

# MEMORANDUM



**TO:** JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS  
**FROM:** REBECCA RUNKEL, PROJECT ENGINEER  
**SUBJECT:** ITC TRAIL TO BOSCO FIELDS CONNECTOR PATHWAY  
UPDATE  
**DATE:** JULY 3, 2025

Mayor and Council –  
An update on the  
Bosco/ITC connector  
pathway. Some new  
requirements from the  
state have changed the  
scope and cost.  
- Victor

In 2019, at the recommendation of the Walkable Novi Committee, City staff submitted applications to SEMCOG for two Transportation Alternatives Program (TAP) grants: 1) to construct a pathway connecting Wildlife Woods Park to the ITC Trail, and 2) to construct a pathway that would connect the newly developed Bosco Fields Park at Beck Road and 11 Mile Road to the ITC Trail. The City was awarded a grant for the connection to Wildlife Woods Park but not the connection to Bosco Fields Park.

In 2023, with construction of Jessica's Splash Pad underway at Bosco Fields Park, staff re-submitted the Bosco Field segment. In June of 2024 the City was awarded a TAP grant for the project in the amount of \$578,897 (67% of the total estimated construction cost of \$859,050). City consultant, AECOM, began designing the pathway following City Council approval (September 9, 2024).

The project scope includes a 10-foot-wide asphalt pathway and approximately 600-feet of 14-foot-wide boardwalk spanning the vacant, wooded lot west of Bosco Fields, as well as paving the existing 10-foot wide gravel pathway along the south side of Bosco Fields from Beck Road to the start of the new pathway at the southwest corner of the park (see attached map).

Since the project is receiving federal funding, review and bid letting are performed by the Michigan Department of Transportation (MDOT). On April 21<sup>st</sup> staff and AECOM met with MDOT for a Grade Inspection (GI) meeting. The purpose of GI meetings is for MDOT to review and comment on the City's proposed plans prior to final plan submittal. One of the review comments made by MDOT was that the boardwalk did not meet MDOT's loading requirements. The City's standard for boardwalks calls for 3,500-pound vehicle loading, which would accommodate off-road vehicles. MDOT's standard is for H-10 loading, or 20,000-pound truck loading, which would accommodate an ambulance.

Since increasing the loading to MDOT's standard would increase the construction cost significantly, City staff attempted to persuade MDOT to waive the H-10 loading requirement. However, those attempts were unsuccessful, so staff requested additional federal funding from SEMCOG to offset the increase of the H-10 loading requirement construction cost of \$1,450,026. On June 24<sup>th</sup>, SEMCOG reported their Regional Review Committee approved a funding increase of \$581,123 to help cover the additional

loading costs, resulting in a total of \$1,160,020.40 of TAP grant funds, or 80% of the total estimated construction cost.

### Summary of Project Costs

|                             | <b>Original Project Scope</b><br>(City Standard Boardwalk Loading) | <b>Current Project Scope</b><br>(MDOT H-10 Boardwalk Loading) |
|-----------------------------|--------------------------------------------------------------------|---------------------------------------------------------------|
| Estimated Construction Cost | \$859,050                                                          | \$1,450,026                                                   |
| TAP Funding                 | \$578,897                                                          | \$1,160,020                                                   |
| City Share (Construction)   | \$280,153                                                          | \$290,006                                                     |
| <b>City Total Cost*</b>     | <b>\$632,705</b>                                                   | <b>\$838,549</b>                                              |

\*Total cost includes design, geotechnical investigation, construction administration, crew days, material testing, ROW acquisition, tree replacements, and contingency. Actual cost will depend on bid results (all engineering costs are covered by City).

With the increase in cost share, staff are seeking City Council feedback on funding and preference to proceed with the project. The Mobility Committee supported the project with the new standards and costs (May 26), but additional funding needs to be identified. The project is currently budgeted in the Municipal Road Fund, where Major Road project savings could be transferred to cover the cost at the Council's direction. To date the City has invested ~\$100K into preliminary design.

Final plans are due to MDOT no later than August 22, 2025, to meet obligation deadlines and enter an agreement with MDOT. Currently, Bosco Fields Park is accessible via sidewalk on Beck Road. The sidewalk gap on the south side of 11 Mile Road is expected to be filled during the planned rehabilitation of 11 Mile Road between Wixom Road and Beck Road in fiscal year 2027-28. However, if future expansion in Bosco Fields is a Council goal, this project adds a beneficial connection for non-motorized access to a larger park