

**REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI  
MONDAY, SEPTEMBER 9, 2019 AT 7:00 P.M.  
COUNCIL CHAMBERS – NOVI CIVIC CENTER – 45175 TEN MILE ROAD**

**Mayor Gatt called the meeting to order at 7:00 P.M.**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL:** Mayor Gatt, Mayor Pro Tem Staudt, Council Members Breen, Casey, Mutch, Poupard, Verma

**ALSO PRESENT:** Pete Auger, City Manager  
Thomas Schultz, City Attorney

**APPROVAL OF AGENDA:**

**CM 19-09-158 Moved by Verma, seconded by Poupard; CARRIED UNANIMOUSLY**

**To approve the Agenda as presented.**

**Roll call vote on CM 19-09-158**                      **Yeas: Staudt, Breen, Casey, Mutch, Poupard, Verma, Gatt**  
**Nays: None**

**PUBLIC HEARING: None**

**PRESENTATIONS:**

1. Redundancy Route Project - Great Lakes Water Authority (GLWA)

DPW Director Herczeg said that Tim Kuhns, GLWA, and Mike McReynolds, Brown and Caldwell had a presentation on the Redundancy Route Project.

Tim Kuhns said he formerly worked for the City Novi as the Water and Sewer Engineer a few years ago. He touched based on the project. In October 2017 there was a water main break along 14 Mile Road. It was a 48 inch main that ruptured. It caused low pressure issues to hundreds of thousands of people, and in some cases residents lost water; it primarily affected residents of Novi. They have been studying the issue prior to that and are ready to move on the alternative. The alternative to move forward was to loop the transmission main and provide a second feed to the 14 Mile transmission main system to provide redundancy to the City of Novi among other users along 14 Mile Road. That is what they will be presenting to Novi. He said the first part of doing a transmission main project is moving the main somewhere. In order to identify where that goes, they need to identify low cost alternative, least disruptive, and where they can fit in existing Right-of-Way. He said that the Great Lakes Water Authority (GLWA) brought on board a consultant from Brown and Caldwell as a consultant, their project manager, Mike McReynolds.

Mike McReynolds was there from Brown and Caldwell to go over a presentation. He said he was going to explain what the purpose of the project was, how they did the route study, what it showed, and make a recommendation as to where to put the transmission main. The project key team members are Brown and Caldwell, DLZ, and Brierley Associates. He noted that Tim Kuhns will be the project manager for GLWA. Brown and Caldwell are doing the primary design work. He mentioned DLZ, a local firm doing the survey, environmental, and geotechnical portions of the projects. He said that Brierley Associates will do trenches and the tunnel portion of the project. The first part of the project is a parallel main along 14 Mile Road between M-5 and Novi. It is proceeding on schedule and about 60 percent of the design is complete now. They plan to advertise that in January. The second part is the Route Study for the main transmission loop project. It is also on schedule and they will discuss what they found in the Route Study. The purpose of this project is to connect the 8 Mile transmission main to the 14 Mile transmission main. The question is what is the best way to get a five foot diameter pipe all the way from 8 Mile Road to 14 Mile Road? He said the Route Study was a 12-step process. They first met with the stakeholders, looked at all the possible routes, engineering evaluation of all the routes, determine how much traffic, how much social impact. They also looked at environmental impacts. They added all of the scores together from all of those routes and looked at what would be the best alternative. They also looked at sensitivity analysis. They tried to find the best engineering wise, with the lowest impact to the community overall. You try to find the one that has both good engineering and low impact to the community. They looked at impacts such as environmental, social and community, tunneling issues, the Right-of-Way, utility conflicts, traffic, constructability and costs. Based on the valuation of those things they came up with the conclusions. There are only so many places where they can cross the expressways with tunneling. He went over maps in the presentation where they had 12 different alignments evaluated. They ranked all 12 alignments. The first two were similar to each other on Meadowbrook with a minor difference between them. The other two go up Haggerty and are almost identical. The two highest ranking were the ones that go up Meadowbrook. It parallels the I-275 expressway; it goes along the bike path which eliminates a lot of impacts in terms of utilities, and traffic, etc. It then goes all the way over to 11 Mile Road for about a half a mile, and then it will go up Meadowbrook for about two miles over to 13 Mile Road about a half a mile, and then parallels M-5 the rest of the way. Most of this alignment is along the expressway, Meadowbrook is the only main street that will be impacted as well as 13 Mile Road. This will have the least impact and the expressway crossings are the low risks. This alignment and the next alignment are the lowest cost alignments. The only disadvantage of this alignment is that it is long. It has a larger pipe, 54 inches in diameter versus 48 inch in diameter pipe. The next alignment is the shortest alignment, it basically parallels again the expressway along I-275, then it goes adjacent to Haggerty Road, the bridge over the mixing bowl, and then it will go up Haggerty Road all the way to the pump station. This is also one of the lower cost options. It parallels the expressway most of the way. It has a very high risk crossing at the mixing bowl. The traffic impacts on Haggerty are much greater, and the utility conflicts along Haggerty are greater. He stated that it is 22 percent shorter and that is why it comes out to be almost the same cost as the Meadowbrook Road alignment. After we did our analysis we did a sensitivity analysis.

They looked what happen if it makes the social impact the highest. What if it would make the environment impact the highest? He stated that the Meadowbrook alignment was the lowest one. In the cases of the ones that didn't weren't the lowest, they were tied. He explained the difference between the two alignments. He looked at the trenchless crossings. He said the trenchless crossings at Haggerty are about 3,700 feet long and it crosses the expressway multiple times. In addition to that it runs very close to an ITC tower and there are four bridge foundations that they have to deal with. In addition to that there will be tunneling which is likely; you will have to put two shafts along Haggerty Road as well. You would need an off ramp to that shaft which is going to create some traffic issues. Two other things related to the project is the pipe which you could go HDD could be significantly difficult to get. This tunnel is rather long and complicated you may have a hard time getting a contractor to do the work. If it goes to HDD it could impact the Harley Davidson and Honda parking lots as well. It is pretty significant issues here. If you compare it with the other one where you go up Meadowbrook, this particular alignment is a 650 foot long crossing, it has low ground water. It is considered a very low risk. The other one where they cross M-5 is only 300 feet long, they can place the alignment anywhere they want so it doesn't have a problem at all. Both of the Meadowbrook alignments are very simple with very little impact and low risk. He said if you look at the street crossings, the pipeline segments themselves and what type of impact they will have on the surface streets. He highlighted that Haggerty Road had more businesses, public facilities, residential housing, more utilities, hazardous liquid pipeline, and buckeye pipeline. That is why they felt strongly the Meadowbrook Road alignment was the better solution. Mayor Gatt thanked him for a very comprehensive report.

Member Casey thanked him for his presentation. She quoted a price of \$58 million dollars and wondered if that was accurate. Mr. McReynolds said yes, that was correct. Member Casey wondered where the money comes from. Will Novi residents going to expect to see an increase in their rates that they pay to cover the cost of this \$58 million dollars? Is it going to be expanded outside Novi residents to people that are served by GWLA directly. Mr. Kuhns explained that since this project benefits more than one wholesale customer, the project is funded as a common to all costs. That means that every single customer of GLWA will have a portion of their share in this cost. That is generally the rule with capital projects with GLWA. If it impacts or helps more than one customer it is covered as common to all. He said the \$58 million dollars comes from a bond for their projects. He said they floated approximately \$200 million dollar bond several years back. It is likely that all of the project will be funded through that. We have currently a dwarf loan application into the State of Michigan to help finance this project. If we do we get preferential interest rates. If we are found to be within the fundable range by the DEQ we would use that funding in lieu of the bonding. Member Casey asked DPW Director Herczeg when Council could expect to have this group come back in front of us to talk about some of the impacts that will be directly to the residents and businesses once an alignment is decided so that they can get ahead of all of the communication. Mr. Herczeg said they would have to get deep into the design before they will come before Council, but there will be next steps, and staff will meet with this group several times before any construction is slated. They will bring that

information back to Council. Mr. Kuhns said if we go back to the schedule in the presentation, we could potentially come back and present when they have a 30 percent design. The alignment will be largely fixed at that point and we will know what side of the road it will be on. Who will be the key citizens that will be impacted most? He said if Council desires, they can check in at that point. It looks as though they will have 30 percent design by early next year. Member Casey said she looked forward to seeing them back in February.

Member Verma wondered if they knew what side of the road the alignment would be on. Mr. McReynolds said he believed it was going to be on the east side. Member Verma wondered where there were in the project? Mr. Kuhns said they were in the design phase of the project. We are in the process of finalizing the route. Member Verma wondered when the construction phase would begin. Mr. Kuhns replied that the schedule shows it is sited to begin in mid-2021. Once they select the route it takes a while to come up with the design. Member Verma wondered if they would contact MissDig to find out about underground pipes and gas lines. Mr. McReynolds said they will do a thorough investigation. Mr. Kuhns said they have contingencies that they always include as part of their construction. He said it is typically a 10 percent contingency. One of the other ones as part of the design is that they have included a utility locating allowance. If there are critical, or if they think there might be tricky utility conflicts they have an allowance in Brown and Caldwell's contract to go out and field, locate, pot holing, hydro excavation if needed to tie down those tricky locations where they may run into utilities. They have thought a lot about utility conflicts.

Member Poupard said she understood the construction phase will last a year. What will be the impact on traffic flow during that year long construction? Mr. Kuhn said there are two phases. He thought she was referring to the construction schedule for the first phase, which will be a year. That is along 14 Mile Road. They expect that pipeline to be constructed in most cases along the northern curb line along 14 Mile Road; in some cases it is located in the turn lane. He asked Mr. McReynolds to explain. Mr. McReynolds said for the one on 14 Mile Road they are working with the Road Commission. The plan is to keep two lanes of traffic going each direction. They may have to shift over, we they have to repave areas to make the shoulder a little wider to allow that to happen. There would be a flagger out there because the excavator will be excavating and turning. Mr. Kuhns asked Mr. McReynolds to talk a little about the 54 inch pipeline along Meadowbrook and 13 Mile Road. Mr. McReynolds said the good news is that along 13 Mile Road they think they can be in the shoulder, so it will have less impact on traffic. He said the north, south on Meadowbrook; it will take one lane out. They will be working with the City to figure out what is the best way to deal with that. He said he is guessing that they will have construction during the day and then during the busy times of the day, we can delay the construction. Mr. Poupard commented that hopefully Novi Road will be open by then so that will take some of the pressure off with an option for Meadowbrook.

Member Mutch said that Member Poupard covered a couple questions that he was interested in. He mentioned the 14 Mile construction work that will take place next

year. He asked if the road will be torn up the entire year. Mr. McReynolds said he believed the road would be torn up at least eight months. He said the first four months consist of getting the submittals, drawings, the pipe manufactured and shipped to site; the traffic controls plans and permits which take about three months. Once that is done they will be out there excavating. Member Mutch had the same questions specifically for the Meadowbrook Road section of the project. He said it looked like most of the other construction that is going to happen is going to have a fairly limited impact in terms of major roads for the City. How long would be expect to see the one lane situation? Mr. McReynolds said he could only give an estimate, but he thought about a year. Member Mutch mentioned where they talked about taking up a significant amount roadway. Member Mutch assumed the cost was incorporated into the cost. He wondered if they repave the whole road or just the lane? Mr. McReynolds said at this point they will work with city staff and make that decision. Mr. Kuhns said they have a similar type project that they are going to award soon along Schoolcraft Road in Livonia. They worked with the City of Livonia and they identified what the area of excavation was going to be, and then they came back to them and said they would restore that area. He said they would be reasonable about what they restore. If the piping takes up one lane and they have construction traffic up and down the adjacent lane, then it would be likely they would restore two lanes of traffic. Typically when they do restore those two lanes of roadway it would be restored to the previous condition. He said they worked with Romulus on a project and they wanted upgrades to their road, so they worked with their engineer and identified what they wanted and they had a cost sharing agreement that went forth. If Meadowbrook has any needs and Novi was interested in piggybacking on the project there might be some cost efficiencies there. Member Mutch said he was sure that Mr. Herczeg would be looking into all of those opportunities to piggyback on that. Mr. Herczeg confirmed he would be looking into all of that. Member Mutch said along Meadowbrook Road there is not a lot of residential or business, but we do have some of both. Does this type of utility work impact the local existing water mains that the City already has in place in terms of having to shut that off or impacting where it goes routing wise? Mr. Herczeg said only if they have to move a main over to the east side, it would be temporary. They would supply water in those instances. Mr. McReynolds said if they had to relocate a main that would be first and then construction so service would not be interrupted.

Member Verma asked what direction the water would flow. Mr. McReynolds said it would flow north to south or south to north, either direction. That is the reason it is a redundancy thing. If there is a problem on 8 Mile transmission line, the flow can go north to south, but if there is a problem on 14 Mile Road the flow can go south to north. Member Verma asked how they were going to do the work at 12 Mile Road. Mr. McReynolds said he believed they would be boring underneath 12 Mile Road. Mr. Verma stated the grade is very low from 12 Mile down. How will they do that? Mr. McReynolds said they will design the pipe to take all the additional pressure. Mr. Kuhns said when they are traveling from 8 Mile to 14 Mile there is about a 200 foot gain in elevation. Part of the project which is nice is the Newburg pump station along 8 Mile that is used to actually pump the flow from south to north up the 200 foot hill to get to

14 Mile so that it can be re-pumped at the Haggerty booster station and given to customers like Novi that have normal operating pressure.

Member Breen asked when the 13 Mile area would be torn up. Mr. McReynolds said they haven't decided that. That could be negotiated and discussed with staff. If there is a specific time frame or time of year that would be best, they can put that in the contract documents. Member Breen said she asked because 13 Mile for FY2021/2022 part of it will be under construction already. Mr. Herczeg said they will adjust the Capital Improvement Projects in order to facilitate whatever schedule ends up working out the best. There could be some movement in existing projects on 13 Mile. Mr. McReynolds said they can build the construction contract around schools, such as building the pipe around the school in the summer. They will work with Mr. Herczeg.

**MANAGER/STAFF REPORT:**

City Manager Auger said there were some concerns about the transit research at the last meeting. He said they are still searching for that Novi solution to the local or micro-transit. He said they do have a meeting coming up with Oakland County officials. They got some word that they might be willing to spend some Oakland County dollars on Novi transit, so they will be meeting with them. He will report back to Council if anything comes up from that meeting.

**ATTORNEY REPORT: None**

**AUDIENCE COMMENT:**

Venkata Reddy Thalla, 45006 Yorkshire Dr., Novi said he has lived in Novi for 21 years. His two children went to school in Novi, one is a doctor in Washington, DC and the other one is in his second year in medicine. He wanted to thank the City, and this wonderful democratic process that is happening right here. He said he has over 34 years in information technology. He has been in the United States for the last 33 years. He wanted to make a statement summarizing his experience. Let us serve, support, prepare, direct, expand, conform, excel, again and again, efficiently, solution evolution exceeds problem progression while keeping half to better half alive, this is the one simple amazement of all the leaders. Thank you and God bless us all.

**CONSENT AGENDA REMOVALS AND APPROVALS:**

- A. Approve Minutes of:
  - 1. August 26, 2019 – Regular meeting
  
- B. Approval to purchase two replacement sewage pumps at the Hilton Pump Station, in the amount of \$40,275.

- C. Approval of the final payment to Arbor Master Tree Service, Inc., for tree clearing related to the Flint/Bond Street and Crescent Boulevard projects, in the amount of \$4,741.78, plus interest earned on retainage.
- D. Approval of the 2019-20 Winter Maintenance Agreement between the City of Novi and the Road Commission for Oakland County for snow and ice control on selected county roads in Novi; and adoption of resolution authorizing Novi to provide winter maintenance of selected county roads.
- E. Approval of request by E & M, Inc. (Society Hill) for one-year extension, to October 9, 2020, of site plan approval for a 312-unit apartment project developed as a PD-1 Option in a multi-family (RM-1) district, located at the southwest corner of Novi Road and 12 ½ Mile Road, previously extended under a consent judgment and subject to annual extension reviews.
- F. Approval of Claims and Accounts – Warrant No. 1043

**CM 19-09-159 Moved by Casey, seconded by Poupard; CARRIED UNANIMOUSLY**

**To approve the Consent Agenda as presented**

**Roll call vote on CM 19-09-159 Yeas: Breen, Casey, Mutch, Poupard, Verma, Gatt, Staudt  
Nays: None**

**MATTERS FOR COUNCIL ACTION**

- 1. Consideration of Approval of Change Order No. 6 to L. J. Construction, Inc. for the 2018-2019 Boardwalk Repair Program, in the amount of \$304,244.95.

**CM 19-09-160 Moved by Casey, seconded by Breen; CARRIED UNANIMOUSLY**

**Roll call vote on CM 19-09-160 Yeas: Casey, Mutch, Poupard, Verma, Gatt, Staudt, Breen  
Nays: None**

- 2. Consideration of Approval to award the construction contract to Toebe Construction, LLC, for the site fill project at the Water Tower property (25460 Novi Road), in the amount of \$136,862.75.

**CM 19-09-161 Moved by Casey, seconded by Mutch; CARRIED UNANIMOUSLY**

**Roll call vote on CM 19-09-161 Yeas: Mutch, Poupard, Verma, Gatt, Staudt, Breen, Casey,  
Nays: None**

3. Appointments to Boards and Commissions

City Clerk Hanson provided the results for the opening on Zoning Board of Appeals. The appointed person was Cliff Montague.

**AUDIENCE COMMENT: None**

**COMMITTEE REPORTS: None**

**MAYOR AND COUNCIL ISSUES: None**

**CONSENT AGENDA REMOVALS FOR COUNCIL ACTION: None**

**ADJOURNMENT** – There being no further business to come before Council, the meeting was adjourned at 7:39 P.M.

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Cortney Hanson, City Clerk

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Robert J. Gatt, Mayor

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Transcribed by Deborah S. Aubry

Date approved: September 23, 2019