 10 houses under construction this year and possibly 5 more next year, we need to keep chip seal streets for durability. Despite having older sewers/water mains, a low problem rate is reason to keep them too and their composition of cast iron (water mains) and long-lasting vitrified clay (sewer pipes) is also better for our environment than the plastic pipes that would replace them.

Fourth, the City has a precedent of exempting streets from a sidewalk requirement if they border a park or have natural landscaping (Pembroke Park, N. Quarton Lake Park, Brookside Drive). Arlington & Shirley meet this requirement by bordering Linden Park, as well as having many properties with historic or natural landscaping down to the curbs. For all these reasons, we attach an 80-person petition to "op out" of the City's proposal.

Midge Moran, President

Jim Mirro, Project Coordinator

8B

Coryell Park Association of Arlington/Shirley Property Owners

We, the undersigned property owners on Arlington/Shirley Streets, petition the City of Birmingham: 1) Not to narrow our streets; 2) Not to install sidewalks on either side; 3) Not to replace our sewers/water mains; & 4) Not to replace our streets. But to make normal repairs as necessary to streets/sewers/water mains as in the past at City expense.

Name	Address	Date
Midge Moran	269 Arlington	11/14/23
Gregory Moran	269 Arlington	11/14/23
[illegible]	645 & 737 Arlington	11-14-23
[illegible]	645 & 737 Arlington	11/14/23
Edward L. Baughman	117 ARLINGTON	11/18/23
Joann Baughman	117 ARLINGTON	11/18/23
[illegible]	213 Arlington	11/18/23
[illegible]	218 Arlington	11/18/23
Niharika Pandey	280 Arlington	11/18/23
SUMAN SARKAR	280 Arlington	11/18/23
Brooke Fisher	238 Shirley Rd	11/18/23
[illegible]	188 Shirley Rd	11/18/23
[illegible]	226 Shirley	11/18/23
[illegible]	345 Shirley Rd.	11/18/23
[illegible]	222 Arlington	11/18/23
[illegible]	222 Arlington	11/18/23
[illegible]	361 Shirley	11/18/23
Kathy Milford	361 Shirley	11/18/23
[illegible]	700 Arlington	11/19/23
Jenny Schwegman	700 Arlington	11/19/23

8B

Coryell Park Association of Arlington/Shirley Property Owners

We, the undersigned property owners on Arlington/Shirley Streets, petition the City of Birmingham: 1) Not to narrow our streets; 2) Not to install sidewalks on either side; 3) Not to replace our sewers/water mains; & 4) Not to replace our streets. But to make normal repairs as necessary to streets/sewers/water mains as in the past at City expense.

Name	Address	Date
Fremont Scott	776 Arlington	11/18/23
Mary P Scott	776 Arlington	11/18/23
[illegible]	945 Arlington	11-18-23
[illegible]	968 Arlington	11/18/23
[illegible]	968 Arlington	11/18/23
[illegible]	611 Shirley	11/19/23
[illegible]	811 Shirley	11/19/23
Duncan Allred	735 SHIRLEY RD	11/19/23
[illegible]	735 Shirley Rd	11/19/23
Ben Allred	735 Shirley Rd	11/19/23
Simon Leopold	1000 Shirley Ct	11/19/23
[illegible]	1000 Shirley Ct.	11/19/23
[illegible]	931 Arlington	11/19/23
Lindsey VanSickle	931 Arlington	11/19/23
David VanSickle	619 Shirley	11/19/23
Samantha Chyette	619 Shirley	11/19/23
Douglas DeGrosso	487 Arlington	11/19/23
Paula DeGrosso	487 Arlington	11/19/23
[illegible]	381 SHIRLEY RD.	11/19/23
[illegible]	381 SHIRLEY RD	11/19/23

8B

Coryell Park Association of Arlington/Shirley Property Owners

We, the undersigned property owners on Arlington/Shirley Streets, petition the City of Birmingham: 1) Not to narrow our streets; 2) Not to install sidewalks on either side; 3) Not to replace our sewers/water mains; & 4) Not to replace our streets. But to make normal repairs as necessary to streets/sewers/water mains as in the past at City expense.

Name	Address	Date
Pamela Minelli	377 Arlington St	11/19/23
Mike Minelli	377 Arlington St.	11/19/23
MIKE WALSH	243 ARLINGTON	11/19/23
Liv Dorf	243 ARLINGTON	11/19/23
Stacey Sparrvola	503 Arlington	11/19/23
DAVE HENNING	503 ARLINGTON	11/19/23
JANET LANNEN	992 ARLINGTON	11/21/23
[illegible]	992 ARLINGTON	11/21/23
Courtney A. Trivano	924 Arlington	11/21/23
Valerie Trivano	924 Arlington	11/21/23
Elaine Hazel	188 Shirley	11/21/23
Alex Simmons	175 Arlington	11/21/23
Karlee Novice	175 Arlington	11/21/23
Brian Connolly	843 Arlington	11/21/2023
Mary Connolly	843 Arlington	11/21/2023
Nick Shebb	226 Shirley	11/21/2023
Renee Billmeyer	252 Shirley	11/21/2023
Drew Billmeyer	252 Shirley	11/21/2023
Heidi Pinkert	730 Arlington	11/23/2023
Robert Myers	730 Arlington	11/23/2023

Coryell Park Association of Arlington/Shirley Property Owners

We, the undersigned property owners on Arlington/Shirley Streets, petition the City of Birmingham: 1) Not to narrow our streets; 2) Not to install sidewalks on either side; 3) Not to replace our sewers/water mains; & 4) Not to replace our streets. But to make normal repairs as necessary to streets/sewers/water mains as in the past at City expense.

Name	Address	Date
Kevin Marsh	860 Arlington	11/22/23
Cheryl A Pollock	200 Linden *	11/25/23
Ryan Chayka	600 Arlington	11/26/2023
Eliza Nasmeh Chayka	600 Arlington	11/26/23
Sherry McCormick	550 Arlington Blvd	11/24/23
David Madison	300 Shirley	11/26/23
Lorie Madison	300 Shirley	11-26-23
DEV SHAH	144 LINDEN *	11/26/23
COURTNEY SHAH	144 LINDEN *	11/26/23
[illegible]	975 Arlington	11/27/23
[illegible]	975 Arlington	11/27/23
John R. Smith	230 Linden Rd. *	11/28/2023
Joan M. Smith	230 Linden Rd *	11/28/2023
[illegible]	176 Linden Rd *	11/28/2023
William Edmunds	1420 WEST LINCOLN	11/28/2023
Nancy Edmunds	1420 West Lincoln	11/28/2023
David Todd	136 Linden Rd. *	11/28/2023
Mary VanHuffel	136 Linden Rd. *	11/28/2023
Matt Mitchell	663 SHIRLEY	11/30/23
Karen Mitchell	C/O 3 Shirley	11/30/23

* BACKS UP TO SHIRLEY

8B

Westwood Street Petition to the City of Birmingham

We, the undersigned property owners on Westwood Street, having experienced a change of our street in 2023, petition the City of Birmingham to permit the property owners of Arlington and Shirley Streets to "opt out" of the changes proposed for their streets if a majority of the property owners express that desire through their own petition to the City.

Name	Address	Date
	938 Westwood	12/2/23
	"	12/2/23
Andy Romanosky	980 Westwood	12/2/23
	980 Westwood	12/2/23
	1000 Westwood	12.2.23
	1036 Westwood	12/2/23
	"	12/2/23
	1064 Westwood	12/2/23
	1064 Westwood	12/2/23
	1043 Westwood	12/2/23
	1043 Westwood	12/2/23
	1071 WESTWOOD	12-2-23
	1011 WESTWOOD	12.2.23
JESSICA TOROK	533 OAK (1011 Westwood	12.2.23
	533 OAK (1011 Westwood	12.2.23
	947 Westwood	12-2-23
	947 Westwood	12-2-23
	915 Westwood	12-2-23
	885 Westwood	12-2-23

N. Glenhurst Petition to the City of Birmingham

We, the undersigned property owners on N. Glenhurst, having experienced a change of our street in 2019, petition the City of Birmingham to permit the property owners of Arlington and Shirley Streets to "opt out" of the changes proposed for their streets if a majority of the property owners express that desire through their own petition to the City.

Name	Address	Date
Sarah Coplen	920 N. Glenhurst Dr	12/2/2023
Collins Coplen	920 N. Glenhurst Dr.	12/2/2023
Victoria McCarthy	940 N. Glenhurst Dr.	12/2/23
Cassandra McCarthy	1025 N. Glenhurst Dr	12/2/23
James McCarthy	940 N. Glenhurst Dr.	12/2/23
[illegible]	1044 N Glenhurst Dr.	12/2/23
[illegible]	1044 N. Glenhurst Dr	12/2/23
[illegible]	1065 N. Glenhurst	12/21/23
[illegible]	1065 N. Glenhurst	12/21/23
Margaret Brunhofer	1043 N. Glenhurst	12/2/23
Charles Brunhofer	1043 N. Glenhurst	12/2/23
Jack Burkett	1011 N. Glenhurst	12/2/23
Linda L. Burkett	" "	12/2/23
Theresa Bennett	917 N Glenhurst Dr.	12-2-23
Scott Bennett	917 N Glenhurst Drive	12/2/23
Andrew Norman	986 N. Glenhurst	12/2/23
Mary Culler	986 N. Glenhurst	12/2/23
CRAIG WILLIAMSON	1010 N. GLENHURST	12/2/23
Leon Rolkka	1010 N. Glenhurst	12/2/23
Tony Pepiano	1099 N. Glenhurst	12/2/23
Regina Pepiano	1099 N. Glenhurst	12/2/23

CORYELL PARK ASSOCIATION
(Arlington & Shirley Home Owners)

Dear MMTB Members,

November 1, 2023

Arlington/Shirley home owners received information yesterday you should know about when meeting tomorrow to discuss the Arlington/Shirley sidewalk/street proposal.

A few days ago, the Michigan Department of Natural Resources was contacted about the City's plan and has expressed 5 different concerns. The first concern is the destruction of 107 mature living trees in the street right-of-way (ROW) spaces to make room for sidewalks when other alternatives are available. Second, the DNR warns that, besides direct destruction of trees in the ROW space, construction of new sidewalks and streets will likely lead to the mortality of many other trees on adjacent private property caused by root disturbance. Third, the destruction of so many trees for a cause not favored by a majority of property owners creates bad optics for a city that requested and was awarded on National Arbor Day just this year the designation of "Tree City USA." This was based on a recommendation by the Urban and Community Forestry Division of the DNR. Fourth, the optics become even worse when some of these trees may be categorized as "Heritage Trees" by having been planted in the Coryell Nursery property over 100 years ago. Fifth, if the City proceeds with its plan, it may decrease its chances to obtain a portion of the record level $4.5 million in 2024 grant funds that are available to Tree City USA designees. Because of these concerns, Program Director Lawrence Sobson, who holds a degree in Forestry and Environmental Engineering, said he is willing to meet with the MMTB to seek a better way forward than the present plan.

Also in the past few days, the City's Planning and Engineering Departments received a FOIA request that would provide our property owners with information on specific sewer and water main leaks/breaks or fire hydrant pressure problems and where on Arlington and Shirley streets these leaks/breaks/problems are located. The answer provided yesterday is that this information is not currently available and would require staff work to provide answers. It must be concluded from this answer that the information for home owners to agree to a replacement program does not now exist. If information exists about specific problems to justify replacement other than "old age," it would help to see it.

The Westwood Street repaving project last year replaced a street surface satisfactory to most users with one that is not holding up well to the demands of new home construction (attached photo). Arlington and Shirley currently have 10 new home construction and remodeling projects underway with more expected next year. Our existing pavement is holding up well to this and, based on the Westwood paving experience, we prefer to keep a proven surface rather than a new one that may be an on-going problem.

Midge Moran, President

Jim Mirro, Project Coordinator

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8B

Date: December 3, 2023 Westwood & N Glenhurst Petitions

To: Multi Modal Transportation Board

From: Coryell Park Association of Arlington & Shirley Property Owners

Background: In evaluating the City's proposed street, sidewalk and sewer/water main proposal for Arlington & Shirley, our property owners' association interviewed property owners from two streets that have experienced similar street proposals from the City in the last 5 years. These streets are N Glenhurst with a concrete street installation in 2019 and Westwood Street with a cape seal installation in 2023. Both streets also received sewer and water main upgrades.

Sidewalks & Street Width: Since both streets had sidewalks already installed many years ago, there was no issue related to keeping them. But the City did request that both streets be narrowed during the street improvement project. To the City's credit, for both streets, the City agreed to honor the property owners' request to retain the original width of the two streets. This is an additional precedent for Arlington & Shirley property owners who are also requesting that their street width not be changed.

Other Property Owner Comments: In the case of both streets, the property owners believe that too many mature trees were lost both to direct destruction in the City ROW space, as well as trees on private property that ultimately succumbed to root disturbance caused by street construction and sewer/water main replacement that some believe was not really necessary due to low repair rates. Property owners on both streets believe that the City has not addressed the loss of trees with replacement ones and this can be clearly observed from long, treeless stretches of open spaces on both sides of both streets. Property owners on N Glenhurst believe that traffic speed has increased substantially with the new concrete surface and that the expansion joints between concrete sections have also increased vehicle noise. Some are disappointed with cracks in the concrete after only 5 years' use that they had not expected to see so soon. Property owners on Westwood are consistent in their belief that their new "cape seal" street is not as durable as their previous "chip seal" street. This is clearly evident from a pavement failure in front of the only new house construction project on the east side of Westwood (see attached photo).

Petitions: Property owners on both streets expressed regret at the outcome of some aspect of their street changes and also believe that there was not a good system to have their viewpoint heard AND ACTED UPON before the street decisions were made. In view of this, property owners on both streets have signed petitions to the City that, if the majority of Arlington and Shirley property owners choose to "opt out" of the City's proposal, they should be allowed to do so since they are more directly impacted by the outcome of any street changes than anyone else in the City. See two attached petitions.

Midge Moran, President

Jim Mirro, Project Coordinator

8B

CORYELL PARK ASSOCIATION
(Arlington & Shirley Property Owners)

October 30, 2023

Dear MMTB Members,

This is the reaction of the majority of property owners to the City's detailed street plan provided to us during the past weekend. It should be considered in addition to our letter of 10-27-23, which was written before knowledge of the plan's details had been received.

First, there is disappointment with the level of insensitivity in the City's proposed plan to destroy 107 mature living trees and nearly all landscaping in our right-of-way spaces. This is to make room for sidewalks that the vast majority of property owners do not want and will be rarely used by anyone since there is already a pedestrian path to Linden Park and Rouge Trail off Maple Road. This plan goes against the City's stated goals for sustainability/biodiversity and does not make economic or ecological sense. It calls for replacement of all 107 destroyed trees with new trees that will take years to reach the appearance/oxygen productivity we have today and that makes our streets so beautiful.

Second, to justify this plan by classifying most of these trees as "fair" or "poor" or "not recommended" and therefore worthy of destruction also shows a level of insensitivity and lack of respect for the historic tradition of our neighborhood that was founded in 1915 as the Coryell Nursery. John Coryell chose the layout of our streets to preserve many of these trees which can now be designated by the State of Michigan DNR as "Heritage Trees" by surpassing 100 years of age. Saving these trees will also help our neighborhood and Birmingham maintain its reputation of being environmentally friendly.

Third, the plan refers to two pedestrian deaths on Woodward Avenue in 2021 as a reason to propose sidewalks for Arlington and Shirley. We too want to avoid accidents and, to the best of our knowledge, there has never been even a near-accident event involving a pedestrian or biker and a vehicle on our streets. In fact, a narrowing of our streets for sidewalk space will actually INCREASE the likelihood of an accident for bicyclists and vehicles because it will reduce the viewing space and driving space for both. This would be a problem for the charity bike events on our streets approved by the City each year.

Fourth, we cannot support the plan for sidewalks on both sides of our streets or the "compromise plan" for sidewalks on one side only. Sidewalks on one side only would disfigure our neighborhood and clearly be an unfair assessment outcome to the sides chosen. This proposal represents an insensitivity to our neighborhood's spirit of fairness.

In summary, we ask MMTB to recommend to the Commissioners that no sidewalks or street narrowing be considered for Arlington/Shirley and we also be allowed to keep our present sewer/water mains and unimproved surfaces that are serving us well. Thank you.

Midge Moran, President

Jim Mirro, Project Coordinator

8B

CORYELL PARK ASSOCIATION
(Arlington & Shirley Property Owners)

October 27, 2023

Dear MMT Board Members:

We thank the City of Birmingham for considering a number of changes to our streets for 2024-2025. Here are our property owners' positions on these considerations.

First, a tabulation of the Expression of Interest surveys obtained via a FOIA request shows that 88% of the property owners surveyed are not in favor of adding sidewalks to our streets. This is due to the environmental damage it would cause to many "heritage trees" (over 100 years old) in the city right-of-way space, damage to landscape/sprinkler systems down to the curb, the sloping/hilly nature of many front yards, the City's requirement to clear sidewalks of snow, a construction period of 4 to 6 months and the high assessment expense due to our many large, contiguous and corner lots. Our neighborhood already has one sidewalk on Shirley for city residents to reach Linden Park from West Lincoln and the majority of our 71 property owners believe that this is sufficient, especially since our streets are not the only ones in the city without sidewalks.

Second, without a need for sidewalks, the vast majority of our property owners also see no reason to downsize the streets from their existing 33-foot width or to replace our unimproved streets with improved streets. Most property owners (especially seniors) need maintenance help with grass mowing, lawn fertilization and leaf raking which often results in commercial trucks on both sides of our streets, not to speak of coping with new house construction which is intense. But, our wide streets still allow passage of vehicles in both directions at these times. Downsizing our streets to the city standard would not only eliminate this benefit, but create less safe conditions for bicyclists, children using the school bus, residents taking out trash and less space for leaf collection. While our unimproved streets are not perfect, they meet our needs and the few rough spots help reduce the speed of cut-through vehicles that an improved street would only make worse.

Third, while our sewer and water main pipes are old, they are meeting our needs due to the suburb quality of materials and workmanship used at the time of installation which cannot be said for today when most construction companies cannot find materials or workers, let alone ones with the needed expertise. While we believe in "planning for the future," we also believe in "not fixing something that is not broken." Finally, due to our large lots, we cannot afford the assessments in the $40,000 to $100,000 range if the City's plans are recommended by you and approved by the City Commission.

In summary, our property owners are requesting the status quo for our two streets. Please recommend use of the maintenance budget to handle street/sewer/water main repairs as required, but not change our unimproved streets and existing sewers/water mains.

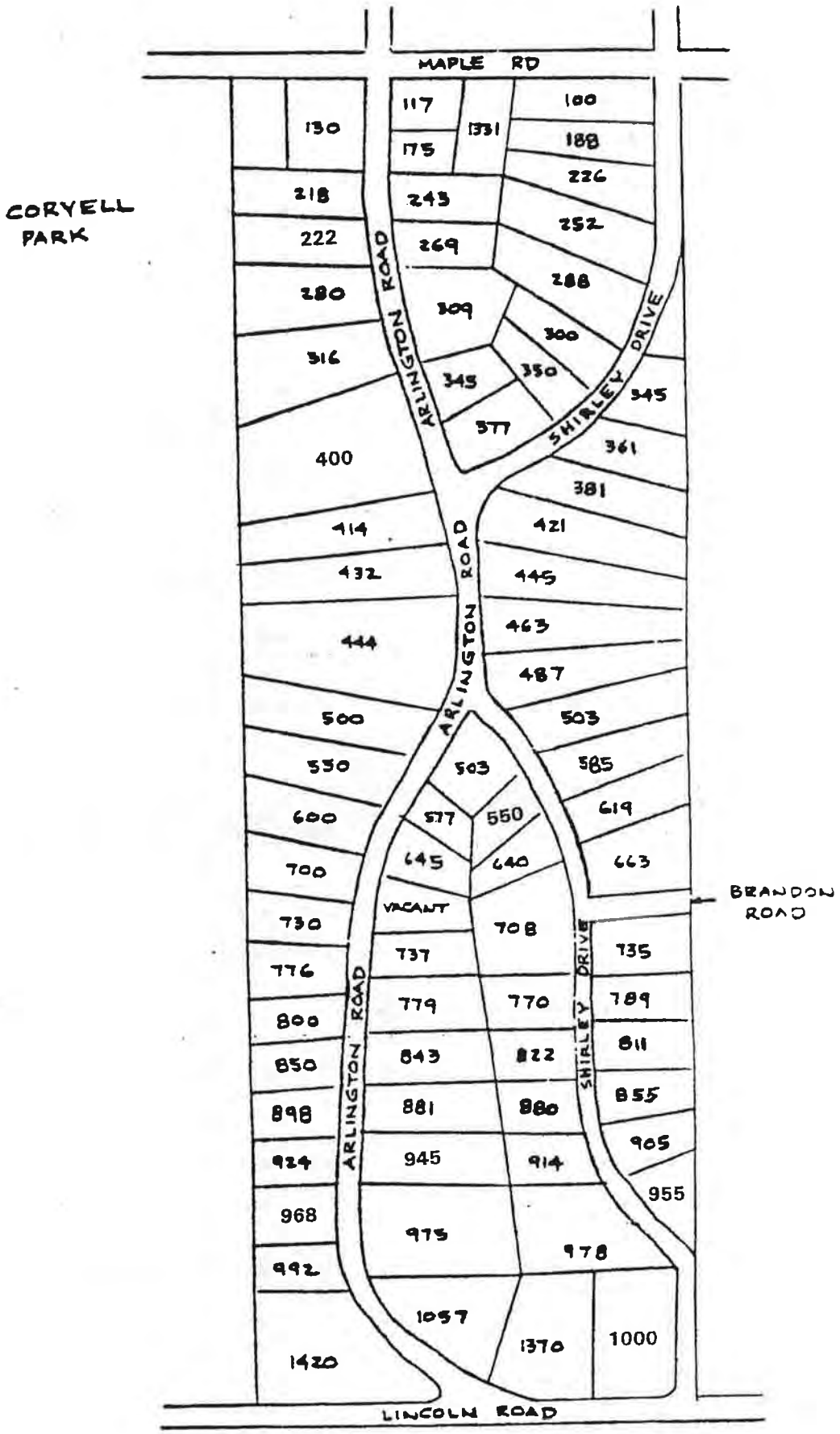
Midge Moran

Midge Moran, President

Jim Mirro

Jim Mirro, Project Coordinator

8B


MAPLE RD
CORYELL PARK
ARLINGTON ROAD
SHIRLEY DRIVE
BRANDON ROAD
LINCOLN ROAD
130
117
1331
100
175
188
218
245
226
222
269
252
280
309
288
316
300
345
350
345
377
400
361
381
414
421
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640
663
VACANT
730
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779
770
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843
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955
992
1057
1370
1000
1420

10-11-12

BIRMINGHAM
A WALKABLE CITY

Alex Bingham <abingham@bhamgov.org>

Fwd: Arlington/Shirley Road improvement-We support the Multi-Modal Committee recommendation

1 message

Therese Longe <tlonge@bhamgov.org> Tue, Dec 19, 2023 at 12:05 AM
To: Alex Bingham <abingham@bhamgov.org>, Jana Ecker <Jecker@bhamgov.org>, Mary Kucharek <mkucharek@bhlaw.us.com>

---------- Forwarded message ---------
From: **Karen Gaudette** <kgaud@teladjust.com>
Date: Mon, Dec 18, 2023, 5:32 PM
Subject: Arlington/Shirley Road improvement-We support the Multi-Modal Committee recommendation
To: <emclain@bhamgov.org>, <kschafer@bhamgov.org>, <cballer@bhamgov.org>, <ahaig@bhamgov.org>, <bhost@bhamgov.org>, <along@bhamgov.org>, <tlonge@bhamgov.org>
Cc: Chris Gaudette <cgaudette@aigai.com>

Dear Commissioners,

My husband and I have lived at 880 Shirley for thirty years and we are in full support of the multi-modal committee's recommendation to improve the street and to add sidewalks.

Thank you for taking our viewpoint into consideration.

Respectfully,

Karen Gaudette

880 Shirley Road

Cell 248-705-6219

Gmail

Mike Minelli <mike@minellifamily.com>

submission for review by the City Commissioners prior to Jan 8th meeting

Mike Minelli <mike@minellifamily.com> Wed, Jan 3, 2024 at 10:31 AM
To: clerksoffice@bhamgov.org
Cc: Pam Minelli <pam@minellifamily.com>, Mike Clawson <msc@mikeclawsonlaw.com>

delivered at the city office and also via email:

Concerning the proposed changes to Shirley and Arlington Street prior to Jan 8th hearing - 377 Arlington St, Birmingham, MI 48009 is requesting an exemption to exclude the sidewalks encasing our property since our property is at the Northeast corner of both Shirley and Arlington and will be adversely affected more than any other property if this project goes through as planned - there are numerous examples throughout Birmingham where the city planners have made exceptions to their original plans proposed - Sincerely, Mike

--
Mike Minelli
Mobile (313) 303-4331

Letter to City of Birmingham Jan 3 2024.pdf
682K

December 22, 2023

Dear Commissioner,

I'm reaching out to you as a Birmingham resident for the past 25+ years. We've raised our children here, attended Birmingham schools, I run a private practice in Birmingham, and we have loved living in Birmingham and love our street. We are very disappointed with the multimodal committee and city planning board regarding a proposed plan to put sidewalks and crosswalks along Arlington and Shirle and this overall theme of unwillingness to work with the residents to find an amicable and creative solution that works for most. I understand we can't please everybody, but we are pleasing nobody as it stands.

It should be noted that 85 percent of the residents have signed a petition against the plan. The residents have attended three city planning meetings with the multimodal board pleading our case against this plan and our voices have been ignored. At this point in the process, we as individual residents at 377 Arlington Street are asking for an exemption for multiple reasons listed below. However, the primary reason is that the city will literally be building a concrete mote around our home.

1. Our home sits at the point of Arlington/Shirley crossing which will have a concrete mote surrounding three quarters of the perimeter of our property.
2. We have three driveways being negatively impacted by the disruption of the proposed concrete mote around our home. Our horseshoe driveway which faces Arlington will be disrupted and the back driveway which faces Shirley will be disrupted as well.
3. Additionally, proposed crosswalks are slated at the front of our driveway and at the back driveway.
4. There is a precedent which exists for other residents in Birmingham where sidewalks are not enforced, and we are happy to cite the addresses of those Birmingham homes.
5. The cost of the plan is very expensive for the homeowners. For a good portion of the residents on fixed incomes which is a good portion of our neighbors will be forced to move, which is unfortunate to displace the elderly in such a way.
6. As a woman and a professional who runs a business in Birmingham, I found it unsettling that the multi modal committee who voted in favor existed of only white men!

Best Regards,

Pamela and Mike Minelli

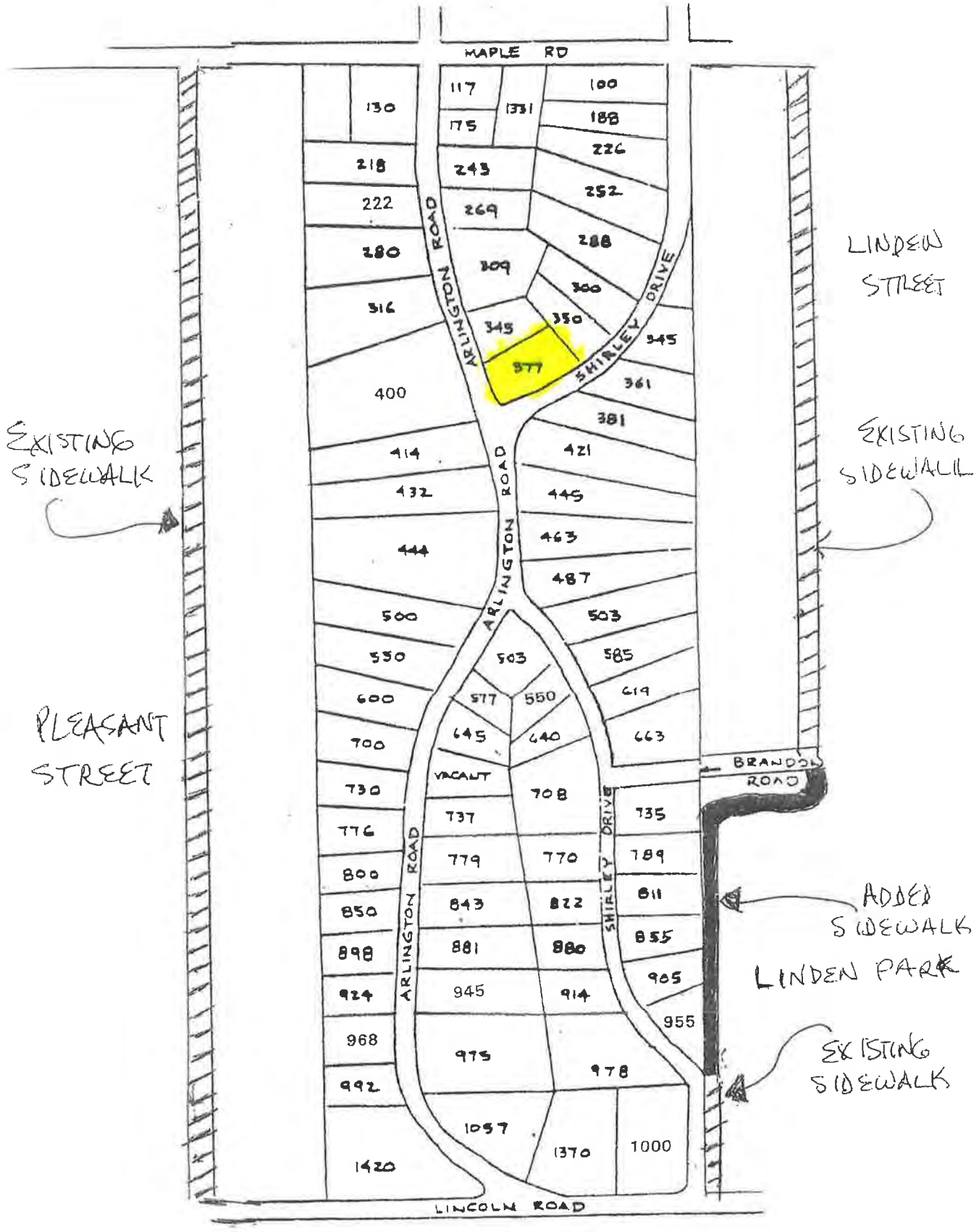
Video Links

https://www.dropbox.com/scl/fi/wza560lu2nrywaspajrqj/no-sidewalks-on-Hawthorne-and-Brandon.MOV?rlkey=hte83mshpx7sxsxd80ax12iyz&dl=0

https://www.dropbox.com/scl/fi/qln7ou7cyfdb8wqza441h/no-sidewalk-on-lincoln.MOV?rlkey=ccrfe9xmfxediyd72dsj10wps&dl=0

https://www.dropbox.com/scl/fi/6dfc3mk1lgq5m9xll04zb/IMG_8653.MOV?rlkey=kp8fl57hemzb3pq0l662mja6h&dl=0

ALTERNATIVE SIDEWALK PROPOSAL



8B

Clerk's Office
RCVD 1/3/24
at 10:30am

DAWDA MANN
Dawda, Mann, Mulcahy & Sadler, PLC
COUNSELORS AT LAW

EDWARD C. DAWDA
(DIRECT DIAL) 248 642 8696
EMAIL EDAWDA@DAWDAMANN.COM

January 3, 2024

TO: BIRMINGHAM CITY COMMISSION

RE: Residents Opposed to the Street Narrowing and Sidewalk Installation Plan for Arlington and Shirley Streets

Dear Ladies and Gentlemen:

The City of Birmingham City Commission is considering whether to approve a plan to narrow Arlington and Shirley Streets, and to install sidewalks on both sides of each street (the "Sidewalk Plan"). The undersigned are counsel for Lisa Drake and Michael Walsh, 243 Arlington Street, who are expressing their views (and the views of other similarly situated homeowners) and strongly requesting that the City defer any decision on the Sidewalk Plan so that the issues generated by the Sidewalk Plan may be more carefully considered. As noted below, allowing Arlington and Shirley Streets to presently opt out is within the authority of the City Commission.

Over 85% of the residents on Arlington and Shirley Streets who responded to a survey circulated by the City of Birmingham have expressed their opposition to the Sidewalk Plan. This position statement was drafted on behalf of Lisa Drake and Michael Walsh and certain other residents opposed to such plan, collectively referred to herein as the "Opposing Residents", to help consolidate input and provide a succinct and well-developed point of view for the Commissioners to consider before such a critical and life-style altering decision is made for the residents. This communication is intended to help the residents provide input that only they can give, as their daily lives are transacted on these two streets.

The Opposing Residents request that the City Commission not approve the Sidewalk Plan for Arlington and Shirley Streets at the meeting scheduled for January 8, 2024.The deferral of such vote is requested, and is necessary, in order to ensure the City has a greater opportunity to more thoroughly evaluate the long-lasting impact and potential unintended consequences of the Sidewalk Plan on things such as property values, character of the neighborhood, loss of estate-sized old growth trees and tree canopies, parking, traffic flow, and damage to privately installed landscaping. Such additional time will also allow the Opposing Residents and the City's planners to meet and confer to consider whether an alternative approach can be worked out with fewer negative impacts.

The Opposing Residents believe that the Sidewalk Plan as currently presented for these two streets is a "one-size-fits-all" misinterpretation by the Multi-Modal Transportation Board (MMTB) and its planners of a walkability goal, being misapplied to a neighborhood and setting where a more tailored and less destructive approach, one that is more respectful of the unique

character and history of the Arlington and Shirley Street neighborhood and its residents, should be taken instead. The approved City's Residential Street Design Standards allow for the exclusion of these two streets. The narrowing of these streets and addition of sidewalks is not mandated by the Residential Street Design Standards. The residents who use these streets daily are simply requesting the discretion of the Commissioners be exercised to avoid lasting and irreparable damage to the Arlington/Shirley neighborhood that cannot be reversed once completed.

Some years ago, the City adopted the 2040 Master Plan and subsequent policies proposing an overall goal of the narrowing of streets and the installation of sidewalks in residential neighborhoods, on the premise of establishing a "walkable" city and to "build community". These goals are certainly laudatory and for the most part, seem to have fit well in the neighborhoods where implementation has occurred. However, we submit that narrower streets and sidewalks are not appropriate for Arlington and Shirley Steets. More than 85% of its residents agree—they simply do not want narrower roads or sidewalks. Why is this?

Simply stated, the Arlington and Shirley Street areas are historical in nature, have wonderfully landscaped areas, with many old, mature and estate-size trees providing a wonderful canopy, and most importantly, character. The homes along Arlington and Shirley Streets south of Maple Road are some of the most historic and beautiful homes in the City, and the neighborhood is one of the most unique and beautiful in all of Birmingham. Moreover, the wide streets provide better ease of access and less congestion than narrower nearby streets. These are characteristics of the neighborhood we want to see preserved.

The Opposing Residents urge the City to find ways to provide a degree of walkability that will respect the wishes of the vast majority of the neighborhood residents, who are opposed to the Sidewalk Plan, and not approve any plan that will drastically and permanently ruin the character of the neighborhood. It has been difficult to find compelling and adequate reason to have such large stately trees and the canopy they provide removed, and to have the beautifully landscaped beds with flowers and expensive plantings and retaining walls decimated, thereby drastically and permanently ruining the character of the neighborhood, which is exactly what is being proposed by the Sidewalk Plan.

Street Narrowing and Parking

The Sidewalk Plan calls for the narrowing of Arlington and Shirley Streets from the current 33' width to a much narrower 26' width. The apparent purpose for this narrowing is to make all streets the same, regardless of the residential needs that the streets service. The Opposing Residents enjoy the unique character of their neighborhood but more importantly the maneuverability and clear vision the wider street provides. Many residences on the streets are estate-sized homes and lots, with significant maintenance requirements to ensure they stay maintained to appropriate standards. The narrowing of Arlington and Shirley Streets will negatively affect parking and

maneuverability given the number of service vehicles for lawn and landscape maintenance, pool maintenance, house-keeping maintenance and other such services for these homes that need parking along the street. This is evidenced by evaluation of other streets in the area where significant residential parking situations exist.

Several nearby streets narrower than Arlington and Shirley Streets have horrible congestion and parking problems when residents have service workers or guests present, and their vehicles can make it extremely difficult for traffic from opposite directions to pass though the street. On several streets, homeowners have resorted to creating unsightly parking "pads" next to the street to accommodate vehicle parking. Lake Park Drive (which has a 23' width only slightly narrower than the 26' being proposed for Arlington and Shirley Streets) is one such example, where 8 of 13 homes on the west side between Maple and Pine installed such pads, as did 7 of 9 homes on the east side. (See photographs at Exhibit A). Where curbs are present, such as on Linden Street, residents park on or over the curbs, partially on the lawns next to the street. (See photographs at Exhibit B).

To the extent that the street narrowing is being contemplated to eliminate pedestrians walking along the edge of Arlington and Shirley Streets, the Opposing Residents note that this practice has been safely in place for decades. There is no history of complaints about pedestrian problems along Arlington and Shirley Streets. This is due to the fact that these streets are wide enough to accommodate walkers and bicyclists at a safe distance from vehicular traffic. Note also that several streets recently improved in Birmingham did not have sidewalks installed (example: Latham) because the width allows for pedestrians to move safely through the streets.

To the extent that the street narrowing is being contemplated to reduce traffic speed, the Opposing Residents note that the average speed on Arlington and Shirley Streets is 25 mph, the same as the 25-mph speed limit. There is no history of speeding complaints or problems. The Opposing Residents suspect that traffic data for the City, once made available for expert review, will show very few other streets where the average speed is equal to the speed limit. The need to narrow Arlington and Shirley Streets as a manner to control speed of traffic appears to be very small or non-existent, and therefore the drastic changes being proposed for Arlington and Shirley Streets are unnecessary and unjustified.

The Birmingham Residential Street Design Standards do not mandate the narrowing of Arlington and Shirley Streets to 26'. As the City's staff report noted, both Arlington and Shirley Streets are published school bus routes, qualifying them for the exception to be wider than 26' (Section 4(c)). Further, they qualify for the exception because more than two trees are being proposed to be removed. (Section 4(e)). Although the staff report makes an argument that the exception in Section 4(e) does not apply because the City could plant new trees, the Residential Street Design Standards themselves do not have any language that supports such analysis. Rather, the exception (allowing wider streets over 26') in Section 4(e) clearly applies simply if "rebuilding

the road as proposed would result in the removal of two or more trees on any given block". It is that simple. That exception, met here, does not become a nullity by the improper consideration of additional factors not contained in the Street Design Standards.

It should also be noted that several homes in the area are under construction or will be under construction in the next two years (based on construction permits that have been pulled). This means that heavy construction equipment will be present in the area. It would be an irresponsible use of City funds to make street alterations in the 2024 and 2025 calendar years while the road surface is subject to heavy industrial construction equipment and wear and tear.

Trees, Canopy and Landscaping

The Sidewalk Plan calls for the removal of more than 100 trees, many of them very old, large and mature. Those trees provide a natural and beautiful canopy which cannot be replicated by the planting of immature saplings. A comparable canopy would take decades to restore.

Moreover, it is believed that the vast majority of the trees at issue were not prohibited species when planted, and therefore should enjoy a grand-fathered status now.

The characterization of some of these trees as being in "poor" or "fair" condition is disputed by the Opposing Residents. Not only do these characterizations appear undefined and subjective, the categorization for each tree is not clearly supported with objective data for that tree. The Opposing Residents have not experienced significant tree loss, nor is there widespread evidence of dying trees. Before any decisions, and given the unprecedented severity of the tree removal, the Opposing Residents would like to have the City retain a second independent arborist evaluation of these trees and their anticipated lifespan.

Property Value and Cost Considerations

The Opposing Residents strongly believe that the Sidewalk Plan as currently proposed, with sidewalks on both sides of Arlington and Shirley Streets, the clear-cutting of many large historic trees on each side of the streets, the loss of the tree canopy above, and most importantly the loss of the clear vision and maneuverability given the unique parking needs along Arlington and Shirley Streets, will result in a significant negative effect on property values. The Opposing Residents respectfully request that the City Commissioners do not take steps that will reduce property values for the residents of Arlington and Shirley Streets.

Further, the assessment costs which would be imposed on the residents of Arlington and Shirley Streets, as high as $80,000 per home, are prohibitive. The Opposing Residents do not want higher taxes to pay for a project that will destroy the character of their neighborhood.

Conclusion

For the foregoing reasons, the Opposing Residents request that the City Commission NOT approve the Sidewalk Plan on January 8, 2024. We would like to see a multi-year moratorium on any narrowing or sidewalk installation on Arlington and Shirley Streets. As an additional or alternative outcome, the Opposing Residents ask that the City's planning staff be requested to engage in a series of discussions and collaborative exchange with the residents of Arlington and Shirley Streets to examine and explore alternatives to the current Sidewalk Plan. Please do not take steps that will cause the unique character, charm and appeal of the Arlington and Shirley Street area to be lost for decades.

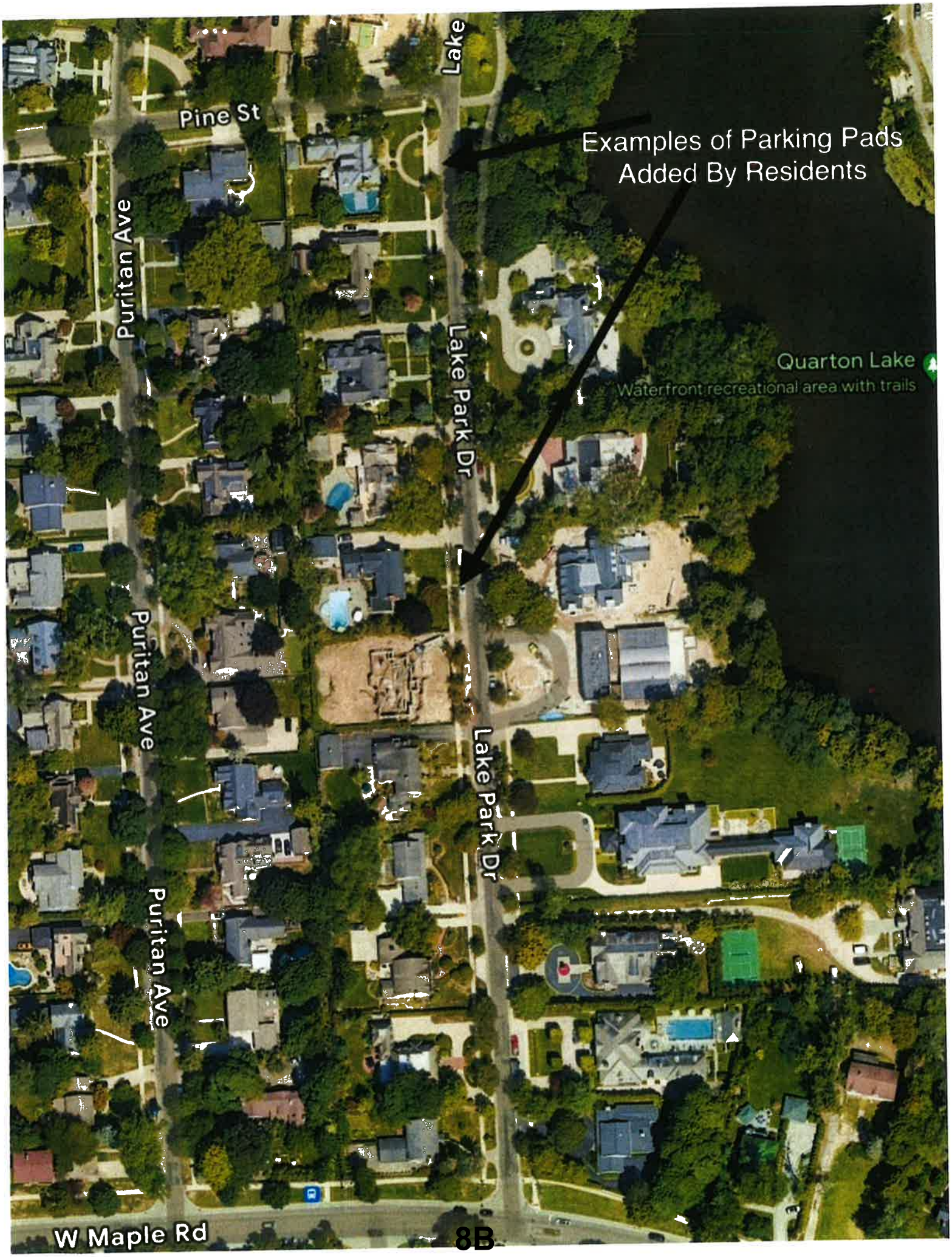
On behalf of the Opposing Residents:

DAWDA MANN, PLC

Edward C. Dawda

John Mucha III

EXHIBIT A


Examples of Parking Pads
Added By Residents
Pine St
Lake
Puritan Ave
Lake Park Dr
Quarton Lake
Waterfront recreational area with trails
Puritan Ave
Lake Park Dr
Puritan Ave
W Maple Rd

8B

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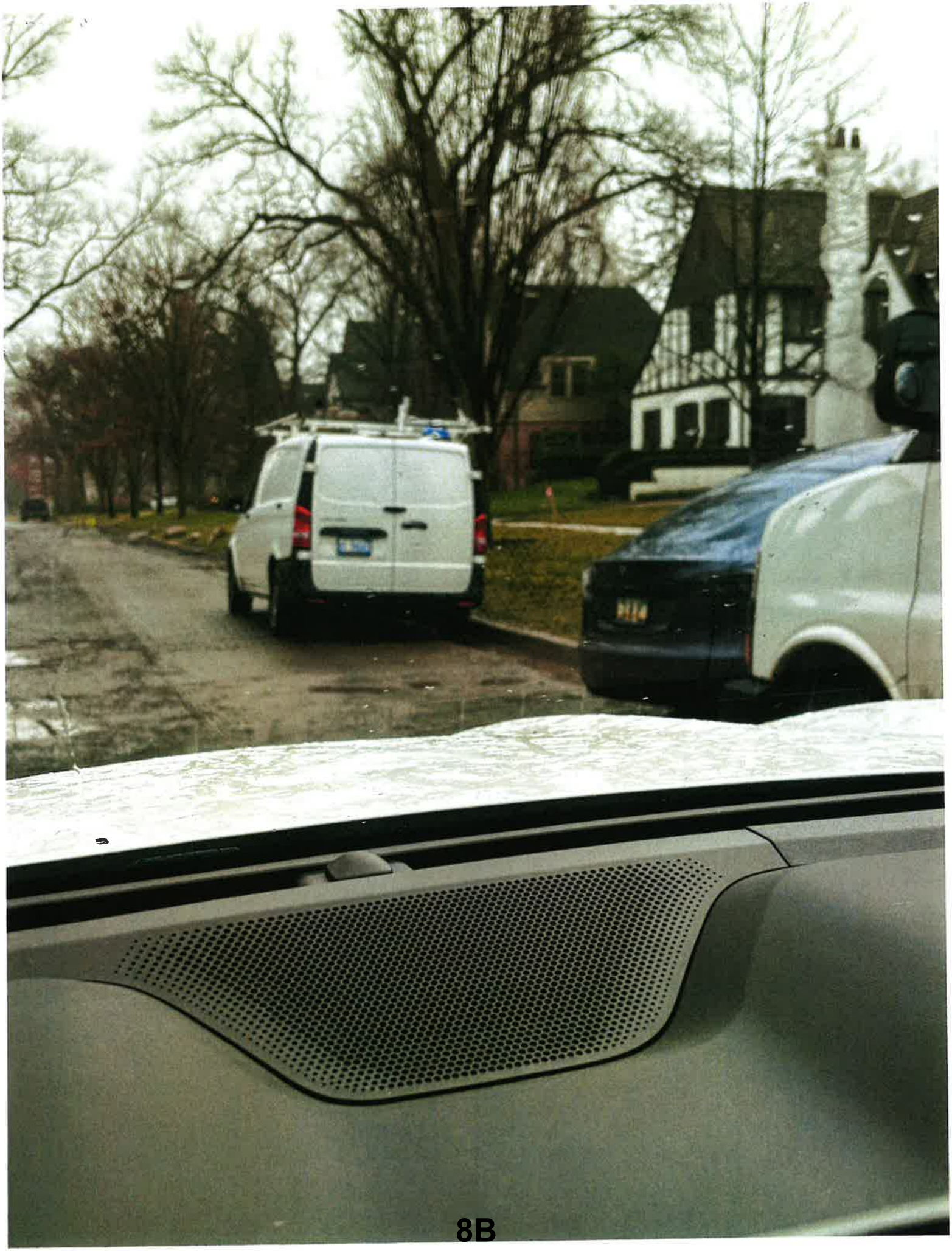
EXHIBIT B

8B



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Resident Survey Responses

Category	Yes	No	No Repsonse
Sewer:	18 (23%)	26 (33%)	36 (45%)
Water:	18 (23%)	26 (33%)	36 (45%)
Improved Street:	12 (15%)	30 (38%)	38 (48%)
Sidewalks:	8 (10%)	36 (45%)	36 (45%)

8B

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? We haven't experienced issues with our water supply, but assume its time to replace
2. Are you supportive of the project to improve the sewer system along your street? Yes, we have common issues with flooding and improper drainage that would presumably get fixed?
3. Are you supportive of constructing an improved street upon completion of the underground utility work? I'm not supportive of the improvement and do not want to create a street for easier Maple to Lincoln cutthroughs. We already have this issue and the only way to keep the speed down is with a bumpy unimproved street
4. Are you supportive of constructing sidewalk along the street? I STRONGLY OPPOSE adding a sidewalk. I walk my dogs everyday and have no issue having no sidewalks. It is unfair to change the layout as it was when we bought the property and sidewalks will only further narrow our street that is over taken nearly EVERY weekday with work trucks, contractors, and other vehicles lining both sides of the street. It is hard to drive down the street already with those vehicles and sidewalks make it worse!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Kevin Marsh Phone Number: 248-808-8011

Address: 860 Arlington Email: kmarsh@angleadvisors.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No - We get our water on Linden Rd
2. Are you supportive of the project to improve the sewer system along your street? No - We get our sewer on Linden Rd
3. Are you supportive of constructing an improved street upon completion of the underground utility work? No
4. Are you supportive of constructing sidewalk along the street? No - not needed - nor wanted

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: John R. Smith Phone Number: 248-496-1874

Address: 230 Linden Rd. Email: johnjrspop@aol.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information: JOANN +

Name: EDWARD L. BALLGHMAN Phone Number: 248-642-8720

Address: 117 ARLINGTON Bhm 48009 Email: JOLOBMAN@SBCGLOBAL.NET

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO!
2. Are you supportive of the project to improve the sewer system along your street? NO!
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO!
4. Are you supportive of constructing sidewalk along the street? NO! Too expensive; damaging to environment; destructive of plants & trees; spoiling natural beauty of street; snow shoveling

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Elaine Hazel

Phone Number: 248 647-4588

Address: 188 Shirley Rd

Email: echazel2@yahoo.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO Seem fine. Why waste taxpayer $
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO - too $$$
4. Are you supportive of constructing sidewalk along the street? NO - too destructive of existing landscaping

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Gary Saltzgiver
Address: 188 Shirley
Elaine C. Hanzel

Phone Number: (248) 647-4588
Email: gsaltzgiver@yahoo.com
echazel2@yahoo.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT
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4. Are you supportive of constructing sidewalk along the street? NO!

"PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCDATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023."

Contact Information:

Name: Kerry Millirea Phone Number: 630 290 1763

Address: 218 Arlingbath Email: kerrymillirea@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Contact Information:

Name: Nick Shebib Phone Number: 248703-6929

Address: 226 Shirley Email: NShebib@yahoo.com.

151 Martin Street • P.O. Box 3001 • Birmingham, MI 48012-3001
(248) 530-1800 • Fax (248) 530-1080 • www.bhamgov.org

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Contact Information:

Name: John R. Smith Phone Number: 248-496-1874

Address: 230 Linden Rd. Email: johnjrspop@aol.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No - it appears to be fine
2. Are you supportive of the project to improve the sewer system along your street? No - it appears to be fine
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Yes - the street surface is an embarrassment in it's current condition; friends and family routinely comment how terrible the surface has become
4. Are you supportive of constructing sidewalk along the street? no

We picked this street for it's charm and privacy with no sidewalks.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Lisa Drake & Mike Walsh Phone Number: 248.761.1167

Address: 243 Arlington Email: LDRAKE@foud.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No.
2. Are you supportive of the project to improve the sewer system along your street? No.
3. Are you supportive of constructing an improved street upon completion of the underground utility work? No.
4. Are you supportive of constructing sidewalk along the street? No.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Robert Drew Billmeyer Phone Number: 248-854-0926

Address: 252 Shirley, Birmingham MI Email: rbillmey@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? yes
2. Are you supportive of the project to improve the sewer system along your street? yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? ~~NO~~ yes
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Midge Moran — Phone Number: 248-514-4084

Address: 269 Arlington — Email: midgemoran@me.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: K. Sherrill Phone Number: 248 752-1305

Address: 252 Linden Road Email: kitsherrill252@gmail.com

This is the most arrogant thing I have ever received.

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? yes
2. Are you supportive of the project to improve the sewer system along your street? yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? ~~NO~~ yes
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Midge Moran — Phone Number: 248-514-4084

Address: 269 Arlington — Email: midgemoran@me.com

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Midge Moran Phone Number: 248-514-4084

Address: 269 Arlington Email: midgemoran@kw.com

10/30/2023 final

151 Martin Street • P.O. Box 3001 Birmingham, MI 48012-3001
(248) 530-1800 • Fax (248) 530-1080 • www.bhamgov.org

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No
2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? I assume there will be a rule as current. No
4. Are you supportive of constructing sidewalk along the street? No.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: NIHARIKA RAMDEV Phone Number: (347) 429-4438

Address: 280 ARLINGTON ST Email: n.ramdeve yahoo.com

Birmingham, MI

Updated based on most recent information. Please disregard prior survey.

City should be responsible to maintain water & sewer systems - we should not have to pay for it.

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

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2. Are you supportive of the project to improve the sewer system along your street? NO
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4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: ALFRED FISHER

Phone Number: 248-515-5705

Address: 2486 SHIRLEY
BIRMINGHAM, MI 48009

Email: AJFISHER4@FISHERCO.COM

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(248) 530-1800 • Fax (248) 530-1080 • www.bhamgov.org

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: David Mendelson Phone Number: 248-453-1248

Address: 300 Shirley, B'ham Email: dm@mendelsonlaw.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

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1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Alice & Richard Silbergleit Phone Number: 313-671-5133

Address: 345 Shirley Road Email: asilbergleit@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO!
2. Are you supportive of the project to improve the sewer system along your street? NO!
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO!
4. Are you supportive of constructing sidewalk along the street? ABSOLUTELY NOT!!
   We have been here 40 years, raised 4 young children without sidewalks!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Dr Creagh Milford Phone Number: 248 330-4817 / 248 318 618

Address: 361 Shirley Rd Email: Kmilford47@ad.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO!
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3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO!
4. Are you supportive of constructing sidewalk along the street? NO! NO! NO!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Minelli Family

Address: 377 Arlington St
Birmingham, MI 48009

Phone Number: 248 593 9868

Email: mike@minellifamily.com

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(248) 530-1800 • Fax (248) 530-1080 • www.bhamgov.org

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT
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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO - NOT AT OUR EXPENSE !!!
4. Are you supportive of constructing sidewalk along the street? NO
   Absolutely NOT! We have been here 27 years - sidewalks not needed!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: ERIC HEAD Phone Number: 248-229-0692

Address: 381 SHIRLEY RD. Email: KALEY328@AOL.COM

Karyn Davis - co owner

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES
4. Are you supportive of constructing sidewalk along the street? YES - WE REALLY WANT/NEED SIDEWALKS - FOR SAFETY - LOTS OF LITTLE KIDS -

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Vanessa & JOE DURHAM Phone Number: 248-977-9500

Address: 421 ARLINGTON ST. Email: Vanessar626@yahoo.com
BIRMINGHAM, MI 48009 Joemdurham@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

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3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES
4. Are you supportive of constructing sidewalk along the street? YES

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Calvin + Sarah Ford

Phone Number: 313-961-0500

Address: 463 Arlington Street

Email: HF17CRF@fellc.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

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2. Are you supportive of the project to improve the sewer system along your street? yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? yes
4. Are you supportive of constructing sidewalk along the street? yes

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Douglas DelGrosso

Phone Number: 248 719 1038

Address: 487 Arlington

Email: dgdelgrosso@comcast.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes
2. Are you supportive of the project to improve the sewer system along your street? Yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: JOHN GRAHAM

Phone Number: 248 613 2286

Address: 550 SHIRLEY RD

Email: JOHNYG411@GMAIL.COM

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES - 100%!!!
4. Are you supportive of constructing sidewalk along the street? YES

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Douglas & Dorothy Friedel

Phone Number: 313.701.3321

Address: 577 Arlington Birmingham MI 48009

Email: DougJR@DDPDM.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes
2. Are you supportive of the project to improve the sewer system along your street? Yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Yes
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Andrea Brown

Phone Number: 248-417-9701

Address: 585 Shirley Rd.

Email: Andrea@AndreaBrown interiors.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes.
2. Are you supportive of the project to improve the sewer system along your street? Yes.
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Undecided, interested in hearing more details on the project and the opinions of our neighbors.
4. Are you supportive of constructing sidewalk along the street? Definite no, we love the wider street and would not want to see trees and plants removed and replaced with sidewalks.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Ryan Chayka Phone Number: (248) 330-3375

Address: 600 Arlington St., Birmingham, MI 48009 Email: ryanchayka@mac.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

$38,400

Paving Assessment:	100 ft @	$300.00 per ft =	~~$30,000~~
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No
2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO - Our neighborhood is constantly under construction the trucks will ruin a new road
4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Joseph Carter

Address: 640 Shirley

Phone Number: 586-876-9166

Email: joseph-carter@live.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER 3, 2023.

Contact Information:

Name: I Mirro

Phone Number: 248-420-8665

Address: 645 Arlington

Email: Imirro@intromarketing.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes
2. Are you supportive of the project to improve the sewer system along your street? Yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Yes
4. Are you supportive of constructing sidewalk along the street? Yes

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: SAFI HAMID

Address: 708 Shirley Rd

Phone Number: 248 760 1218

Email: sbh_999@yahoo.com
safi.hamid248@gmail.com

151 Martin Street • P.O. Box 3001 • Birmingham, MI 48012-3001
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EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER 3, 2023.

Contact Information:

Name: Bob & Heidi Meyers Phone Number: 201-562-0323

Address: 730 Arlington Email: gtbmidr@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: DUNCAN ALDRED

Address: 735 SHIRLEY ROAD
BIRMINGHAM, MI
48009

Phone Number: 313 910 0283

Email: duncan.aldred@gmail.com

Melissa

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: _____ Phone Number: _____

Address: _____ Email: _____

Will these "NO" answers just affect lateral sewer & water lines? Jim Mino
Pls call me tues AM Tx 248.420.5117

151 Martin Street • P.O Box 3001 • Birmingham, MI 48012-3001
(248) 530-1800 • Fax (248) 530-1080 • www.bhamgov.org
8B

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER 3, 2023.

Contact Information:

Name: JAMES MIRRO

Phone Number: 248-420-5113

Address: 737 ARLINGTON

Email: jmirro@intromarketing.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES

2. Are you supportive of the project to improve the sewer system along your street? YES

3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES

4. Are you supportive of constructing sidewalk along the street? DEFINITELY NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: MARK ROGERS

Phone Number: 248 229 7977

Address: 770 Shirley

Email: TeamR5@comcast.net

BIRMINGHAM
A WALKABLE CITY

Melissa Coatta <mcoatta@bhamgov.org>

Arlington/Shirley plans

1 message

Fremont Scott <sawbone@comcast.net> Thu, Oct 5, 2023 at 9:00 AM
To: "mcoatta@bhamgov.org" <mcoatta@bhamgov.org>

Disagree with all proposal re Water/Sewers/Resurfacing and Sidewalks

Scott

776 Arlington

Sent from Mail for Windows

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No
2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? No
4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: STUART BORMAN Phone Number: 248-420-2600

Address: 811 Shirley Email: SB@Borman.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? DEPENDS ON DESIGN. BUT YES, GENERALLY
4. Are you supportive of constructing sidewalk along the street? YES, ON ONE SIDE, DEPENDING ON DESIGN. NO CURB ADJACENT = SIDEWALK

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: BALLER

Address: 822 SHIRLEY

Phone Number: 248-703-8365

Email: cmballer@avidpays.com
judy.baller@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET I

SPECIAL ASSESSMENT COST EXAMPLE

is example is provided to illustrate how the special assessment costs are calculated for a typical residential operty. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to place the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
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Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

ote that special assessments related to the street improvements illustrated here are payable over a 10-year eriod (with interest rate to be set at time of special assessment roll being confirmed).

uestionnaire:

Are you supportive of the project to improve the water system along your street? Yes

Are you supportive of the project to improve the sewer system along your street? Yes

Are you supportive of constructing an improved street upon completion of the underground utility work? No

Are you supportive of constructing sidewalk along the street? Strongly opposed

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Brian Connolly Phone Number: 2486468919

Address: 843 Arlington Email: bconnolly1@aol.com

bconnolly1@aol.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? We haven't experienced issues with our water supply, but assume its time to replace
2. Are you supportive of the project to improve the sewer system along your street? Yes, we have common issues with flooding and improper drainage that would presumably get fixed?
3. Are you supportive of constructing an improved street upon completion of the underground utility work? I'm not supportive of the improvement and do not want to create a street for easier Maple to Lincoln cutthroughs. We already have this issue and the only way to keep the speed down is with a bumpy unimproved street
4. Are you supportive of constructing sidewalk along the street? I STRONGLY OPPOSE adding a sidewalk. I walk my dogs everyday and have no issue having no sidewalks. It is unfair to change the layout as it was when we bought the property and sidewalks will only further narrow our street that is over taken nearly EVERY weekday with work trucks, contractors, and other vehicles lining both sides of the street. It is hard to drive down the street already with those vehicles and sidewalks make it worse!

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Kevin Marsh Phone Number: 248-808-8011

Address: 860 Arlington Email: kmarsh@angleadvisors.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? WE ARE SUPPORTIVE
2. Are you supportive of the project to improve the sewer system along your street? WE ARE SUPPORTIVE
3. Are you supportive of constructing an improved street upon completion of the underground utility work? WE ARE SUPPORTIVE
4. Are you supportive of constructing sidewalk along the street? WE ARE SUPPORTIVE

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: CHRISTOPHER & KAREN GAUDETTE Phone Number: 248-705-0492

Address: 880 SHIRLEY RD Email: cgaudette@aegai.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No

2. Are you supportive of the project to improve the sewer system along your street? NO

3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO

4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Mike & Lindsay VanSyckle Phone Number: 415-602-9343

Address: 881 Arlington St Email: lindsay.lee.vansydde@gmail.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? Yes
2. Are you supportive of the project to improve the sewer system along your street? Yes
3. Are you supportive of constructing an improved street upon completion of the underground utility work? Yes but interested to know more about it. have questions
4. Are you supportive of constructing sidewalk along the street? Yes

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Tony + Lynn Trense

Phone Number: 248.731.7740

Address: 905 Shirley

Email: lynn.trense@comcast.net

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No
2. Are you supportive of the project to improve the sewer system along your street? No
3. Are you supportive of constructing an improved street upon completion of the underground utility work? No
4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: G. TRIVAX

Phone Number: 248.417.7093

Address: 924 ARLINGTON BHAM

Email: GATREE@AOL.COM.

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? YES
4. Are you supportive of constructing sidewalk along the street? ABSOLUTELY NOT

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: SAWYER

Phone Number: 704-904-9250

Address: 968 ARLINGTON

Email: RSAWYER824@AOL.COM

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
Sewer Lateral Replacement:	20 ft @	$100.00 per ft =	$ 2,000
Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? YES
2. Are you supportive of the project to improve the sewer system along your street? YES
3. Are you supportive of constructing an improved street upon completion of the underground utility work? ???
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Ed Levy, Jr. (for Linda Diemer) Phone Number: 313-849-9225

Address: 970 Shirley Rd. Email: ealevy@edwalevy.net

EX[illegible]ON OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
Drive Approach:	200 sq ft @	$10.00 per sq ft =	$ 2,000
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Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO
2. Are you supportive of the project to improve the sewer system along your street? NO
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO
4. Are you supportive of constructing sidewalk along the street? NO

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOALTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Janet/Jean Lannen Phone Number: 650-580-7271

Address: 992 ARLINGTON Email: jeanlannen@mac.com

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

Paving Assessment:	100 ft @	$300.00 per ft =	$ 30,000
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		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? No

2. Are you supportive of the project to improve the sewer system along your street? No

3. Are you supportive of constructing an improved street upon completion of the underground utility work? No

4. Are you supportive of constructing sidewalk along the street? No

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: Simon Leopold and Sarah Winkler Phone Number: 917-687-1165

Address: 1000 Shirley Rd Email: SarahWinkler@detroitpublictheatre.org
Birmingham, MI 48009

EXPRESSION OF INTEREST SURVEY FOR STREET IMPROVEMENT

SPECIAL ASSESSMENT COST EXAMPLE

This example is provided to illustrate how the special assessment costs are calculated for a typical residential property. Assuming a 100-foot wide lot is used with a double-car drive approach (20-ft wide), and need to replace the sewer and water lateral (located 20-ft and 30-ft from the property line, respectively):

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Water Service Replacement:	30 ft @	$90.00 per ft =	$ 2,700
		TOTAL =	$ 36,700

Note that special assessments related to the street improvements illustrated here are payable over a 10-year period (with interest rate to be set at time of special assessment roll being confirmed).

Questionnaire:

1. Are you supportive of the project to improve the water system along your street? NO – OUR PROPERTY RECEIVES WATER FROM WEST LINCOLN, NOT ARLINGTON. WE SHOULD NOT HAVE TO PAY FOR WATER SYSTEM IMPROVEMENTS ALONG ARLINGTON.
2. Are you supportive of the project to improve the sewer system along your street? NO - THE SEWER AND DRAINAGE SYSTEMS ON ARLINGTON APPEAR TO BE PERFORMING ADEQUATELY WITH NO SIGNIFICANT BACK-UPS OR FLOODING. ALSO WE PREVIOUSLY REPLACED OUR SEWER LINE TO THE STREET (ARLINGTON) AT OUR OWN EXPENSE.
3. Are you supportive of constructing an improved street upon completion of the underground utility work? NO – VEHICLES ARE CURRENTLY DRIVEN AT EXCESSIVE SPEEDS ON ARLINGTON (OFTEN MORE THAN 35 MPH). IF THE STREET IS IMPROVED, CARS WILL BE DRIVEN EVEN FASTER, AND PUBLIC SAFETY WILL BE ENDANGERED.
4. Are you supportive of constructing sidewalk along the street? NO – THIS WOULD RESULT IN THE DESTRUCTION OF MANY TREES AND NEGATIVELY AFFECT THE AESTHETICS OF THE BEAUTIFUL LOTS ON ARLINGTON AND SHIRLEY.

PLEASE SUBMIT A SCAN OR PHOTO OF THIS FORM TO MCOATTA@BHAMGOV.ORG BY WEDNESDAY, OCTOBER, 2023.

Contact Information:

Name: WILLIAM AND NANCY EDMUNDS Phone Number: 248-763-9741 (WILLIAM – CELL #)

Address: 1420 WEST LINCOLN BIRMINGHAM, MI 48009 Email: Williamcedmunds@gmail.com

EXHIBIT B - EAST
6.5' WIDE INTEGRAL WALK/CURB ("CARRIAGE WALK") ON EAST SIDES OF ARLINGTON & SHIRLEY (EXCEPT ON WEST SIDE OF SHIRLEY NORTH OF ARLINGTON). HOLD EXISTING OPPOSITE CURB LINES TO ALLOW FOR POSSIBLE RE-SURFACING AND TO MINIMIZE R.O.W. DISRUPTION OUTSIDE EX. ROAD LIMITS (TOTAL PROPOSED ROAD & WALK WIDTH ~ EX. 33' B-B TYPICAL ROAD WIDTH). NARROW BOTH TRAVEL LANES TO 13' (+/-) TO ACCOMMODATE CARRIAGE WALK.
MATCH-LINE WEST
19-35-227-010
463 ARLINGTON ROAD
19-35-227-009
445 ARLINGTON ROAD
421 ARLINGTON ROAD
1" = 20'
NF ENGINEERS
civil Engineers
Land Surveyors
Land Planners
NOWAK & FRAUS ENGINEERS
46777 Woodward Ave.
Pontiac, MI 48342-5032
Tel. (248) 332-7931
Fax. (248) 332-8257
WWW.nfe-ENGR.COM

NF
ENGINEERS
Civil Engineers
Land Surveyors
Land Planners
EXHIBIT B - WEST
6.5' WIDE INTEGRAL WALK/CURB ("CARRIAGE WALK") ON EAST SIDES OF HARLINGTON & SHIRLEY (EXCEPT ON WEST SIDE OF SHIRLEY NORTH OF ARLINGTON) HOLD EXISTING OPPOSITE CURB LINES TO ALLOW FOR POSSIBLE RE-SURFACING AND TO MINIMIZE R.O.W. DISRUPTION OUTSIDE EX. ROAD LIMITS (TOTAL PROPOSED ROAD & WALK WIDTH – EX. 33' B-B TYPICAL ROAD WIDTH). NARROW BOTH TRAVEL LANES TO 13' (+/-) TO ACCOMMODATE CARRIAGE WALK.
MATCH-LINE EAST
MATCH-LINE EAST
MATCH-LINE EAST

MATCH-LINE WEST
MATCH-LINE WEST
MATCH-LINE WEST
BRANDON ST.
NF
ENGINEERS
Civil Engineers
Land Surveyors
Land Planners
EXHIBIT C - EAST
SIDEWALK ON EAST SIDES OF ARLINGTON AND SHIRLEY (EXCEPT ON SHIRLEY NORTH OF ARLINGTON, WHERE 5' WIDE WALK IS SHOWN ON WEST SIDE OF SHIRLEY). TYPICAL BACKWALK ALIGNMENT 1 OFF R.O.W. REDUCE ROAD WIDTH TO 27' (8-8). INCLUDE ROAD GEOMETRY AND PEDESTRIAN CROSSING LOCATIONS SIMILAR TO "EXHIBIT B". SEE "EXHIBIT A" FOR DETAILED LOCATIONS WHERE CONCEPT SIDEWALK ALIGNMENT CREATES CONFLICTS W/ TREES, LANDSCAPING, UTILITY POLES, ETC.

NF
ENGINEERS
civil engineers
land surveyors
land planners
EXHIBIT C - WEST
5' WIDE SIDEWALK ON EAST SIDES OF ARLINGTON AND SHIRLEY (EXCEPT ON SHIRLEY NORTH OF ARLINGTON, WHERE 5' WIDE WALK IS SHOWN ON WEST SIDE OF SHIRLEY). TYPICAL BACKWALK ALIGNMENT 1' OFF R.O.W. REDUCE ROAD WIDTH TO 27' (9.6).
INCLUDE ROAD GEOMETRY AND PEDESTRIAN CROSSING LOCATIONS SIMILAR TO "EXHIBIT B".
SEE "EXHIBIT A" FOR DETAILED LOCATIONS WHERE CONCEPT SIDEWALK ALIGNMENT CREATES CONFLICTS W/ TREES, LANDSCAPING, UTILITY POLES, ETC.
MATCH-LINE EAST
MATCH-LINE EAST
MATCH-LINE EAST

MEMORANDUM

Planning & Engineering Division

DATE: January 3, 2023

TO: Jana Ecker, City Manager

FROM: Brooks Cowan, Senior Planner
Ryan Kearney, Police Lieutenant
Melissa Coatta, Engineering Department

SUBJECT: Capital Improvement Projects – Oakland Ave Between N. Old Woodward and Woodward Ave

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INTRODUCTION:
Road construction is planned for Oakland Ave between N. Old Woodward and Woodward Ave this fiscal year. City staff is seeking approval of the road design before finalizing construction plans.

BACKGROUND:
On June 6, 2019 (Agenda – Minutes), the Multi-Modal Transportation Board reviewed the intersection of N. Old Woodward and Oakland Ave and made recommendations to the City Commission that involved changes to the traffic signal at N. Old Woodward Ave & Willits/Oakland intersection and potential enhancements to the intersection.

On September 23, 2019 (Agenda – Minutes), the City Commission approved the recommended signal changes and a trial period of traffic improvements that involved painted bumpouts with bollards and a designated bus lane. The City Commission pursued the trial period to observe the traffic patterns and analyze the changes before making major capital investments in permanent infrastructure.

The City is now considering making the trial period permanent with an updated streetscape when Oakland Ave is redone. This would involve additional greenery in the striped off portion between Oakland Ave and the triangular planting area. A concrete buffer island would be installed between the vehicle lane and bus stop parking area on N. Old Woodward, and a permanent bumpout would be installed on the northwest corner of N. Old Woodward and Willits St. This bumpout will decrease pedestrian crossing time along the northern leg of N. Old Woodward and Oakland Ave. The City's traffic consultant MKSK has provided a rendering, which is attached for reference.

On November 2, 2023 (Agenda – Minutes), the MMTB reviewed the proposed designs for a permanent improvement. The Board asked for additional right turn arrow paint leading up to the

intersection for westbound vehicles so they may get in the appropriate turn lane. The MMTB moved to recommend approval of the design unanimously.

LEGAL REVIEW:
The City Attorney has reviewed the proposal and has no concern related to the form or content.

FISCAL IMPACT:
The proposed enhancements for N. Old Woodward and Oakland Ave between Woodward Ave and N. Old Woodward have been anticipated in the Capital Improvements Fund and budgeted for in the FY 2023-2024 budget under Oakland Ave. Resurfacing.

SUSTAINABILITY:
Removing some of the existing road pavement and converting it to green space will decrease storm runoff entering the City's system.

PUBLIC COMMUNICATIONS:
The proposed concept designs were posted as agenda items for discussion during the November 2, 2023 Multi-Modal Transportation Board meeting. No additional public comments are required for this agenda item.

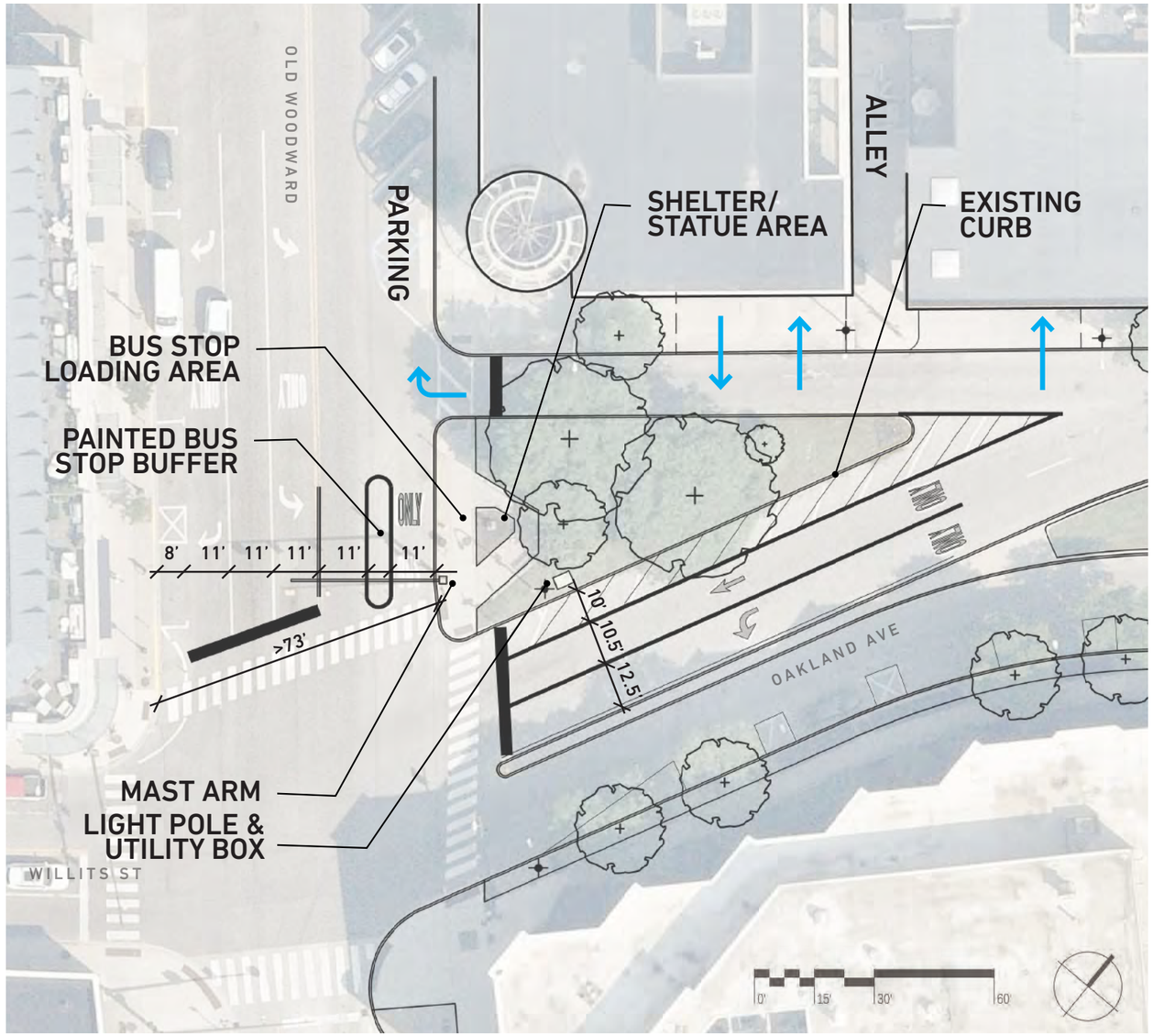
SUMMARY:
The Planning Division requests that the City Commission consider the proposed design for N. Old Woodward and Oakland Ave between Woodward Ave and N. Old Woodward Ave with enhanced green space along Oakland Ave, a permanent bus stop loading area with an island, and a permanent bumpout at the northwest corner of N. Old Woodward and Willits St. as pictured in **Exhibit A**.

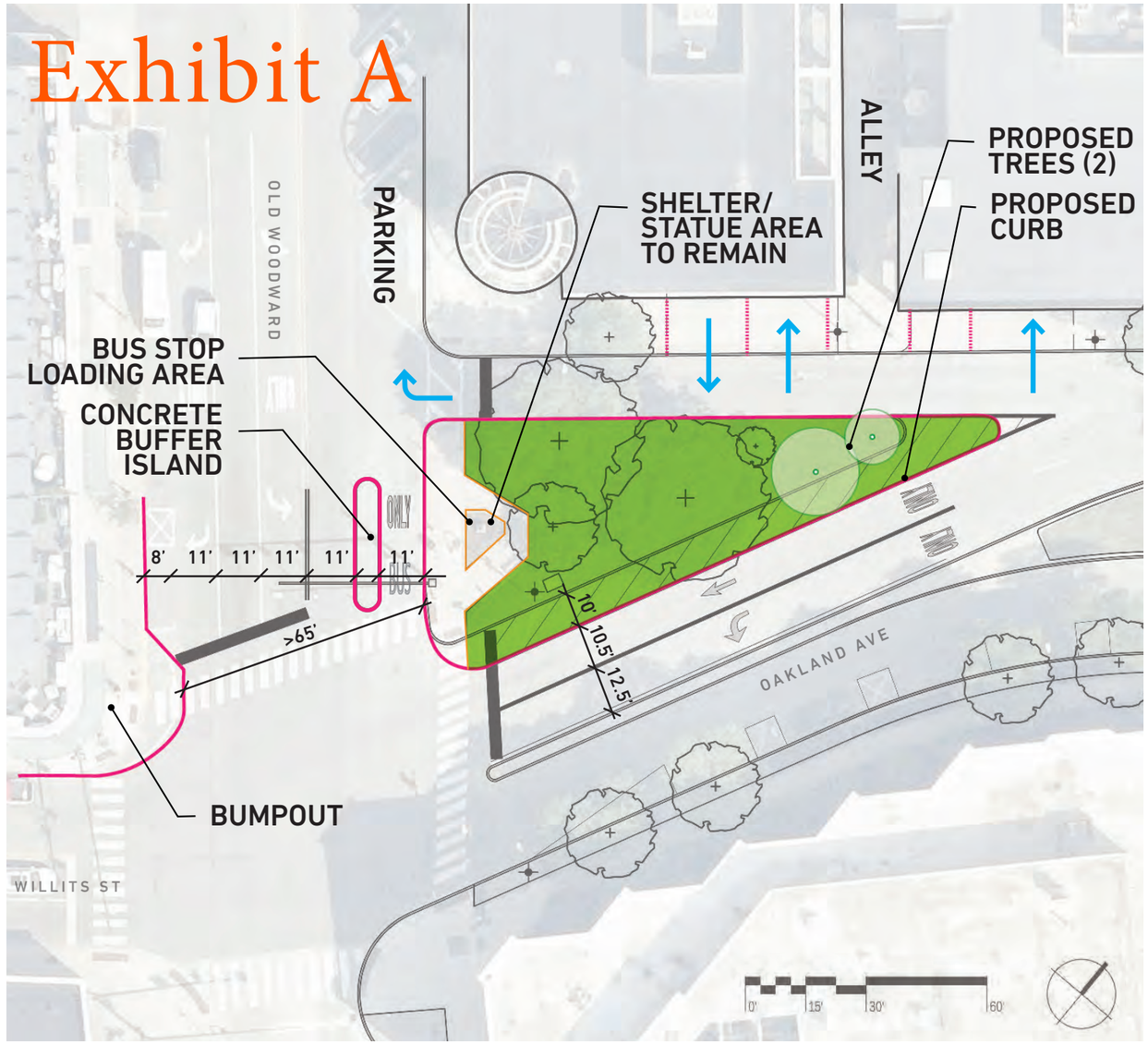
The Engineering Division will proceed with final construction plans of Oakland Ave. once a design is approved.

ATTACHMENTS:
- Exhibit A - recommended design for Oakland Ave
- September 23, 2019 CC Memo for temporary intersection trial

SUGGESTED COMMISSION ACTION:
Make a motion adopting a resolution to approve the proposed design for N. Old Woodward and Oakland Ave between Woodward Ave and N. Old Woodward Ave with enhanced green space along Oakland Ave, a permanent bus stop loading area with an island, and a permanent bumpout at the northwest corner of N. Old Woodward and Willits St. as pictured in **Exhibit A**.

Exhibit A





EXISTING

CHALLENGES:

-Alley and dumpster access
-Crowded sidewalk north of drive
-Limited pocket park space
-Inconsistent streetscape
-Access management

PROPOSED CONCEPT

Existing drive remains. Pocket park expands.

BENEFITS:

-Expands pocket park area by ~1600 sf (see Master Plan goals)
-Increased tree canopy
-Decrease crossing distance on Woodward Ave by ~8 ft

City of Birmingham
A Walkable Community

MEMORANDUM

Engineering Dept.
Planning Dept.
Police Dept.

DATE: **September 12, 2019**

TO: **Joseph A. Valentine, City Manager**

FROM: **Jana Ecker, Planning Director**
Scott Grewe, Police Commander
Paul O'Meara, City Engineer

SUBJECT: **Old Woodward Ave. & Willits St. Intersection**
Multi-Modal Transportation Board Review

INTRODUCTION:

The Old Woodward Ave. & Willits St. intersection was last reconstructed in 2007 as a part of the N. Old Woodward Ave. reconstruction project. More recently, the south leg of the intersection was modified last year as a part of the 2018 Old Woodward Ave. reconstruction project. The City Commission has raised concerns about the poor pedestrian environment for some aspects of this intersection, and requested that it be studied by the Multi-Modal Transportation Board (MMTB) for possible improvements.

BACKGROUND:

Staff requested the City's traffic engineering consultant to review the existing conditions, and then make recommendations for improvements. F&V prepared a draft report that was summarized by staff, and presented at the May 2, 2019 MMTB meeting. The main focus of the discussion was the crosswalk that extends across N. Old Woodward Ave. on the north leg of the intersection. Not only is the crosswalk very long at 75 ft., the traffic signal phasing encourages left turns from eastbound Willits St. on to N. Old Woodward Ave. at the same time that pedestrians have the right-of-way, which leaves pedestrians feeling vulnerable. After input from the Board, it was clear that some of the recommendations needed further study, and that this topic should be returned to the Board at a later date.

At the MMTB meeting of June 6, 2019, a more thorough report was presented by F&V. After discussion, the MMTB passed the following motion:

To recommend to the City Commission a combination of three improvements as depicted in F&V's report dated May 31, 2019:

- To add bumpouts at both the NE and NW corners of the Old Woodward and Willits St./Oakland Blvd. intersection (after completion of the Maple Rd. reconstruction project), and
- To provide protected-only phasing for the east/west left turn movements from Willits St. and Oakland Blvd.

The recommendations are explained in further detail below:

1. Bumpouts at the Northwest and Northeast corners of the intersection:

Referring to Figure 5 in the F&V report from May 31, 2019 (attached), the suggested conceptual plan for bumpouts at the northwest and northeast corners has the following features:

a. The left turn and through lanes for southbound Old Woodward Ave. traffic are left in their current configuration. The right turn lane has been moved east so that it is adjacent to the through lane, removing the extra pavement between that currently exists. Moving this lane provides extra space for an 8 ft. bumpout at the northwest corner. Doing so not only reduces the crosswalk length, it also opens the opportunity for an additional three metered parking spaces in front of 325 N. Old Woodward Ave.
b. At the northeast corner, the City has installed a bus shelter and landscaped urban park area. In order for the bus stop to function without disrupting the intersection operation, the extra street pavement in this area has been left open and available for busses. However, it is much wider than it needs to be. By reducing the bus lane to the minimum necessary (10 ft.), the crosswalk can be reduced another 12 ft. at the northeast corner. (Figure 5 indicates a 12 ft. wide bus lane, but we are proposing that this be constructed at 10 ft. wide, allowing the bumpout to extend another two feet into the street.)
c. As long as bumpout improvements are being considered at this island, the third westbound lane on Oakland Blvd. that is no longer being used could also be removed, providing more green space and an enlarged island, as shown. Doing so would also reduce the length of the crosswalk for the east leg of the intersection (crossing Oakland Blvd.).

If changes are implemented at both corners, this crosswalk could be reduced in length from 75 ft. to about 55 ft. Clearly, bumpouts at this intersection would improve the pedestrian experience. However, as was explained to the MMTB, Willits St. and Oakland Blvd. will be used as the detour route for westbound Maple Rd. in 2020 when that street is closed for reconstruction. Constructing bumpouts in this area would conflict with the use of this area while it is needed for traffic management in 2020. Further, all of Oakland Blvd. from Old Woodward Ave. to Woodward Ave. is in need of pavement repairs and other multi-modal improvements that have been identified in the Multi-Modal Master Plan. With that in mind, while these improvements are desirable, it is recommended that they be postponed until 2021, thereby allowing the Maple Rd. reconstruction project to be finished.

2. Protected Left Turns from Willits St.

While it would be difficult to implement the bumpout recommendations at this time, the traffic signal changes that are also being recommended can be implemented much sooner.

As described as Option #4 in the F&V memo dated May 31, 2019, the left turn phases for Willits St. and Oakland Blvd. traffic turning left on to Old Woodward Ave. currently have "protected" and "permissive" phases. During the protected phase, drivers are given a solid green arrow to turn, during which time pedestrians are given a "DON'T WALK" red signal. Later in the same cycle, left turn drivers are given a permissive phase. The traffic signal has a flashing yellow left arrow, indicating that drivers can proceed to make their

left turn if cross traffic is clear. However, during this time, pedestrians are also given the white signal to proceed across the street. Given the length of the north leg crosswalk, this is problematic.

F&V has recommended that the permissive phase for left turns be removed from the cycle, and extending the protected left turn phase timing accordingly. The timing adjustment would reduce the current uncertainty pedestrians feel when using this crossing. The removal of the permissive left turn phase without other adjustments would reduce the Level of Service for eastbound traffic to an unacceptable level. With that in mind, the protected left turn phase time must be increased. F&V is recommending removal of the previously implemented LPI (Leading Pedestrian Interval) for this crosswalk in order to achieve the proper balance in the timing cycle. Given the removal of the permissive left turns, this is considered a reasonable compromise.

LEGAL REVIEW:

No legal review is needed at this time.

FISCAL IMPACT:

Implementing the traffic signal changes recommended above would require removal and replacement of the two left turn signals with new three-head signals that would operate the protected left turn phase for Willits St. and Oakland Blvd. traffic. F&V estimates that these changes would cost approximately $17,000, which was not provided for in the current budget. The City could hire the Road Commission for Oakland Co. to make these relatively simple changes, through an appropriation to the Major Street Fund.

The cost estimates for the bumpout recommendations provided have not been thoroughly reviewed at this time. We recommend a complete analysis of the Oakland Blvd. corridor at a later date with the assistance of the MMTB, and then making recommendations in conjunction with the planned Oakland Blvd. resurfacing project currently budgeted for the 2021 construction season.

SUMMARY

It is recommended that the City Commission approve the recommendation of the Multi-Modal Transportation Board traffic signal changes for the N. Old Woodward Ave. & Willits St./Oakland Blvd. intersection, to remove the permissive left turn phase for eastbound and westbound traffic. Once a proposal has been received from the Road Commission for Oakland Co., approval of a budget appropriation will be requested.

ATTACHMENTS:

- Cover memo to the MMTB for the May 2, 2019 meeting.
- Detailed accompanying report from F&V dated January 26, 2019.
- Approved minutes of the MMTB meeting of May 2, 2019.
- Cover memo to the MMTB for the June 6, 2019 meeting.
- Detailed accompanying report from F&V dated May 31, 2019.
- Draft minutes of the MMTB meeting of June 6, 2019 meeting.

SUGGESTED RESOLUTION:

To accept the recommendation of the Multi-Modal Transportation Board for traffic signal changes at the N. Old Woodward Ave. & Willits St./Oakland Blvd. intersection, to remove the permissive left turn phase for eastbound and westbound traffic and extending the protected left turn phase timing accordingly.

January 26, 2019

DRAFT VIA EMAIL

Cmdr. Scott Grewe
Operations Commander
Birmingham Police
151 Martin Street
Birmingham, MI 48012

RE: Old Woodward Avenue & Willits Street
Pedestrian Improvements Summary

Dear Cmdr. Grewe:

The purpose of this letter is to provide a summary of the pedestrian improvements for consideration at the intersection of Old Woodward Avenue & Willits Street. It is our understanding that there are have been observed pedestrian/vehicle conflicts within the E/W crosswalk on the northside of the intersection as illustrated in **Figure 1** below. The purpose of this analysis is to evaluate mitigation alternatives to improve pedestrian safety at this intersection. Included herein is project background information, improvements previously evaluated, and new improvements for consideration.

Figure 1: Old Woodward Avenue & Willits Street Intersection

PROJECT BACKGROUND

Fleis and VandenBrink previously prepared a report (dated February 2018) regarding a Leading Pedestrian Interval (LPI) program at several intersections throughout downtown Birmingham. An LPI provides pedestrians with an opportunity to enter an intersection and establish their place in the crosswalk before the vehicles in the same direction of travel are given the green indication. The benefits of an LPI are the increased visibility of pedestrians in the crosswalk, additional time for slower pedestrians, and decreased potential for conflicts between pedestrians and vehicles. While LPIs are beneficial to pedestrian safety, they also reduce the available green time for vehicles and can cause additional delay at an intersection. Based on the recommendations from the LPI study, the following LPIs are currently implemented at the Old Woodward Avenue and Willits Street intersection:

- East/West crossing: 10 second LPI
- North/South crossing: 7 second LPI

However, since the East/West crosswalk length is approximately 75 feet on the north leg, the implemented LPI only provides pedestrians enough time to travel less than halfway across the street before left-turning vehicles are permitted to enter the intersection. F&V further evaluated this intersection to develop several other alternatives that were also evaluated for consideration. The analysis for each alternative evaluated is summarized herein.

ALTERNATIVES ANALYSIS

F&V developed several potential pedestrian improvements that were evaluated for consideration. The analysis for each improvement evaluated is summarized herein.

1. CURB EXTENSIONS (NE CORNER)

A bumpout extends the line of the curb out into the traveled way, reducing the amount of street space pedestrians have to cross. This pedestrian improvement increases safety for slower pedestrians (children and the elderly) and improves pedestrian visibility to drivers; while also reducing the turning speed of vehicles, as a result of smaller curb radii.

Currently, the northeast corner of the intersection of Old Woodward Avenue & Willits Street has a painted curb extension. However, since the curb extension is painted, it does not physically reduce the crosswalk distance, in order to provide a raised, safe waiting, area for the pedestrian.

Therefore, a paved curb extension was evaluated for the northeast corner of this intersection. At this intersection, westbound right-turns are channelized to the north; therefore, this curb radius can be minimized, as the eastbound left-turn movement for trucks is the only turning movement that needs to be considered. A curb extension at this location may also reduce the turning speeds for eastbound left-turning vehicles, by shrinking the available pavement to complete their turning movements. This curb extension would reduce the existing 75-foot crosswalk distance on the north leg to approximately 65 feet. This curb extension could also be expanded into the hatched-out area along the east leg of the intersection to reduce that crosswalk length. The proposed design for this curb extension is shown on the attached **Figure 2**.

Key Findings

- The total crosswalk distance is reduced from 75-feet to 65-feet.
    - A Smart bus stop is located where the proposed bump out is considered. The bus stop would need to be relocated since a stop at this location has the potential to block the intersection with the addition of a bump out.
- The curb extension could be expanded to the hatched-out portion of the east leg of the intersection, in order to reduce the total N/S crosswalk distance for the east leg.
- Structure and fire hydrant relocation should be taken into consideration when designing curb extensions.

2. Lane Reduction & Curb Extensions (NW Corner)

This alternative considered a lane reduction for southbound Old Woodward Avenue at the intersection, in combination with a curb extension on the NW corner. The southbound Old Woodward approach with Willits Street currently provides three lanes (left-turn, through, and right-turn lanes). This alternative evaluated eliminating the southbound right-turn lane and converting the southbound through lane into a shared through/right lane. By eliminating the right-turn lane, the NW curb could be extended through the existing right-turn lane in order to reduce the existing 75-foot crosswalk distance to approximately 60 feet. The proposed design for this curb extension is shown on the attached **Figure 3**.

The primary concern with this alternative is the operational impacts of removing the exclusive right-turn movement and associated overlap phasing. An analysis was performed to determine the measure-of-effectiveness (MOE) of this alternative as compared to existing operations. The MOE summary is provided in **Table 1**. The results of the analysis show that eliminating the exclusive right-turn lane will increase both the vehicle delay (LOS) and the vehicle queueing. The network simulations indicate that eliminating the southbound right-turn lane will result in longer vehicle queues for southbound traffic; resulting in the southbound left-turn lane becoming blocked for a portion of each peak hour. Additionally, the increased vehicle queues for the southbound traffic will reduce the number of acceptable gaps available for northbound vehicles attempting to make permissive left-turns.

Table 1: Lane Reduction MOE Summary

Intersection	Peak Period	Approach	Existing Conditions (Exclusive SB RT)		Proposed Conditions (Shared SB Thru/Right)		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Old Woodward Avenue & Willits Street	AM	EBL	13.1	B	21.0	C	7.9	B > C
		EBTR	20.9	C	29.6	C	8.7	-
		WBL	16.7	B	23.5	C	6.8	B > C
		WBTR	32.9	C	42.3	D	9.4	C > D
		NB	28.3	C	7.4	A	-20.9	C > A
		SB	28.3	C	47.5	D	19.2	C > D
		Overall	23.9	C	31.0	C	7.1	-
	Mid-day	EBL	23.3	C	23.7	C	0.4	-
		EBTR	48.9	D	54.0	D	5.1	-
		WBL	22.1	C	26.8	C	4.7	-
		WBTR	38.4	D	46.2	D	7.8	-
		NB	26.1	C	19.6	B	-6.5	C > B
		SB	24.2	C	38.1	D	13.9	C > D
		Overall	27.1	C	31.7	C	4.6	-
	PM	EBL	21.3	C	37.2	D	15.9	C > D
		EBTR	44.5	D	54.3	D	9.8	-
		WBL	21.6	C	23.9	C	2.3	-
		WBTR	37.2	D	40.0	D	2.8	-
		NB	30.7	C	20.6	C	-10.1	-
		SB	32.4	C	63.2	E	30.8	C > E
		Overall	30.0	C	42.7	D	12.7	C > D

Intersection	Peak Period	Approach	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Old Woodward Avenue & Willits Street	AM	EBL	71	134	106	191	35	57
		WBL	16	68	19	65	3	-3
		NBTR	55	110	27	66	-28	-44
		SBT	129	254	191	336	62	82
	Mid-day	EBL	107	204	117	217	10	13
		WBL	36	79	36	75	0	-4
		NBTR	99	191	90	175	-9	-16
		SBT	144	312	187	336	43	24
	PM	EBL	144	256	255	454	111	198
		WBL	40	118	35	92	-5	-26
		NBTR	103	184	87	177	-16	-7
		SBT	189	368	236	425	47	57

Key Findings

- The total crosswalk distance will be reduced from 75-feet to approximately 60-feet.
- The vehicle delay (LOS) and vehicle queueing will increase.
- The southbound right turn overlap phase will be eliminated.
- Fire hydrant relocation should be taken into consideration when designing curb extensions.
- This alternative could be constructed in conjunction with a curb extension on the NE corner to reduce the total crosswalk distance from the existing 75-feet to approximately 50-feet.

3. Protected Left Turns (E/W Approach)

One of the most common conflicts at signalized intersections is the competition between vehicles permissively turning left and pedestrians crossing during the concurrent parallel pedestrian signal phase. Drivers typically focus on opposing traffic to identify gaps for left turns and may not pay due attention to pedestrians approaching or in the parallel crosswalk. Additionally, permissive left turns at congested intersections contribute to drivers accepting smaller gaps, turning at higher speeds, and "sneaking" through the intersection during the yellow or all-red signal intervals. Protected left-turn phasing provides a green arrow for left-turning vehicles while stopping both on-coming traffic and parallel pedestrians' crossings, therefore eliminating all potential conflict.

Currently, the intersection of Old Woodward Avenue & Willits Street provides protective/permissive phasing for E/W left-turns from Willits Street and provides permissive only phasing for the N/S left-turns from Old Woodward Avenue. This alternative considered providing protected-only phasing for the E/W left-turn movements from Willits Street; removing the permissive phase in order to eliminate vehicle-pedestrians conflicts for the E/W pedestrian crossings. By eliminating the potential vehicle-pedestrian conflicts during the E/W crossings, there is no longer the need to provide an LPI along the E/W crossings; therefore, the allotted all-red time (10 seconds) is available for additional green time elsewhere. This additional green time within the cycle helps to minimize the impact of removing the E/W permissive phase.The primary concern with this alternative is the operational impacts of eliminating the permissive phase. An analysis was performed to determine the measure-of-effectiveness (MOE) of this alternative as compared to existing operations. The MOE summary is provided in **Table 2**. The results of the analysis show that eliminating the permissive movement will increase both the vehicle delay (LOS) and the vehicle queueing.

Table 2: Protected E/W Left-Turn MOE Summary

Intersection	Peak Period	Approach	Existing Perm/Prot		E/W Protected Only Left-turn		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Old Woodward Avenue & Willits Street	AM	EBL	13.1	B	44.7	D	31.6	B > D
		EBTR	20.9	C	15.5	B	-5.4	C > B
		WBL	16.7	B	39.9	D	23.2	B > D
		WBTR	32.9	C	25.3	C	-7.6	-
		NB	28.3	C	24.4	C	-3.9	-
		SB	28.3	C	24.0	C	-4.3	-
		Overall	23.9	C	23.6	C	-0.3	-
	Mid-day	EBL	23.3	C	44.1	D	20.8	C > D
		EBTR	48.9	D	24.1	C	-24.8	D > C
		WBL	22.1	C	39.6	D	17.5	C > D
		WBTR	38.4	D	25.9	C	-12.5	D > C
		NB	26.1	C	29.5	C	3.4	-
		SB	24.2	C	24.4	C	0.2	-
		Overall	27.1	C	27.2	C	0.1	-
	PM	EBL	21.3	C	49.2	D	27.9	C > D
		EBTR	44.5	D	16.1	B	-28.4	D > B
		WBL	21.6	C	49.3	D	27.7	C > D
		WBTR	37.2	D	27.9	C	-9.3	D > C
		NB	30.7	C	32.8	C	2.1	-
		SB	32.4	C	32.3	C	-0.1	-
		Overall	30.0	C	30.3	C	0.3	-
Intersection	Peak Period	Approach	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Old Woodward Avenue & Willits Street	AM	EBL	71	134	90	173	19	39
		WBL	16	68	17	46	1	-22
		NBTR	55	110	52	104	-3	-6
		SBT	129	254	122	234	-7	-20
	Mid-day	EBL	107	204	110	192	3	-12
		WBL	36	79	40	81	4	2
		NBTR	99	191	114	200	15	9
		SBT	144	312	134	245	-10	-67
	PM	EBL	144	256	149	275	5	19
		WBL	40	118	36	84	-4	-34
		NBTR	103	184	95	173	-8	-11
		SBT	189	368	188	389	-1	21

Key Findings

- The LPI phase for the E/W crossings will be available as additional green time for other movements, due to eliminating the potential vehicle-pedestrian conflicts along the E/W crossings.
- The vehicle delay (LOS) will increase for the E/W left turn movements; however, it will decrease for the E/W through movements.
- All potential vehicle-pedestrian conflicts will be eliminated for pedestrians crossing in the E/W directions
    - Vehicle-pedestrian conflicts will still exist for N/S crossing pedestrians
- The existing signal 4-section signal heads on the east and west approaches would need to be replaced with a 3-section signal heads to operate as protected only.

4. Barnes Dance (Pedestrian Scramble)

This pedestrian improvement restricts all vehicular movements at an intersection and provides a pedestrian only walking phase. At intersections with this type of pedestrian treatment, an "X" crosswalk through the middle of the intersection is often implemented, in addition to the four typical crossings connecting each corner. This type of treatment allows pedestrians to travel without any potential for vehicle-pedestrian conflicts; however, this is typically implemented at intersection locations in dense urban areas with high pedestrian volumes.

Table 3: Protected E/W Left-Turn MOE Summary

Intersection	Peak Period	Approach	Existing LPI		Pedestrian Phase		Difference	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Old Woodward Avenue & Willits Street	AM	EBL	13.1	B	22.9	C	9.8	B > C
		EBTR	20.9	C	29.2	C	8.3	-
		WBL	16.7	B	30.6	C	13.9	B > C
		WBTR	32.9	C	47.0	D	14.1	C > D
		NB	28.3	C	38.1	D	9.8	C > D
		SB	28.3	C	50.9	D	22.6	C > D
		Overall	23.9	C	38.3	D	14.4	C > D
	Mid-day	EBL	23.3	C	49.1	D	25.8	C > D
		EBTR	48.9	D	73.8	E	24.9	D > E
		WBL	22.1	C	42.3	D	20.2	C > D
		WBTR	38.4	D	57.0	E	18.6	D > E
		NB	26.1	C	63.0	E	36.9	C > E
		SB	24.2	C	44.1	D	19.9	C > D
		Overall	27.1	C	51.0	D	23.9	C > D
	PM	EBL	21.3	C	129.0	F	107.7	C > F
		EBTR	44.5	D	60.2	E	15.7	D > E
		WBL	21.6	C	29.6	C	8.0	-
		WBTR	37.2	D	81.7	F	44.5	D > F
		NB	30.7	C	61.8	E	31.1	C > E
		SB	32.4	C	111.6	F	79.2	C > F
		Overall	30.0	C	85.3	F	55.3	C > F

Intersection	Peak Period	Approach	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)	Average (ft)	95th % (ft)
Old Woodward Avenue & Willits Street	AM	EBL	71	134	94	161	23	27
		WBL	16	68	16	54	0	-14
		NBTR	55	110	69	127	14	17
		SBT	129	254	177	336	48	82
	Mid-day	EBL	107	204	138	248	31	44
		WBL	36	79	39	88	3	9
		NBTR	99	191	189	290	90	99
		SBT	144	312	236	444	92	132
	PM	EBL	144	256	191	327	47	71
		WBL	40	118	105	258	65	140
		NBTR	103	184	143	254	40	70
		SBT	189	368	344	549	155	181

Key Findings

- Pedestrian movements will be fully separated from vehicular movements.
- This treatment would require a reduction in green time for all movements; resulting in the vehicle delay (LOS) and vehicle queuing increasing along all approaches and movements.
- Push-buttons or other pedestrian detection is recommended in order to minimize vehicle delays when pedestrians are not present.

5. ADDITIONAL SIGNAGE

The effectiveness that additional signage has on driver yielding compliance is influenced by several factors, including vehicular speed, traffic volume, and whether the driver perceives yielding as a courtesy or the law. Enhancing signage with pedestrian activated lights or flashing beacons has been shown to be more effective than those signs that flash/blink continuously. Pedestrian signage placed in advance of the crosswalk location has been shown to be effective at reducing vehicle-pedestrian conflicts.

Key Findings

- A “Left turns yield to pedestrians” sign would provide advanced warning for drivers making left-turns, ideally increasing their attention to crossing pedestrians.
- Additional signage will only be effective for those motorists who observe and obey the signage.
- Overuse of signs may breed noncompliance and disrespect.
- Visibility of signs will be of difficulty due to on-street parking.

SUMMARY & RECOMMENDATIONS

The results of the alternative analysis indicate that Alternative 1 (NE Curb Extension) and Alternative 3 (Protected-Only Left-Turns) provide a noticeable pedestrian improvement, without causing a significant impact to the intersection operations.

- Alternative 1 will provide a reduced crosswalk distance (75-ft to 65-ft) for the north leg of the intersection without impacting vehicle operations; however, the Smart bus stop location will need to be relocated.
- Alternative 3 will eliminate all potential vehicle-pedestrian conflicts for the E/W crossings; however, the vehicle delay (LOS) for the E/W left turn movements will be increased.

An additional option for consideration is Alternative 5 and to provide a “Left turns yield to pedestrians” sign. This option would be the lowest cost alternative; however, it would rely on driver compliance and attentiveness.

Alternatives 2 and 4 are not recommended. Alternative 2 has a similar cost to the other alternatives; however, the overall intersection operations will experience larger delays. Alternative 4 provides the lowest cost to remove all potential vehicle-pedestrian conflicts; however, the vehicle operations on all approaches will experience significant increases in delay and queuing.

Table 4: Pedestrian Improvement Cost Summary

Intersection Treatment	Estimated Cost
1. NE Curb Extension	$2,000 - $20,000
2. NW Curb Extension	$2,000 - $20,000
3. E/W Protected-Only Phase	~ $17,000
4. "X" crosswalk pavement markings	~$2,500
5. Signage	$200 - $600 per sign

We hope that this information provides adequate clarification to address the questions of the City. If you have any questions or concerns, please contact our office.

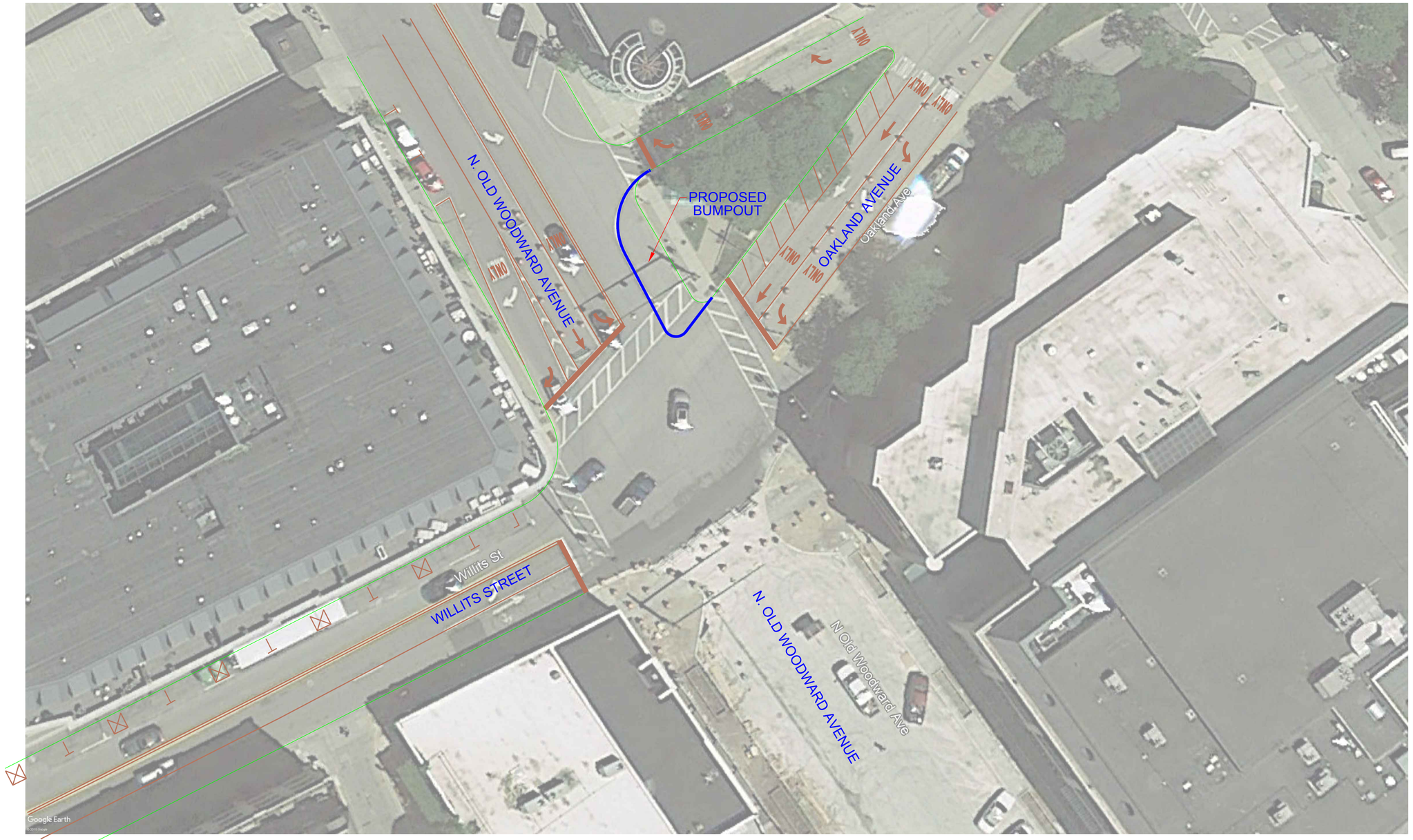
Sincerely,

FLEIS & VANDENBRINK

Julie M. Kroll

Julie M. Kroll, PE, PTOE
Sr. Project Manager

JJS2:maa:jmk



NORTH

0 20 40

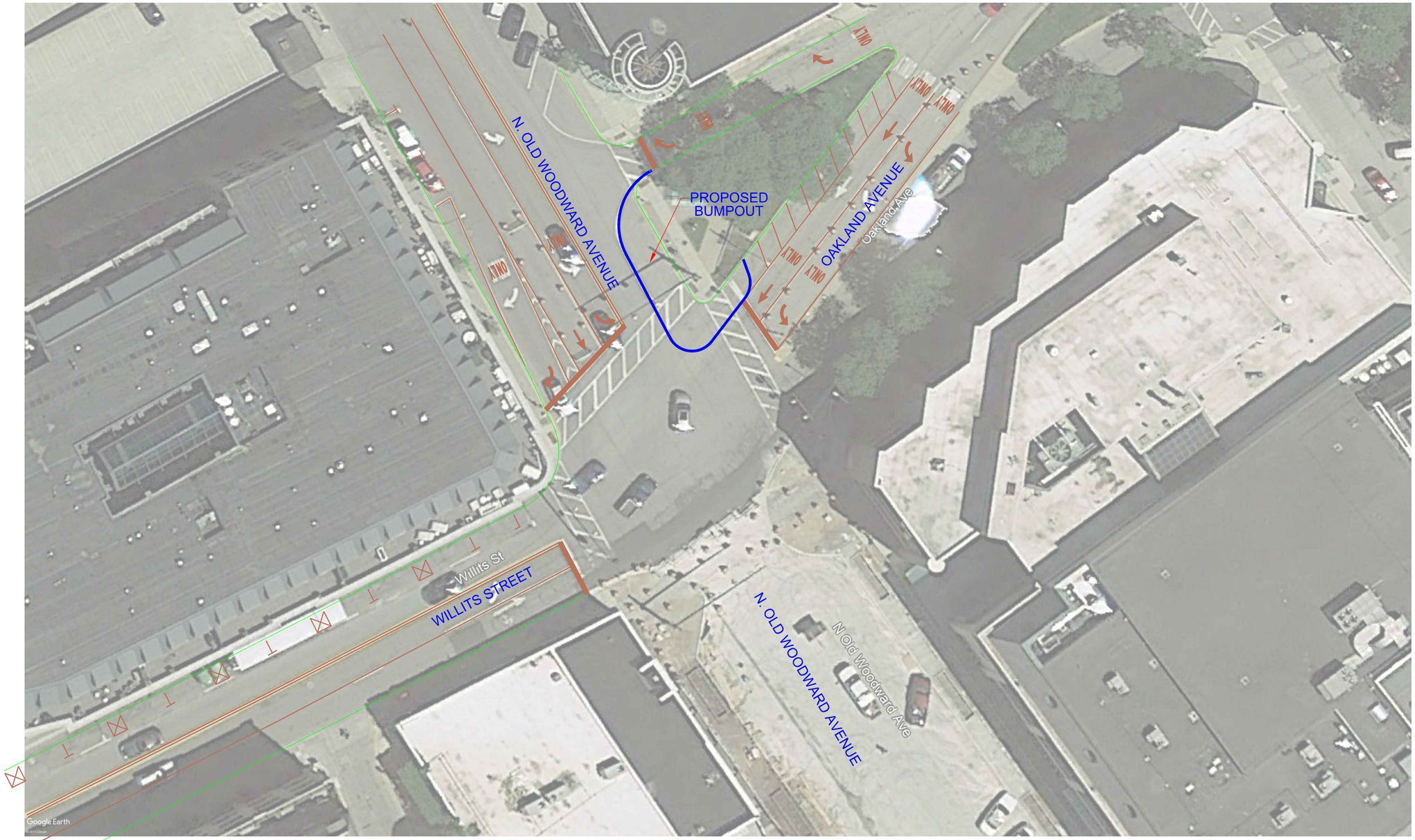
SCALE IN FEET

FIGURE 2A
NORTHEAST CORNER BUMPOUT

CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
WILLITS ST. & WOODWARD AVE.
IMPROVEMENT PLAN

F&V PROJECT NO. 823801

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.



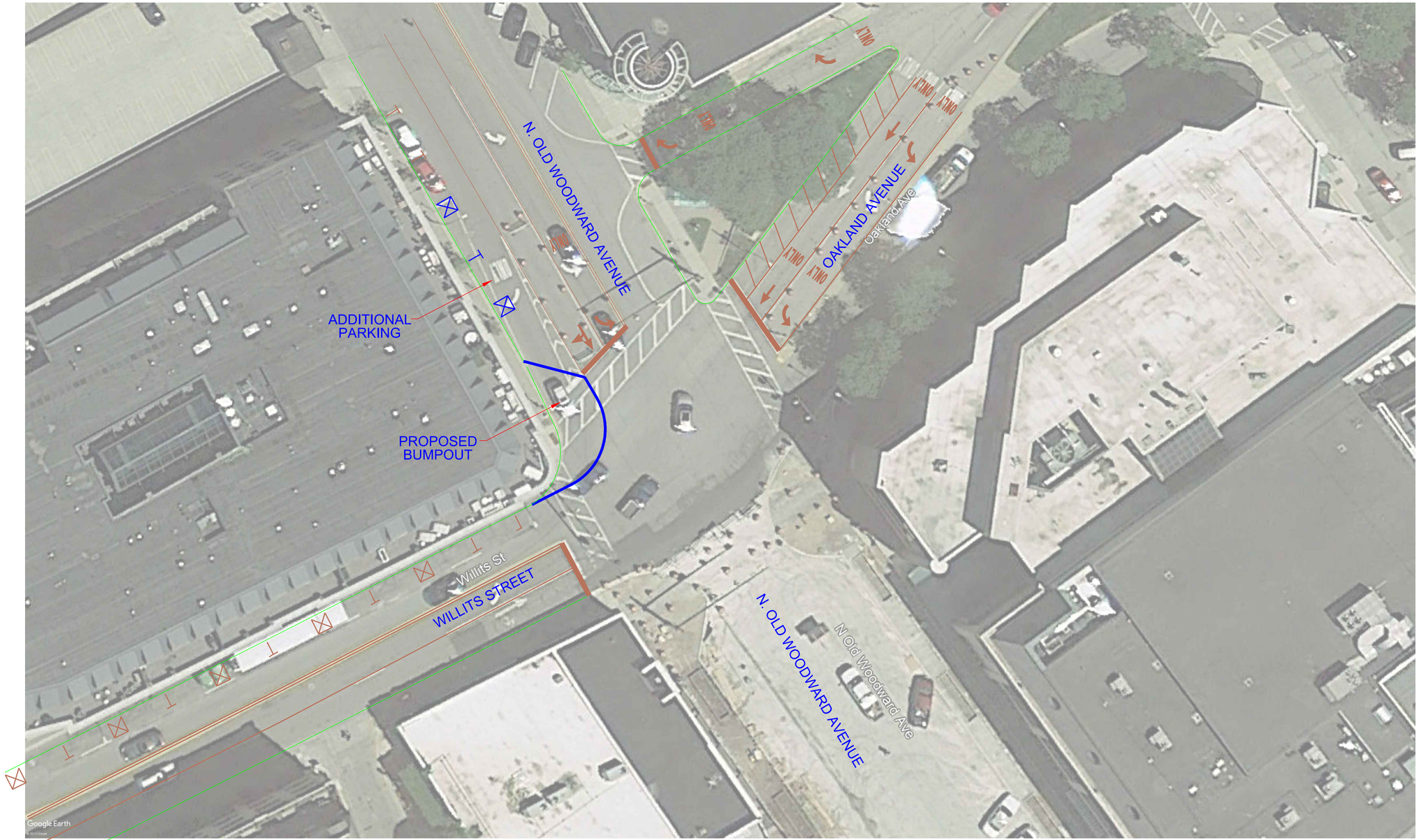
NORTH
0 20 40
SCALE IN FEET

FIGURE 2B
NORTHEAST CORNER
FULL BUMPOUT

CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
WILLITS ST. & WOODWARD AVE.
IMPROVEMENT PLAN

F&V PROJECT NO. 823801

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.



NORTH
0 20 40
SCALE IN FEET

FIGURE 3
SOUTHWEST CORNER BUMPOUT

CITY OF BIRMINGHAM
OAKLAND COUNTY, MICHIGAN
WILLITS ST. & WOODWARD AVE.
IMPROVEMENT PLAN

F&V PROJECT NO. 823803

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

important to keep City Manager Valentine. He deserves this based on merit and Commissioner Harris is in support of this resolution forward.

Commissioner DeWeese expressed that there are many who disagree with the City Commission and the focus on the City Manager is misplaced. The position of City Manager should be apolitical. Mr. Valentine has been respectful and does what the City Commission directs him to do. The Commission has direct control over the City Manager's personnel issues. After considerable research, he found that the City is way underpaying Mr. Valentine. Given a motion, he will support the vote tonight.

Commissioner Sherman echoed Commissioner DeWeese's comments.

Mayor Pro Tem Boutros agrees that Mr. Valentines performance has been strong and an asset to the City.

MOTION: Motion by Commissioner Nickita, seconded by Commissioner Harris:
To approve the resolution approving the amendment to the City Manager's Employment Agreement as outlined in the Third Amended Employment Agreement and directing the Mayor to sign the Agreement on behalf of the City.

VOTE:	Ayes:	5
	Nays:	0
	Absent:	2

V. UNFINISHED BUSINESS

08-224 -19 TRAFFIC SIGNAL AT N. OLD WOODWARD AVE & WILLITS ST.

Director Ecker presented this item.

- Commissioner Nickita asked how the bus lane would be designated so that people would see it.
- Director Ecker said that temporary bollards are proposed for bump outs with pavement markings for the bus lane.
- Commissioner Sherman appreciates the staff looking at this on a test basis.
- Commissioner Nickita asked for the next step in terms of clarifying some of these points.
- City Manager Valentine expressed that the details can come either back as a staff report after the fact or see it again for approval.
- Commissioner Nickita does not want to extend the issue but clarification needs to be provided by the consultants.
- Julie explained that drawings are first and once implemented data collection would occur.
- Commissioner DeWeese would like to approve as a concept, in the meantime implement this piece and additional costs could be brought back at a later meeting in the form of change orders.

MOTION: Motion by Commissioner Nickita, seconded by Commissioner Harris:
To approve the resolution for the recommended modifications to the traffic signal timing at the N. Old Woodward Ave. & Willits St. /Oakland Blvd. intersection for a trial period as soon as possible, through March 2020, with the enhancement of the temporary bus lane at a total estimated cost of $9,200, including:

1. Remove the permissive left turn phase of the traffic signal for eastbound and westbound traffic using Option 3 as a trial through March, 2020;
2. Installing updated crosswalk markings on three legs of the intersection; and

3. Installing lane modifications north of the intersection, marked by bollards, such that a bump out can be added on the northwest corner, and a separated bus lane will be created on the northeast corner.
   Further, approving the appropriation and amendment to the 2019-2020 fiscal year Major Street Fund budget as follows:
   Major Street Fund

Revenues:			
Draw from Fund Balance	202-000.000-400.0000		$9,200
Total Revenue Adjustments		$9,200	
Expenditures:			
Other Contractual Service	202-449.001-981.0100		$9,200
Total Expenditure Adjustments		$9,200	

VOTE: Ayes: 5
Nays: 0
Absent: 2

VI. NEW BUSINESS

08-225 -19 PUBLIC HEARING TO CONSIDER ZONING AMENDMENT

Mayor Pro Tem Boutros opened Public Hearing at 8:45 p.m.

Brooks Cowan presented the item and explained that a SLUP is needed. The majority located along Woodward between Oakland and Lincoln, to include All Seasons, Hazel Ravines, and Triple Nickel. Nothing is eligible east of Woodward, MU5 and MU7.

- Commissioner Sherman commented that the presentation should address the ordinance before the commission only, the Rail District as a whole, as opposed to the project specifications.
- Commissioner Deweese expressed that people are concerned that there are going to be a lot of liquor licenses coming into a certain area. He went on to say that the licenses are under total control of the commission, it is a tool to provide some catalyst to reinvigorate the area, but will not become over consumed with licenses.
- Commissioner Nickita questioned if the district in the Master Plan called the S. Rail District, due to its eclectic nature, is consistent with what was proposed as the S. Rail District. He further asked if we anticipated it being further north.

Public Comment

- Andrew Haig supported the whole point of addressing an area, he also suggested limiting to 2-3 parcels.
  - Mr. Cowan presented the original map proposed to the Planning Board.
- Larry Bertollini expressed concern about the big chuck being changed. He felt that the City should move more slowly. While he is not opposed to spot zoning, sidewalk issues, and parking should be investigated. He felt the residents in the area are not aware of the impact and should be given notification. He noted that one of the suggestions of the new Master Plan was to get access to train and should concentrate on the Triangle District.
- David Bloom supported comments by Mr. Haig and Mr. Bertollini.

Public hearing closed at 9:09

Approving the resolution to accept the following recommendations of the Multi-Modal Transportation Board:

1. The installation of improved pedestrian crossings at the intersections of Cranbrook Rd. at both Midvale Rd. and Middlebury Lane, to be included in the upcoming resurfacing project to be completed by the Road Commission for Oakland County.
2. To direct staff to apply for a Transportation Alternatives Program (TAP) grant to obtain federal funds to cover up to 80% of the construction cost of multi-modal improvements to consist of:
    a. The installation of a 10 ft. wide concrete mixed-use path for pedestrian and bicycle usage on the east side of Cranbrook Rd. from Midvale Rd. to Lincoln Ave., and on the west side of Cranbrook Rd. from Lincoln Ave. to 14 Mile Rd.
    b. Extension of Neighborhood Connector Route signs and harrows on Midvale Rd. from Cranbrook Rd. to Larchlea Dr.
    c. The installation of 5 ft. wide concrete sidewalks on the east side of Cranbrook Rd. from Lincoln Ave. to Northlawn Dr., and on the south side of Lincoln Ave., from Cranbrook Rd. to Golfview Blvd.
    d. The installation of a 5 ft. wide concrete sidewalk on the north side of 14 Mile Rd. from Crosswick Rd. to Cranbrook Rd. (Lincoln Hills Golf Course frontage).

Commissioner Hoff commented that this is an example of how the Commission does focus on the best interest of the residents; coupled with the Lakeview Avenue street improvement project. These programs are specifically for the safety, convenience, and for the walkability for the residents in this area.

VOTE: Ayes, 7
Nays, 0

09-230-19 RESOLUTION ACCEPTING TRAFFIC SIGNAL CHANGES AT THE NORTH OLD WOODWARD AND WILLITS INTERSECTION.

Julie Crowe, Fleis and Vandenbrink, presented the item.

- Mayor Bordman feels secure knowing that there is a signal for the pedestrian only to get into the intersection without fear of a car turning right at the same time.
- Pro Tem Boutros expressed that the only solution is to have no turn on red anywhere. However, he does not know the impact of enforcing not turn on red.
- Commissioner Nickita asked how much traffic capacity this intersection has relative to the Brown and Old Woodward. The information was not available.
- Mayor Pro Tem Boutros noted that Maple and Old Woodward is believed to be unsafe by pedestrians.
- Commissioner Hoff asked for accident statistics for the police chief. He responded no and no and expressed that he does not know of the intersection being unsafe.
- Commissioner Sherman suggested that this type of proposal does not require physical improvement; therefore, a test would be easy. Mr O'Meara corrected him because there is a physical improvement involved of $17,000 to change the traffic signal.
- City Manager Valentine asked what could be done on a trial basis that does not involve a capital improvement and provide benefit.

- Mr. O'Meara suggested moving right turn lanes closer to the center and use temporary bump out markers on both sides of the street that do not influence the east west movement but will affect Old Woodward crosswalk width.
- Commissioner Hoff believes that the improvements being offered for $17,000 ~~and when redesigned make the adjustments~~ should be made and when the intersection is redesigned, make the adjustments[2]. She further suggests that any test should be done during the summer when pedestrian traffic is heavy.
- Mayor Pro Tem Boutros agrees with Commissioner Hoff, but if the trial phase does not work, will the light head be reusable. He expressed that he does not want a long trial.
- Commissioner Nickita believes that a 4-month test with minimal cost is appropriate. He also cannot see justification for a dedicated bus lane.
- Mayor Bordman noted that the proposed change ~~does not a~~ does not include a[3] leading pedestrian interval (LPI) and that is the part that should be tested.

MOTION: No action taken. Mayor Bordman suggested without objection that this item be returned to the agenda later.

09-231-19 RESOLUTION TO MEET IN CLOSED SESSION PURSUANT TO SECTIONS 8(E) AND 8(H) OF THE OPEN MEETINGS ACT

MOTION: Motion by Commissioner Sherman, seconded by Commissioner Hoff:
To meet in closed session pursuant to the Open Meetings Act Section 8(e) regarding Baller/Bloom v. City of Birmingham and Section 8(h) to consider material exempt from discussion or disclosure by state or federal statute.

ROLL CALL VOTE:	Ayes:	Mayor Bordman
		Mayor Pro Tem Boutros
		Commissioner DeWeese
		Commissioner Harris
		Commissioner Hoff
		Commissioner Nickita
		Commissioner Sherman
	Nays:	None

No action expected after closed session.

To closed session at 9:53 P.M.

VII. REMOVED FROM CONSENT AGENDA

VIII. COMMUNICATIONS

IX. OPEN TO THE PUBLIC FOR MATTERS NOT ON THE AGENDA

Michael Horowitz, new residents to Birmingham, apologized for not coming to a meeting before the August election. He has seen the empty storefronts downtown and downtown does define the City. He felt that the Bates Street project was very exciting. Approximately ⅓ of the

[2] As corrected on October 7, 2019.
[3] As corrected on October 7, 2019.

MEMORANDUM

Police Department

DATE: December 28, 2023

TO: Jana L. Ecker, City Manager

FROM: Scott A. Grewe, Chief of Police

SUBJECT: Speed Mitigation Report

The Police Department routinely conducts traffic studies to monitor the speed and volume of vehicles on streets throughout the City of Birmingham. These studies are used for a variety of projects in the City and are also used to assign targeted police patrols if a problem area is identified. These studies are often used by the Multi-Modal Transportation Board (MMTB) and the City's consultants when designing roadways. When a complaint is received or a transportation project begins they are first reviewed by the City's transportation team. That team includes representatives from the City's Planning, Engineering, and Police Departments along with the City's consulting traffic engineer and transportation planner. This group reviews data such as traffic counts, speed data, crash histories and other information. If a problem is identified, traffic calming measures are often recommended as part of the project to address speed and volume concerns. Traffic calming is a method of reducing vehicle speeds through physical treatment of a roadway to alter motorist's behaviors. Traffic calming can also be utilized to improve streetscapes and the conditions for people living, walking, and biking in the community. These improvements can be implemented into the roadway (gateway treatments, medians, refuge islands, etc.) or can alter the pedestrian realm (bumpouts, sidewalks, curbs, etc.).

Speed Boards

The Police Department also utilizes six permanent speed boards (N. Eton, N and S Adams, W. Maple, Southfield, Saxon) that have been placed on streets with higher vehicular volumes and speeds. These speed boards display vehicle speeds in real time to drivers. In addition to these permanent boards, the Police Department has temporary speed boards that are placed to bring awareness to drivers of their speeds to encourage their compliance. These temporary boards are placed at different locations based on our speed study results and complaints received from residents. In 2023, these temporary speed boards were placed at 22 different locations, with each location operating from two weeks to two months.

Speed Humps
Recently there has been discussion over the potential installation of speed humps. The MMTB further studied this issue in November of 2022. City staff, consultants, and the MMTB discussed nearby cities, such as Farmington Hills, Rochester Hills, and Ann Arbor, with traffic calming and speed hump policies. Consensus indicated that it is more common to implement speed humps along streets where the 85th percentile of speeds is 10+ mph above the speed limit.

The Police Department is pleased to report that no residential streets in Birmingham met this criteria as we are not experiencing similar speeding issues to these other communities. This information was included in the Manager's Report at the February 27, 2023, regular meeting of the City Commission and an additional report regarding this study was included in the August 14, 2023 City Commission agenda packet.

Other Speed Mitigation Design Options
Traffic calming measures are a key element of any City evaluation or changes to a street. Fortunately, the traffic speeds are consistently near the posted speed on most residential streets. When the City investigates a perceived problem, a number of mitigation techniques can be considered, as noted in the City of Birmingham Traffic Calming Program attached to this report.

When warranted, the installation of one or more of these options provides a long-lasting, often permanent, solution to address these issues. While enforcement action is an effective tool, it is often temporary as officers address numerous issues and respond to calls for service throughout the community. Therefore, reviewing and implementing design options that can address both the volume and speed of vehicles is the best long-term solution.

As stated earlier, not all roadways can be reconstructed to address these concerns so we can look at other examples of ways the City has installed mitigation design options. For example, on S. Eton, the roadway was narrowed by adding bump-outs and a bike lane using painted lines and bollards to mark those areas. This initiative has helped to calm traffic, increase safety for pedestrians and reduce traffic accidents. Also, along Lincoln, bump-outs and gateway treatments were added to narrow the roadway assisting in calming traffic. And on Brown, gateway treatments were added at pedestrian crossings to help bring awareness to crosswalk locations, narrowing the roadway to further calm traffic.

Enforcement Activity
While these traffic calming measures can be the best way to address vehicle volume and speeding concerns, not every street can be redesigned, therefore the Police Department is active in several ways to address speeding concerns. One of the primary responsibilities of a police officer is to monitor and enforce traffic violations to ensure the safety of all motorists, pedestrians, and all mode users. In 2022, the Police Department issued 5,887 traffic citations which was an increase of 67% from the prior year, and in 2023, citations increased to 6,225 as traffic enforcement continues to be a priority for our department. While these increases are partially due to the increased enforcement along Woodward Ave., they also represent an increase in activity throughout the City. The Birmingham Police Department wrote over 2,300 more citations than any other agency out of the 48th District Court despite being the third largest agency.

Grant Funding – Equipment Purchase

The Police Department recently applied for and received a grant from the Office of Highway Safety Planning. This grant included the purchase of two laser speed measuring devices to be used for enforcement and a speed monitoring/messaging trailer. This trailer can be used to monitor and display speeds as well as provide messaging to drivers, a function our current devices do not have. We are in the process of purchasing this new equipment and it will be available soon to increase our effectiveness with enforcement and prevention.

Summary:

The Police Department will continue to monitor traffic trends to deploy resources appropriately. The department will also continue to communicate with complainants to determine the cause of the issues so a proper response can be implemented. Whether it is the installation of a temporary speed board, targeted enforcement activity or a deeper review by our consultants and the MMTB, each complaint is taken seriously and a plan is implemented to address the issue. Long-term solutions are accomplished during road improvements and the installation of traffic calming measures. However, the Police Department will continue to be active in all the ways mentioned in this report to address traffic issues and keep our roadways safe. Additionally, the Police Department will continue to review and monitor new technology as it is developed and alternative methods for addressing these concerns.

BIRMINGHAM
A WALKABLE CITY

CITY OF BIRMINGHAM
TRAFFIC CALMING PROGRAM

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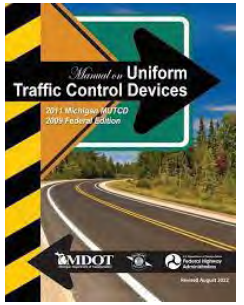
WHAT IS TRAFFIC CALMING?

Traffic calming is a method of reducing vehicle speeds through physical treatment of a roadway to alter motorist's behaviors. Traffic calming can also be utilized to improve streetscapes and the conditions for people living, walking, and biking in the community. These improvements can be implemented into the roadway (gateway treatments, medians, refuge islands, etc.) or can alter the pedestrian realm (bumpouts, sidewalks, curbs, etc.)

There are plenty of national resources available for those who want to learn more about traffic calming and methods that are available. These resources include, but are not limited to...

- Michigan Manual on Uniform Traffic Control Devices
- National Association of Transportation Officials (NACTO)
- Federal Highway Administration (FHWA) Proven Safety Countermeasures



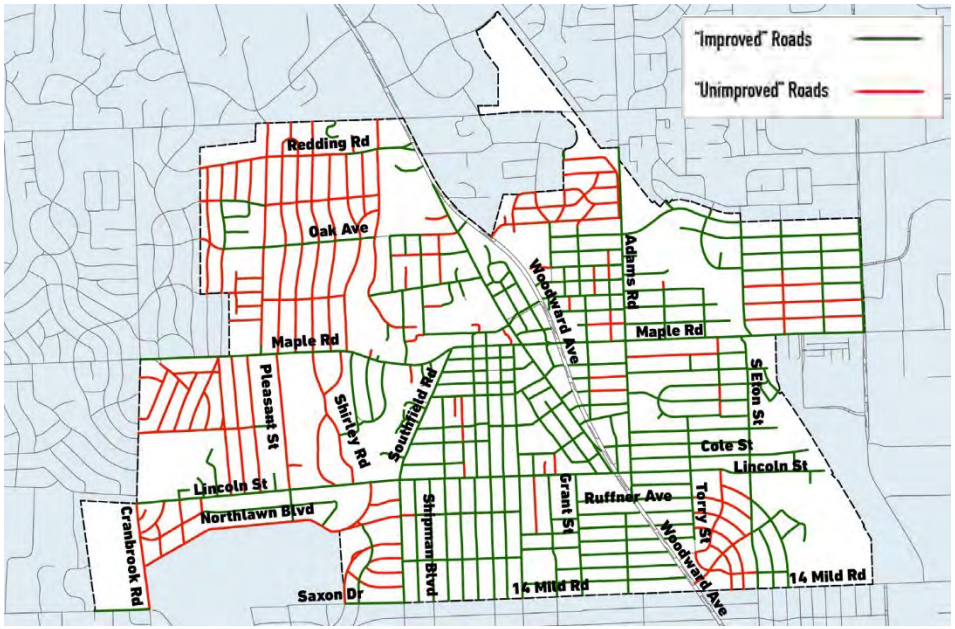
EXISTING CONDITIONS IN BIRMINGHAM

The City of Birmingham has approximately 85.05 miles of roads. Most are residential, and are either improved or unimproved.

Improved Road – a road with curb and gutters which has a surface of concrete or asphalt.

Unimproved Road – gravel road with or without curbs that has been treated with cape seal to provide a relatively smooth and dust free driving surface. The map below shows which roads within the City are identified as "improved" and "unimproved".

Improved vs Unimproved Roads in Birmingham, MI.



Common complaints about residential streets by residents and businesses are:

- Speeds are too high.
- Traffic volumes are too high.
- Traffic volumes have changed.
- Non-residents are parking in front of homes.
- It feels dangerous to cross the street.
- On-street parking, including landscaping or construction is making the street unsafe.

Additional background regarding streets in Birmingham…

- Woodward (M-1) is under control of the Michigan Dept of Transportation (MDOT). While the City works closely with MDOT, the final decisions on the design, traffic signals, and overall operations are made by MDOT.
- Speed limits - are set by the State Police, not by the City. The State Police use a "85th percentile" system where the speeds are often set so that 85% of people drive at or below that speed. Typically, the State Police will not allow the City to post speeds that are well below the speed that most people drive.
- The maximum speed limit on residential roads in Michigan is 25 miles per hour. The City conducts regular speed studies. These speed studies have shown that the average speed on most streets are at or below 25 mph or just above it.
- The City current residential street design is for a 26 foot wide street with curbs, and a sidewalk along both sides of the street with a lawn between the street and the sidewalk. But Birmingham has a wide variety of street types with some streets being 33 feet or wider, some are very narrow, and there are many residential streets without sidewalks.
- The City has a guide for street design, pedestrian crossings types, parking dimensions and other standards. When there may be a need for pedestrian islands, bumpouts, signs, flashing beacons or other measures, the City relies on manuals such as NACTO, Michigan's Manual of Uniform Traffic Control Devices, guidance documents from FHWA and other sources.
- About half the City's Streets are considered unimproved. This means that the pavement is not intended for heavier trucks or high traffic volumes. An improved road has a deeper base and thicker pavement and curbs (though some unimproved roads may also have curbs). Some traffic calming techniques used by other cities, like speed humps, cannot be used on the City's unimproved roads because the structure cannot physically support them.

THE CITY'S CURRENT PROCESS

Birmingham has a Multi-Modal Transportation Board that meets monthly at City Hall, typically the first Thursday of each month at 6 pm. Meetings are open to the pubic and comments are appreciated (Enter through the Police Department on the Pierce Street entrance). The Board reviews changes to street design, non-motorized improvements, updates transportation plans, other transportation matters and gives direction to city staff or makes recommendations to the City Commission.

One of the most common agenda items deal with questions or requests raised by residents and business about safety, traffic speeds, traffic volumes, the need for improved pedestrian crossings or parking issues. And when a street is scheduled for repaving or improvement, the Multi-Modal Board first reviews its plans and policies to see if there are any recommendations that need to be considered.

Both complaints and transportation projects are first reviewed by the City's transportation team, which includes representatives from the City's Planning, Engineering, and Police Departments along with the City's consulting traffic engineer and transportation planner. This group reviews data such as traffic counts, speed data, crash histories and other information. Information is presented to the Board for direction or action.

What is the typical process?

1. Information is recorded. The topic is reviewed by the City's transportation team that meets every other week.

2. The City's transportation team reviews existing speeds, traffic counts, and assesses any recent crashes. If additional data is needed, studies are conducted.

3. In some cases, the City's transportation planners and engineers conduct a Safety Audit to review operations, geometrics, signs, sidewalks and crossing, on-street parking use, bicycle use etc.

4. If some improvements need to be considered, recommendations are provided at a Multi-Modal Transportation Board meeting (typically 1st Thursday, 6 pm at City Hall).

5. In some cases, there could be a notice to the affected property owners inviting them to a Board meeting or there could be a special meeting for major changes.

6. If there are costs to move the curbs, change intersection design or other significant capital investments, the project would need to be added to the Capital Improvement Plan by the City Commission.

TRAFFIC CALMING MEASURES USED BY THE CITY

Traffic calming measures are a key element of any City evaluation or changes to a street. Fortunately, the traffic speeds are consistently near the posted speed on most residential streets.

When the City investigates a perceived problem, a number of mitigation techniques can be considered, as noted below:

Bump Outs

Bump outs allow pedestrians to cross the street quicker by crossing a shorter distance. It also makes the neck of the street narrower to encourage drivers to slow down and pay closer attention.

Example location in Birmingham:
S Old Woodward Ave

Stop Signs and Yield Signs

Adding stop signs can help create gaps for pedestrians and allows traffic to move more efficiently through an intersection. However, stop signs are often not an effective speed management solution as they may not decrease overall speeds and can create a false sense of security. There are State criteria or warrants that must be met for stop sign installation.

Crosswalks

Visible crosswalks allow pedestrians to cross safely while increasing visibility to drivers.

Gateway Treatments

Enhancements at the entrance of residential districts/neighborhoods that are intended to mark the transition to a slower speed street.

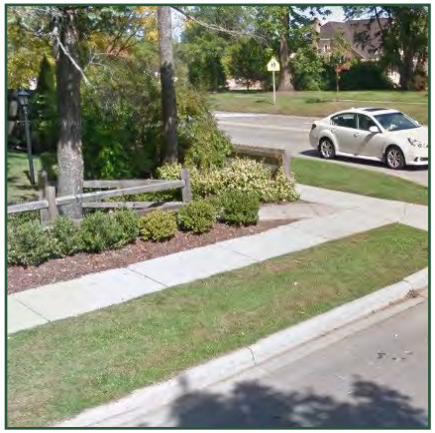
Example location in Birmingham:

E Lincoln St

Pedestrian Refuge Island

Refuge islands shorten the distance pedestrians cross by providing an island between lanes.

Example location in Birmingham:
N Old Woodward Ave



Adding/Improving Sidewalks

Sidewalks provide safety and allow enhanced mobility for pedestrians. Sidewalks separated from the roadway are preferred, however the addition of a sidewalk in any capacity increases pedestrian safety.

Adding Curbs

Curbs contribute to increased pedestrian safety by offering separation between the road and the sidewalk.

Installing Speed Monitoring Signs

Speed monitoring signs make road users more aware of the speed they are driving and decrease the number of speeding cars.

Narrowing the Roadway

The City's standard for residential streets is 28 feet, curb to curb. Many streets are wider which could increase speeding incidents.

ADDITIONAL TRAFFIC CALMING MEASURES BEING LOOKED AT BY THE CITY…

Speed Humps

Other cities with speeds more than 10 mph over the speed limit use techniques like speed humps. However, few streets in Birmingham have that level of speeding. About 1/2 of the City's streets are "unimproved" without curbs, meaning that the pavement cannot support speed humps. Speed humps must also have space away from storm sewers and driveways. Therefore, many City streets do not allow enough room for speed humps to be spaced properly. In addition, the City's Fire Dept and Department of Public Services are not supportive of speed humps.

BIRMINGHAM
A WALKABLE CITY

NOTICE OF INTENTION TO APPOINT TO THE CABLECASTING BOARD

At the regular meeting of Monday, April 8, 2024, the Birmingham City Commission intends to appoint three regular members to the Cablecasting Board to serve three-year terms expiring March 30, 2027, one regular member to serve the remainder of a three-year term expiring March 30, 2026, and one alternate member to serve the remainder of a three-year term expiring March 30, 2025. Applicants must be residents of the City of Birmingham.

Interested citizens may submit an application available at the City Clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the City Clerk's office on or before noon on Wednesday, April 3, 2024. These applications will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on the appointments.

Duties of the Cablecasting Board

1) Advise the municipalities on matters relating to cable communications;
2) Monitor the franchisee's compliance with the franchise agreement and the cable communications ordinance;
3) Conduct performance reviews as outlined in Chapter 30, Article VII of the city code;
4) Act as liaison between the franchisee and the public; hear complaints from the public and seek their resolution from the franchisee;
5) Advise the various municipalities on rate adjustments and services according to the procedure outlined in Chapter 30; Article VI
6) Advise the municipalities on renewal, extension or termination of a franchise;
7) Appropriate those moneys deposited in an account in the name of the Cablecasting Board by the member communities;
8) Oversee the operation of the education, governmental and public access channels;
9) Apprise the municipalities of new developments in cable communications technology;
10) Hear and decide all matters or requests by the operator (Comcast Cablevision);
11) Hear and make recommendations to the municipalities of any request of the operator for modification of the franchise requirement as to channel capacity and addressable converters or maintenance of the security fund;
12) Hear and decide all matters in the franchise agreement which would require the operator to expend moneys up to fifty thousand dollars;
13) Enter into contracts as authorized by resolutions of the member municipalities;
14) Administer contracts entered into by the Board and terminate such contracts.

Criteria/Qualifications of Open Position	**Date Applications Due (by noon)**	**Date of Interview**
Members must be residents of the City of Birmingham.	4/3/2024	4/8/2024

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

BIRMINGHAM
A WALKABLE CITY

NOTICE OF INTENTION TO APPOINT TO BOARD OF REVIEW

At the regular meeting of Monday, January 22, 2024, the Birmingham City Commission intends to appoint two regular members with terms expiring December 31, 2025 and December 31, 2026 and also two alternate members one to serve a three-year term expiring December 31, 2026 and the other to serve the remainder of a three-year term set to expire December 31, 2025. Applicants must be property owners and electors of the City of Birmingham.

The Board of Review, consisting of two panels of three local citizens who must be property owners and electors, is appointed by the City Commission for three-year terms. Although a general knowledge of the City is very helpful, more important are good judgment and the ability to listen carefully to all sides of an issue before making a decision. Approximately three weeks in March are scheduled for taxpayers to protest their assessments and one day each in July and December for correcting clerical errors and mutual mistakes of fact. Two training sessions in February are also required.

Interested citizens may submit an application available at the Clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the City Clerk's office on or before noon on Wednesday, January 17, 2024. These documents will appear in the public agenda for the regular meeting at which time the City Commission will interview applicants and may make nominations and vote on appointments.

Board members are paid $110 per diem.

Criteria/Qualifications of Open Position	**Date Applications Due (by noon)**	**Date of Interview**
Members must be property owners and electors (registered voters) of the City of Birmingham.	1/17/2024	1/22/2024

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

BIRMINGHAM
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NOTICE OF INTENTION TO APPOINT TO THE PARKS & RECREATION BOARD

At the regular meeting of Monday, March 18, 2024, the Birmingham City Commission intends to appoint three regular members to the Parks and Recreation Board to serve three-year terms to expire March 13, 2027.

Interested citizens may submit an application available at the City Clerk's office or online at www.bhamgov.org/boardopportunities. Applications must be submitted to the City Clerk's office on or before noon on Wednesday, March 13, 2024. These applications will appear in the public agenda for the regular meeting at which time the City Commission will discuss recommendations, and may make nominations and vote on the appointments.

Responsibilities

The Parks & Recreation Board consists of seven members who serve for three-year terms without compensation. The goal of the board is to promote a recreation program and a park development program for the City of Birmingham. The Board shall recommend to the City Commission for adoption such rules and regulations pertaining to the conduct and use of parks and public grounds as are necessary to administer the same and to protect public property and the safety, health, morals, and welfare of the public.

The meetings are held the first Tuesday of the month at 6:30 P.M.

Criteria/Qualifications of Open Position	**Date Applications Due (by noon)**	**Date of Interview**
Members must be electors (registered voters) of the City of Birmingham.	3/13/2024	3/18/2024

NOTE: All members of boards and commissions are subject to the provisions of City of Birmingham City Code Chapter 2, Article IX, Ethics and the filing of the Affidavit and Disclosure Statement.

ANN ARBOR

Ann Arbor approves citywide ban on gas leaf blowers

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A leaf blower with a two-cycle engine on a contractor's trailer in Ann Arbor on May 8, 2019. Ryan Stanton | The Ann Arbor News

By Ryan Stanton | ryanstanton@mlive.com

ANN ARBOR, MI — Ann Arbor officials have decided gasoline-fueled leaf blowers are noisy, polluting machines and present health risks to people using them.

A new law to gradually phase out and ban them citywide is now officially approved after weeks of discussion.

City Council voted 10-0 Monday night, Dec. 18, to give final approval to the ordinance sponsored by Council Members Jenn Cornell, Dharma Akmon and Jen Eyer.

During a public hearing before the vote, council members heard mixed feedback, including from one lawn care contractor who expressed concerns the transition to electric leaf blowers by 2028 could cost his business thousands of dollars.

The four-year timeline for phasing in the ban is to ensure it does not cause economic hardship, especially for small businesses, said Cornell, D-5th Ward.

The Ann Arbor City Council meeting on Dec. 18, 2023. (Ryan Stanton | MLive.com) Ryan Stanton | The Ann Arbor News

The new ordinance allows leaf blowers that burn gasoline and create harmful emissions to be used only seasonally from October through May for the next four years before they're fully prohibited starting Jan. 1, 2028. That means an immediate summertime ban takes effect in 2024.

Could gas lawn mowers be next after Ann Arbor bans gas leaf blowers?

Once the year-round ban takes effect in 2028, there still are a few special exceptions in the ordinance.

Gas leaf blowers still can be used by contractors when doing street, sidewalk and other paving construction work, or during emergencies to protect health, safety and property, as well as to restore property after an emergency, such as to clear a walkway, driveway or street from debris following a storm.

Towed or wheeled turbine blowers powered by four-stroke internal combustion engines also still can be used on recreational fields, golf courses and at public facilities.

John Callewaert, a member of the city's Environmental Commission, said he wished the ban could be implemented in two years, rather than four. It will benefit workers, neighbors, wildlife and the community overall as Ann Arbor joins many other communities with similar ordinances, he said.

The Ann Arbor City Council meeting on Dec. 18, 2023. (Ryan Stanton | MLive.com) Ryan Stanton | The Ann Arbor News

Former Council Member Joan Lowenstein expressed thanks to council for the ordinance, saying it helps protect lawn care workers who will be "happy to not be abused by having to wear gasoline backpacks and be endangered every day."

The city took an initial step toward limiting use of gas leaf blowers in 2019 when council banned outdoor maintenance equipment with two-cycle combustion engines, but that only applied downtown and still allowed four-cycle engines.

Former Council Member Jeff Hayner, who supported the measure four years ago, spoke out Monday, expressing doubt it has had much of an impact based on what he's seen.

"That doesn't mean we shouldn't do it, but it didn't seem to make a difference," he said.

The Ann Arbor City Council meeting on Dec. 18, 2023. (Ryan Stanton | MLive.com) Ryan Stanton | The Ann Arbor News

City officials said the new ordinance will be complaint-driven, meaning officers will respond when people report complaints and issue warnings or tickets. The penalty fine is $100 for a first offense and $250 for additional offenses.

Council approved a companion resolution Dec. 4 to launch a campaign to educate residents and businesses on the transition to electric lawn equipment and to put any penalty fines collected for violations toward helping low-income residents and small businesses purchase electric leaf blowers.

The resolution also calls for launching a bulk-buy program to support purchasing electric lawn equipment for any interested residents and businesses.

Want more Ann Arbor-area news? Bookmark the local Ann Arbor news page or sign up for the free "3@3 Ann Arbor" daily newsletter.

Stories by **Ryan Stanton**

16-story Ann Arbor high-rise with pool terrace to rise next to downtown library

$14M project to widen Michigan Medicine bridge in Ann Arbor moving forward