

MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS
SUBJECT: 13 MILE ROAD REHAB (MEADOWBROOK TO M-5)
DATE: APRIL 24, 2024

Mayor and Council –

Please see an update on our efforts to assume responsibility for the roadwork left to be done on 13 mile road from our colleagues at GLWA.

- Victor

The City of Novi and Great Lakes Water Authority (GLWA) reached an agreement in 2020 to allow the construction of a redundant 54-inch transmission water main through our City, from 8 Mile to 14 Mile Roads. Several proposed transmission water main segments fall under the pavement of several City-owned streets (11 Mile Road – Meadowbrook Road to Seeley Road; Meadowbrook Road – 11 Mile Road to 13 Mile Road; and 13 Mile Road – Meadowbrook Road to M-5). All other segments are in MDOT rights-of-way.

Back in 2020, staff estimated the scale and time of disruption to our residents, business owners, and motoring public to be about two years. Joint Venture (Ric-Man/Clark) contractor for GLWA had/has suffered numerous setbacks which ultimately extended the time for each road's restoration.

During the spring, summer, and fall of 2023, construction was focused on 13 Mile Road from Meadowbrook Road to M-5 and Meadowbrook Road from 13 Mile Road to the southern Crosspointe Meadows church entrance. What should have been completed within the allotted school dismissal period (beginning of June through the end of August), extended several months beyond that time frame and still has not yielded a final road product. Both segments of road are currently open enough for vehicular travel, but still need concrete curb and gutter, sidewalk/pathways, and the final lift of asphalt. Several other high-profile businesses and residential communities were heavily affected by the lengthened construction schedule besides the Meadowbrook Elementary school, such as Fox Run Village, Lenox Park Condominiums, Brightmoor Tabernacle, Early Childhood Learning Center, Crosspointe Meadows, and several single-family residential properties.

Staff are spending significant time directing and communicating with the GLWA on this massive project but cannot infuse much 'control' on day-to-day operations. Now with the GLWA water main nearing completion all that remains is road restoration. Therefore, staff recommends handling paving this portion of the project in house.

Per the cost sharing agreement (Revised Exhibit "B" of Road Restoration Costs, April 2, 2024, attached), the City will receive credits back for GLWA's portions of the road construction costs. This will not involve an even swap of dollars. The City will still need to pay out-of-pocket for the increased unit price costs from 2020, as well as consulting engineering fees for construction administration, crew day inspection, and material testing.

Staff proposes to use Cadillac Asphalt, LLC, as the paving contractor since the City currently has open contracts on the Industrial Roads Rehabilitation and Taft Road Rehabilitation (Galway to 10 Mile)/9 Mile Roundabout projects. Cadillac Asphalt is a reputable contractor that the City has used many times in the past. Coincidentally GLWA is subcontracting with Cadillac Asphalt for the road restoration on the transmission water main project which makes for an easy transition.

Due to contractor remobilization and a higher unit cost (since we are working outside the GLWA contract), staff estimate the paving will cost ~\$500K more than GLWA agreement. However, the final product will be a more substantial rehabilitation, will have direct staff oversight, and will be completed during the summer to minimize impact on schools. The project will still cause delays to the corridor and staff will work with GLWA to align traffic plans and make the project as least disruptive as possible.