

**CITY OF WIXOM
LOCAL DEVELOPMENT FINANCE AUTHORITY
49045 PONTIAC TRAIL
TUESDAY, JUNE 24, 2014**

**APPROVED
10/07/14**

This meeting of the Wixom Local Development Finance Authority came to order at 7:35 a.m. with the following individuals in attendance:

MEMBERS: Vice Chairperson Joseph Baker, Joseph Bell (8:18 am), James Cutright, Raymond Cousineau, Mayor Kevin Hinkley, Teri Les, Dennis Olsen, Dr. Jacqueline Shadko and Joshua Springer
ABSENT: Chairperson Eddie Osman (excused), County Commissioner Philip Weipert (excused) and Stuart Yankee
OTHERS: Jon Booth (City Engineer), Anthony Nowicki (City Manager) and Deanna Murphy (Recording Secretary)

Determination of a Quorum:

A quorum of the Local Development Finance Authority was present for this meeting.

Approval of Agenda:

MOTION and second by Boardmembers Les and Cutright to approve the June 24, 2014 LDFA Meeting Agenda.

VOTE:

MOTION CARRIED

Public Comments:

None.

Approval of May 6, 2014 Meeting Minutes:

MOTION and second by Boardmembers Cutright and Springer to approve the May 6, 2014 Meeting Minutes.

VOTE:

MOTION CARRIED

Hearings:

None.

Old Business:

A. Identification of Possible LDFA Projects

As a result of the May 6th LDFA meeting, staff was directed to compile the following projects' scope of services including cost estimates. Mr. Nowicki requested the Board place a ranking order on the projects so CIB Planning can begin updating the LDFA Plan.

- 1) Beck Road Rehabilitation - West Road to north LDFA Limits (\$1,275,000 - \$1,445,000)

“White topped” method repair involves placing a thin concrete overlay over the existing pavement. Process would consist of milling off of approximately 5” of the existing 10” concrete pavement, performing concrete repairs as needed, place 1” of hot mix asphalt (to act as a bond breaker), then place a 4” concrete overlay over the entire roadway surface. This estimate includes allowances for construction, contingencies, design engineering and construction engineering. This estimate includes the rehabilitation of the concrete pavement on all four legs of the intersection at West Road.

There is a portion of the north end Beck Road that falls outside of the limits of the LDFA district. Of the nearly 6,100 feet of total roadway on Beck Road proposed to be repaired, approximately 5,200 feet fall within the LDFA district. Therefore, the LDFA could reasonably expect to pay

approximately 85% of the total project costs, or \$1,275,000 to \$1,445,000. The final apportionment of project costs will need to be confirmed when the plans and specifications and completed.

2) Wixom Road / I-96 Interchange Landscaping & Enhancements (\$750,000)

Project includes design, construction, permitting, and other matters necessary to provide interchange enhancements and appurtenances as determined by the City.

3) Industrial Road Rehabilitation:

- a. Anthony Drive (\$250,000 - \$300,000)
- b. Frank Street (\$225,000 - \$275,000)

The scope of work for the reconstruction of Anthony Drive and Frank Street would be similar to the work that has been completed on other industrial streets within the City. The damaged sections of concrete curb and gutter would be removed and replaced. Both the existing asphalt roadway surface and the existing gravel sub-grade would be removed in their entirety and replaced. The new roadway section would likely consist of approx. 7" of asphalt, on 8" of 21AA limestone base on top of a layer of geo-grid. The dimensions and material types would need to be confirmed after the on-site soils are reviewed during the design engineering phase.

4) Beck Road Right-of-Way Acquisition - Twelve Mile Road to West Road (\$250,000)

This phase is completely dependent upon the number of parcels affected by the project. All properties must be acquired in accordance with Federal Acquisition Regulations. There are temporary and grading easements which are low cost, shorter time frame. There are permanent easements which are more costly and more time consuming. There may be some relocation of residents and/or businesses, which are the most costly and time consuming. Preliminary costs for the acquisition services are dependent upon the number of parcels but can cost up to \$250,000. The land acquisition costs are projected to be at least \$1.5 million for the segment between Twelve Mile Road to West Road. The time frame for ROW services is approximately 10 months, which does not include condemnation proceedings.

Vice Chairperson Baker explained that Moeller's on-going dilemma is problems entering and exiting onto Beck Road.

Boardmember Olsen asked if there are timing issues caused by the Beck Road traffic lights. Mr. Nowicki replied 'no' and the stack-up issues are caused by heavier traffic flow; not traffic lights.

Boardmember Cutright asked if the Beck Road Rehabilitation will include rehab of West Road (east of Beck). Mr. Booth replied 'no'. West Road would be a separate project.

Boardmember Springer asked how long the Beck Road ROW Acquisition project would take. Mr. Booth estimated five years for ROW Acquisition. The Beck Road Rehabilitation project would be a one-year construction season project. Plans could be prepared this winter with construction starting in the spring/summer.

Vice Chairperson Baker asked what the life expectancy is on this type of project. Mr. Booth explained that white topping maintenance is an average 10-15 year fix (not 20 years), which involves a 4" concrete top overlay. This method allows for some movement. The biggest component is stopping further deterioration to the base.

Boardmember Cutright asked if improvements to the CSX railroad crossing on Beck Road would be included in the rehab project. Mr. Nowicki replied ‘yes’.

What would be the estimated timing of widening Beck Road if all ROW acquisitions have been secured? Best case scenario for Beck Road between West Road and Twelve Mile Road engineering (only) could take place as early as 2017-18; however, the point system (crashes, traffic volume, etc.) would probably not qualify the project for any federal funding for a minimum 15 years.

Boardmember Springer said he would like to know how many businesses would benefit from the Industrial Road Rehabilitation projects (Anthony Drive and Frank Street). Are the roads currently a hindrance? If these roads were fixed, would more businesses move in?

Mayor Hinkley believes the initiative to widen Beck Road from I-96 to Pontiac Trail (\$40 - \$50 million project) would result into a magic pot of gold. Land acquisition needs to be a moving target and the City Manager should be given the freedom to negotiate deals as they come up. When the Board prioritizes or ranks the projects, land acquisition should be considered a floating target.

MOTION and second by Boardmembers Cutright and Les to have CIB Planning/Carmine Avantini update the Wixom LDFA Development Plan with the following ranking assigned by priority:

1. Rehabilitation of Beck Road - West Road to north LDFA Limits
2. Wixom Road / I-96 Interchange Landscaping & Enhancements
3. Industrial Road Rehabilitation of Anthony Drive
4. Beck Road Right-of- Acquisition – Twelve Mile Road to West Road
5. Industrial Road Rehabilitation of Frank Street

VOTE:

MOTION CARRIED

Information:

A. Federal Aid Widening Projects Process

Mr. Booth provided a memo explaining the competitive process involving federal funding. The phases include 1) Project Planning by including the Regional Transportation Plan, 2) Early Preliminary Engineering Phase, 3) Preliminary Engineering Design Phase, 4) Right of Way Phase, and 5) Construction Phase.

Public Comments:

None.

Executive Director’s Comments:

Per Mr. Nowicki, Mr. Booth will work with Mr. Avantini to merge the approved projects into the Wixom LDFA Development Plan, which will ultimately be taken to City Council for approval. Since both HRC and CIB need time to update the Plan, the Board will resume their meetings on September 2, 2014.

Adjournment:

This meeting of the Wixom Local Development Finance Authority was motioned and adjourned at 8:35 a.m.

Deanna S. Murphy
Recording Secretary