

**BIRMINGHAM CITY COMMISSION
MUNICIPAL BUILDING, 151 MARTIN
MONDAY, MARCH 10, 2025
6:00 P.M.
SPECIAL MEETING
(WORKSHOP)**

This will be considered a workshop session of the City Commission. No formal actions will be taken. The purpose of this workshop is to discuss unimproved roads.

I. CALL TO ORDER

Therese Longe, Mayor

II. ROLL CALL

Alexandria Bingham, City Clerk

III. PRESENTATION & DISCUSSION

A. Presentation from City Engineer Melissa Coatta

B. City Commission Discussion and Comment

IV. PUBLIC COMMENT

V. 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) 644-3405 (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).

Unimproved Roads

City Commission Workshop



Unimproved Roads

Introduction:

- City's Road System
- Unimproved Roads
 - Historical Information
 - Material Information
 - Ad Hoc Unimproved Street Study Committee
- Unimproved Roads and Underground Infrastructure
 - Current SAD Polices
 - Unimproved Road Construction Prioritization



City's Road System

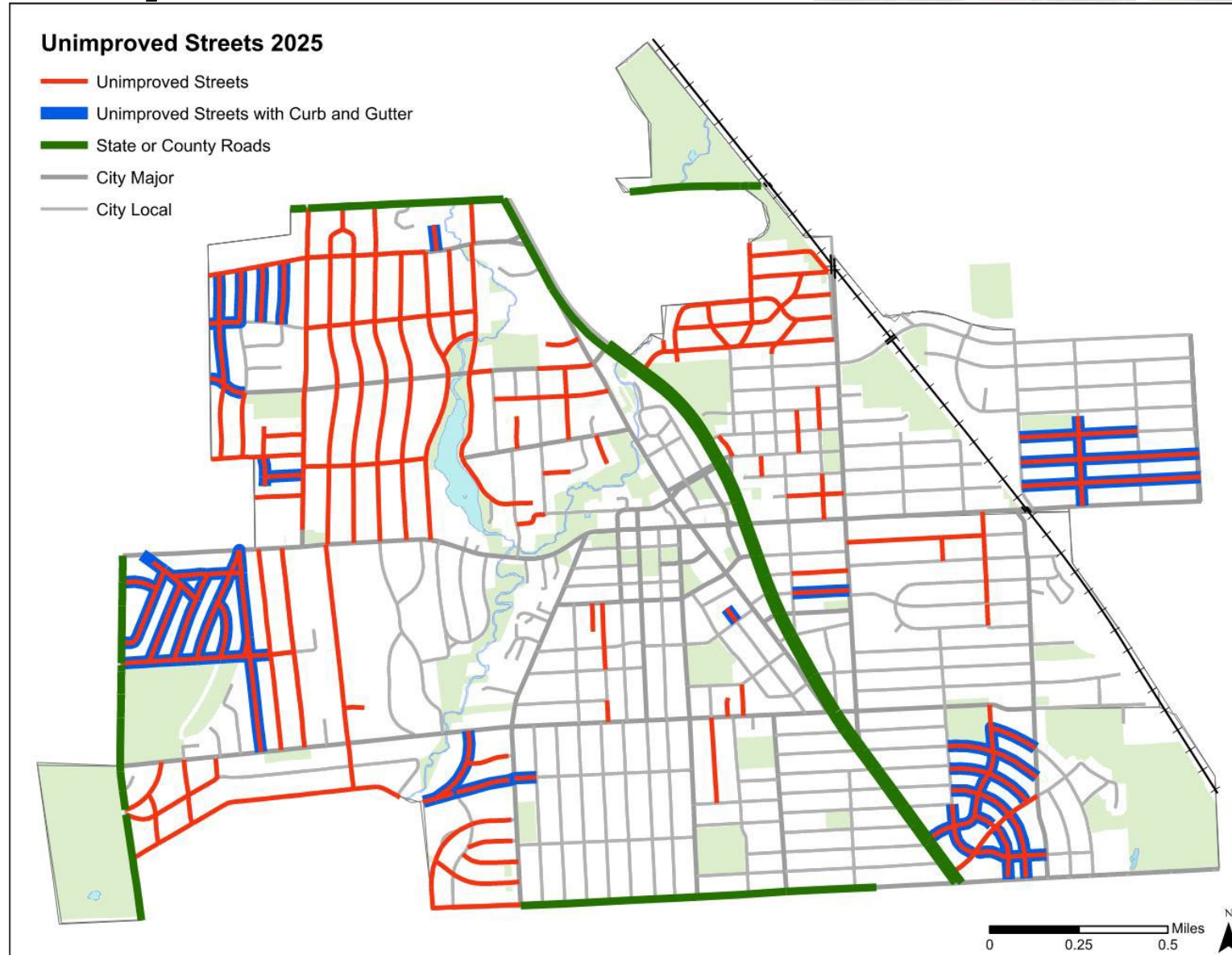


Major Roads:
21.82 Miles

Local Roads:
63.23 Miles

Total: 85.05 Miles

City's Road System



**Unimproved
Roads: 28 Miles**

**Improved Roads:
57 Miles**

Total: 85 Miles

City's Road System

WHERE DO YOUR TAX DOLLARS GO?



\$.34 City of Birmingham

\$.28 Oakland County

\$.22 Birmingham
Public Schools

\$.16 State of
Michigan

↓
\$0.05 of \$0.34 (14%) goes to Major AND Local Road funds

Major AND Local Road Funds cover the maintenance of the current roads by the Department of Public Services and/or contractors, and capital improvement projects

In 2024, \$6.5 million went to Major and Local Road funds, or \$76,425 per City road mile

City's Road System

Maintenance (by Department of Public Service/Contracted)

- Snowplowing
- Pothole Patching
- Street Sweeping
- Installation and Maintenance of Signs
- Portion of Right of Way Trees
- Mowing of Medians and Islands

Capital Improvement Program (by Engineering Department)

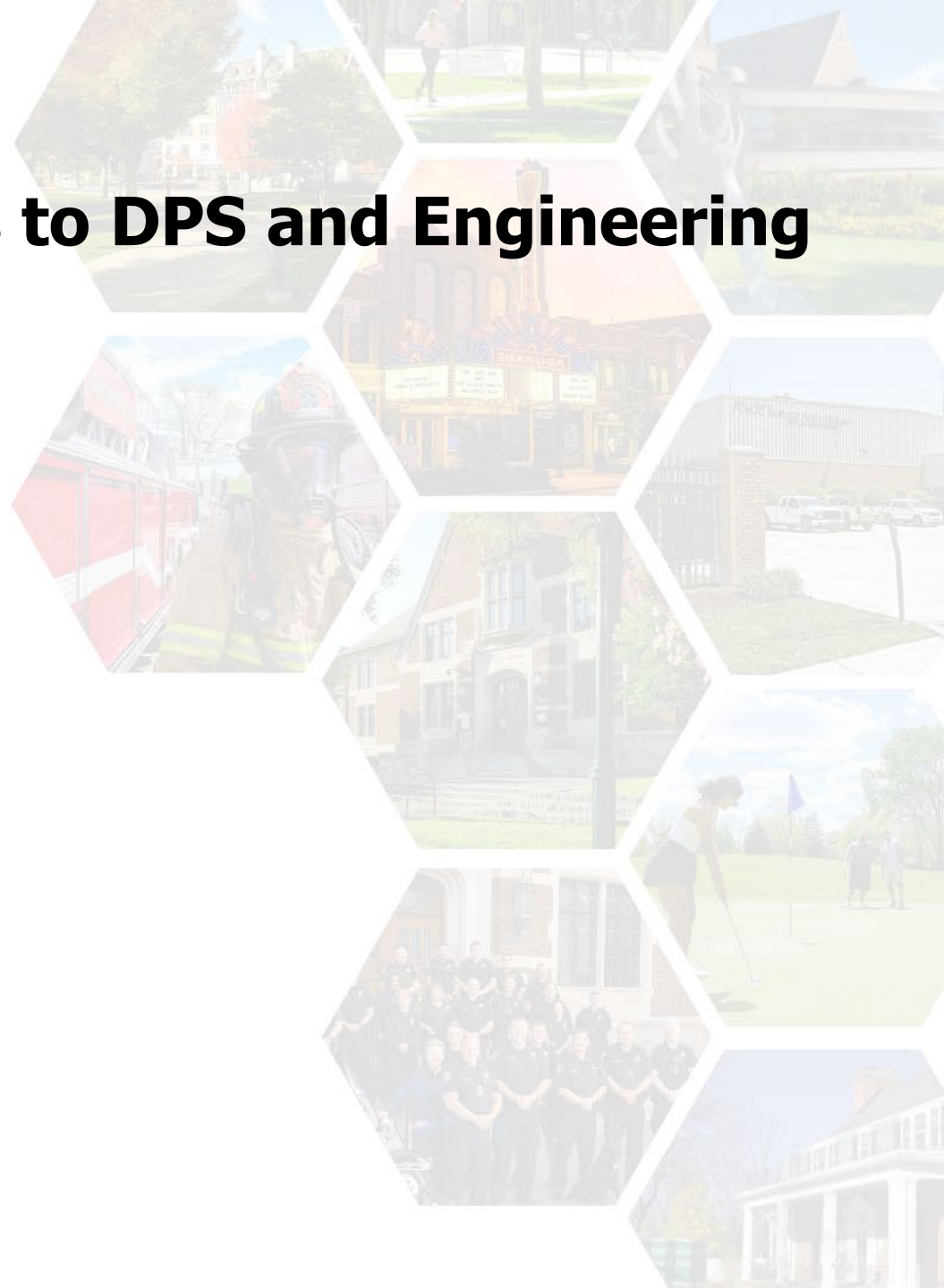
- Annual Concrete Program
- Annual Resurfacing Program
- Annual Cape Seal Program
- Reconstruction Projects in 2024:
Arlington, Shirley, and Brandon
Edgewood
Oakland and Haynes
Pierce
Redding



City's Road System

70% - 90% of Complaints of Streets to DPS and Engineering are on Unimproved Roads

- Condition/current state of the road
- When is it going to be fixed
- When will the road will be paved
- Drainage of roadway
- Pothole patching



Unimproved Roads

Historical Information

1 - Subdivision was Developed: Gravel Road

A - Continued as a gravel road and received cape seal treatments by City starting in 1960's

Or

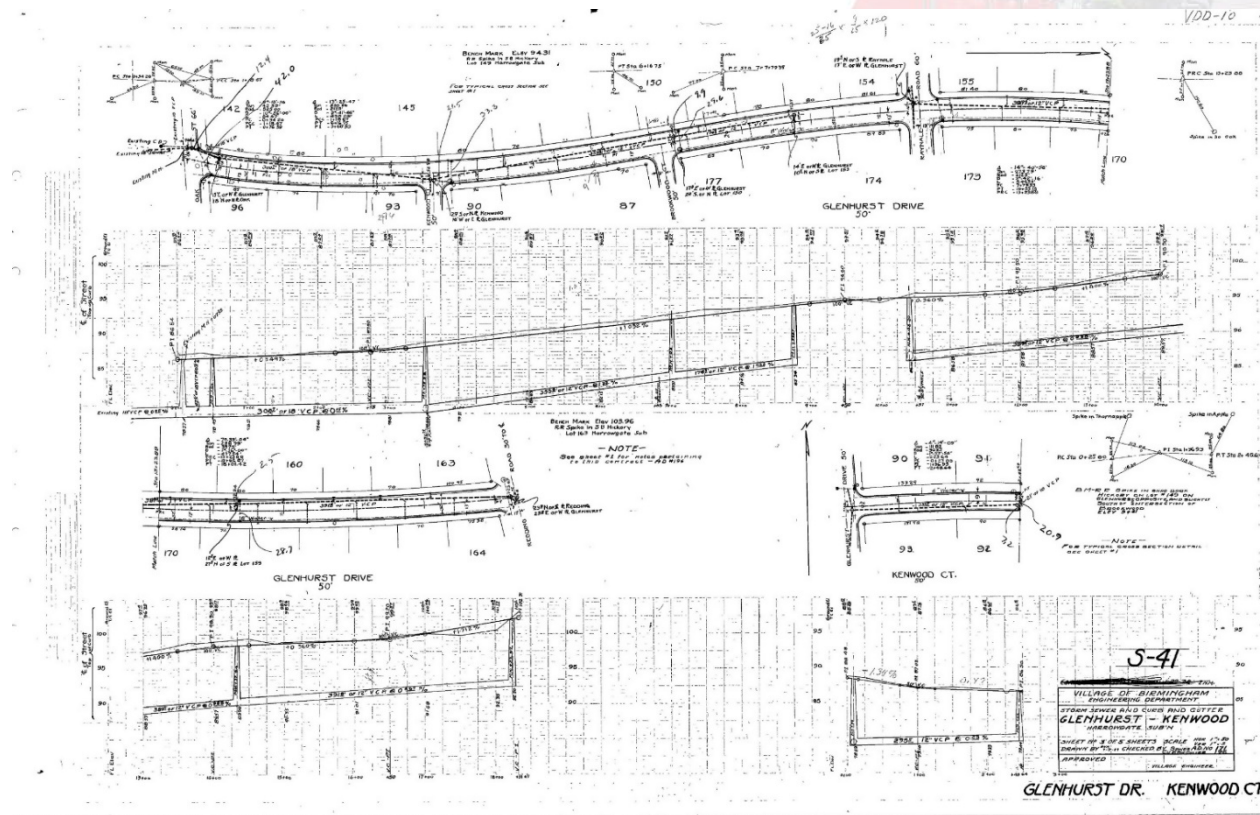
B - A special assessment district was created and the road was paved with either concrete or asphalt with concrete curbs

2- Subdivision Developed: Either Concrete or Asphalt with Concrete Curbs

Unimproved Roads

Historical Information

1A- Subdivision developed with gravel road & receives ongoing cape seal treatments



[illegible]

1B- Subdivision developed with gravel road & later an SAD was created to construct a concrete road



Unimproved Roads

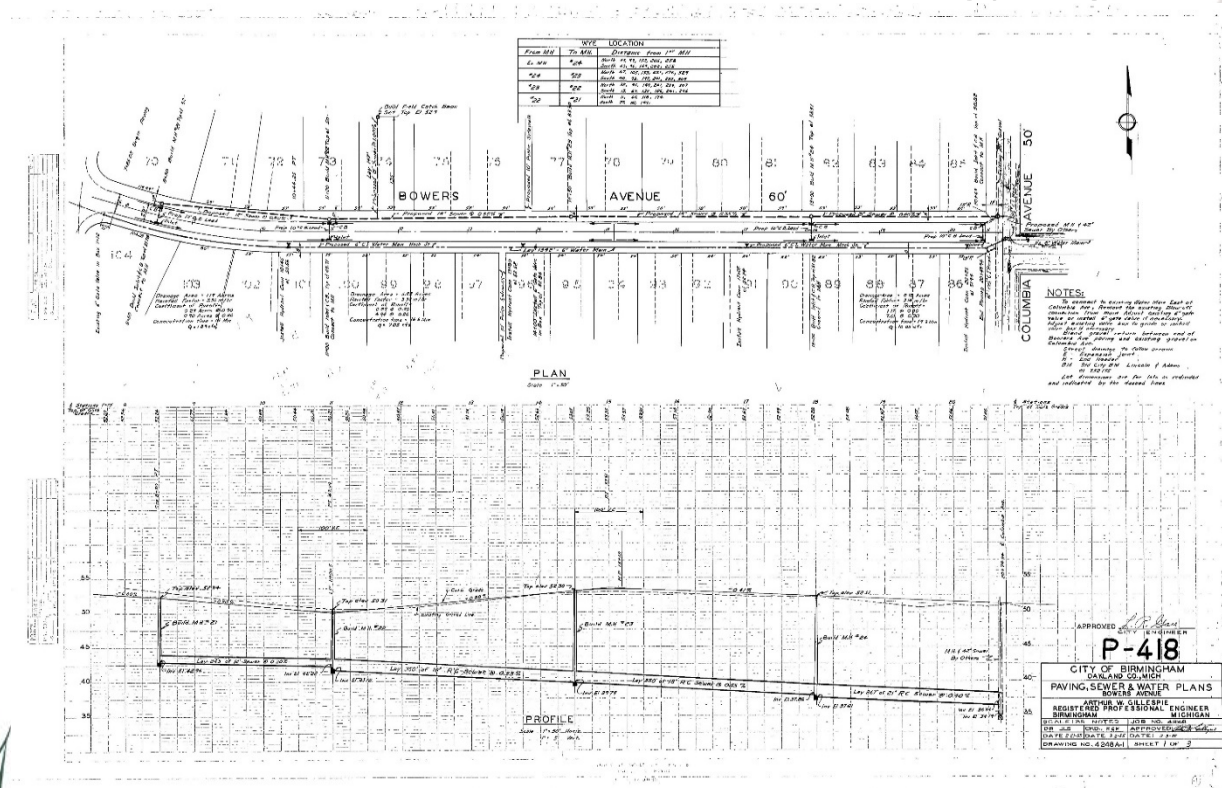
Historical Information

Street	Location (Street to Street)		SAD Number	Project Year	Cost Percentage	Cost Per Foot Assessed
Northlawn	Shipman	Pierce	387	1956	City 15%, Resident 85%	\$1.72
Pierce	Lincoln	14 Mile	388	1956	City 15%, Resident 85%	\$1.72
Torry	Cole	Holland	400	1950	City 15%, Resident 85%	Not Listed
Bird / Edgewood	Pierce	Grant	430	1955	City 15%, Resident 85%	Not Listed
Cole	Adams	Eton	492	1951	City 15%, Resident 85%	Not Listed
Southlawn	Pierce	Edgewood	575	1964	City 15%, Resident 85%	Not Listed
Smith	Grant	Cummings	716	1986	City 15%, Resident 85%	\$ 29.81
Wallace	Watkins	Stanley	737	1991	City 15%, Resident 85%	\$ 41.53
Fairway	Pleasant (To East)	SAD 741	740(1)	1991	City 15%, Resident 85%	\$ 38.90
Frank	Southfield	Bates	748	1995	City 15%, Resident 85%	Not Listed
Rivenoak	Adams	Poppleton	750	1994	City 15%, Resident 85%	Not Listed
Chester	Frank	W Lincoln St	757	1996	City 15%, Resident 85%	Not Listed
Oak	Lakeview	Greenwood	790	2003	City 15%, Resident 85%	\$ 100.00
Humphrey	Grant	Woodward	791	2005	City 15%, Resident 85%	\$ 95.00
Washington	Southlawn	14 Mile	800A	2005	City 15%, Resident 85%	\$ 95.00
Washington	Lincoln	Southlawn	800B	2005	City 15%, Resident 85%	\$ 95.00
Northlawn	Stanley	Washington	802	2005	Long Side: City 2/3, Resident 1/3	\$ 95.00
Greenwood	Harmon	Willits	803	2006	Short Side: City 15%, Resident 85% Long Side: City 2/3, Resident 1/3	\$ 95.00
Greenwood	Oak	Harmon	807	2007	Short Side: City 15%, Resident 85% Long Side: City 2/3, Resident 1/3	\$ 105.00
Stanley	Lincoln	14 Mile	808	2007	City 15%, Resident 85% Curb and Gutter is 100% City	\$ 105.00
Southlawn	Stanley	Bates	820	2007	Long Side: City 2/3, Resident 1/3	\$ 105.00
Euclid	N. Old Woodward	Ferndale	821	2007	City 15%, Resident 85%	\$ 135.00
Baldwin	Harmon	Bridge	822	2008	City 15%, Resident 85%	\$ 135.00
Clark	Lincoln	George	857	2014	Short Side: City 15%, Resident 85% Long Side: City 2/3, Resident 1/3	\$ 111.98
Cummings	14 Mile	Chapin	863	2015	Long Side: City 2/3, Resident 1/3	\$ 129.07
Villa	Adams	Columbia	872	2016	City 15%, Resident 85%	\$ 165.86
Lakeview	Harmom	Oak	893	2020	Short Side: City 15%, Resident 85% Long Side: City 2/3, Resident 1/3	\$ 179.00

Unimproved Roads

Historical Information

B- Subdivision developed with either concrete or asphalt roads with concrete curbs



1940 Oakland County Aerial



1963 Oakland County Aerial

Unimproved Roads

Historical Information

Material Information



Cape Seal Cross Section (on gravel road)



Asphalt Cross Section (on aggregate base)

Unimproved Roads

Historical Information

Material Information

- Road cape sealed in 2023 with water diverted to the curb
- In 2025, the gravel road has shifted and water is ponding before the curb



Humphrey Ave west of Taunton – 6/30/2023 Taunton Road south of Banbury – 2/27/2025

Unimproved Roads

Historical Information

Ad-Hoc Unimproved Street Study Committee (AHUSC) Recommendations (2020):

- Recommended changing the initiation process so that project initiation begins with the City and not the homeowners (*Final Report page 3, related recommendation page 15*).
- Recommended using concrete for new improved streets and allowing for the consideration of asphalt as an alternative road surface material at the determination of the City Engineer when reviewing such factors as long-term costs, maintenance requirements, limited use areas such as courts and dead end streets that experience considerable less traffic counts. (*Final Report page 3, related recommendations page 22 & 66*).
- Recommended the “pay-as-you-go” approach using General Fund transfers to fund just the road component of the improvement with bonds providing the funding for the water and sewer improvements (*Final Report page 4, related recommendation page 48*).

Unimproved Roads

Historical Information

Ad-Hoc Unimproved Street Study Committee (AHUSC) Recommendations (cont.):

- Recommended that the billing method remain unchanged (*Final Report page 17, related recommendation page 26*).
- Recommended that street improvements be charged to residents in the same percentages as the City currently uses. Streets that require a substantially increased cross-section or pavement width shall be reviewed by both the Engineering and Finance Departments of the City to determine the excess costs resulting from those changes, and that excess amount shall not be included in the sum used to determine the resident's payment for the special assessment. (*Final Report page, page 26*).
- Recommended that the City Engineering Department will prioritize projects based on an infrastructure rating system. The City will begin initiating road conversion projects based on this ranking system and incorporate them into the five-year capital plan. (*Final Report page 30, related recommendation page 48*).

Unimproved Roads and Underground Infrastructure

Current SAD Policies - Unimproved Roads

- Cape Seal
 - 85% of the front-foot costs for improvement are assessed on all properties fronting on the improvement.
 - 25% of the side-foot costs for improvement are assessed on all residential properties siding on the improvement.
 - 85% of the side-foot costs for improvement are assessed on improved business properties siding on the improvement.
 - 25% of the side-foot costs for improvement are assessed on vacant business properties siding on the improvement.

Unimproved Roads and Underground Infrastructure

Current SAD Policies - Unimproved Roads

- Unimproved to Improved Road
 - 85% of the front-foot costs for improvement are assessed on all properties fronting on the improvement.
 - For single family houses, if the longer side of a corner property faces the street being constructed, the City will pay two-thirds ($\frac{2}{3}$) of the cost of the assessment for that property. The property owner will be charged the remaining third ($\frac{1}{3}$). If the short side of a corner property faces the street to be constructed, the owner pays 100% of the assessment.

Unimproved Roads and Underground Infrastructure

Selecting Water and Sewer Projects

- Tools Used for Selecting Projects:
 - Infrastructure Scores
 - Road: 0 (good) to 100 (poor) points
 - Sewer: 0 (good) to 100 (poor) points
 - Water: 0 (good) to 100 (poor) points
 - Higher points: Required Replacement
 - Max Points: 300
 - Nearby streets needing improvements
 - Other agency projects
 - Utility flow and coordinating downstream improvements must occur first
 - Discussions with other City Departments

Unimproved Road Construction Prioritization



- Remain as Unimproved Road

Unimproved Road Construction Prioritization

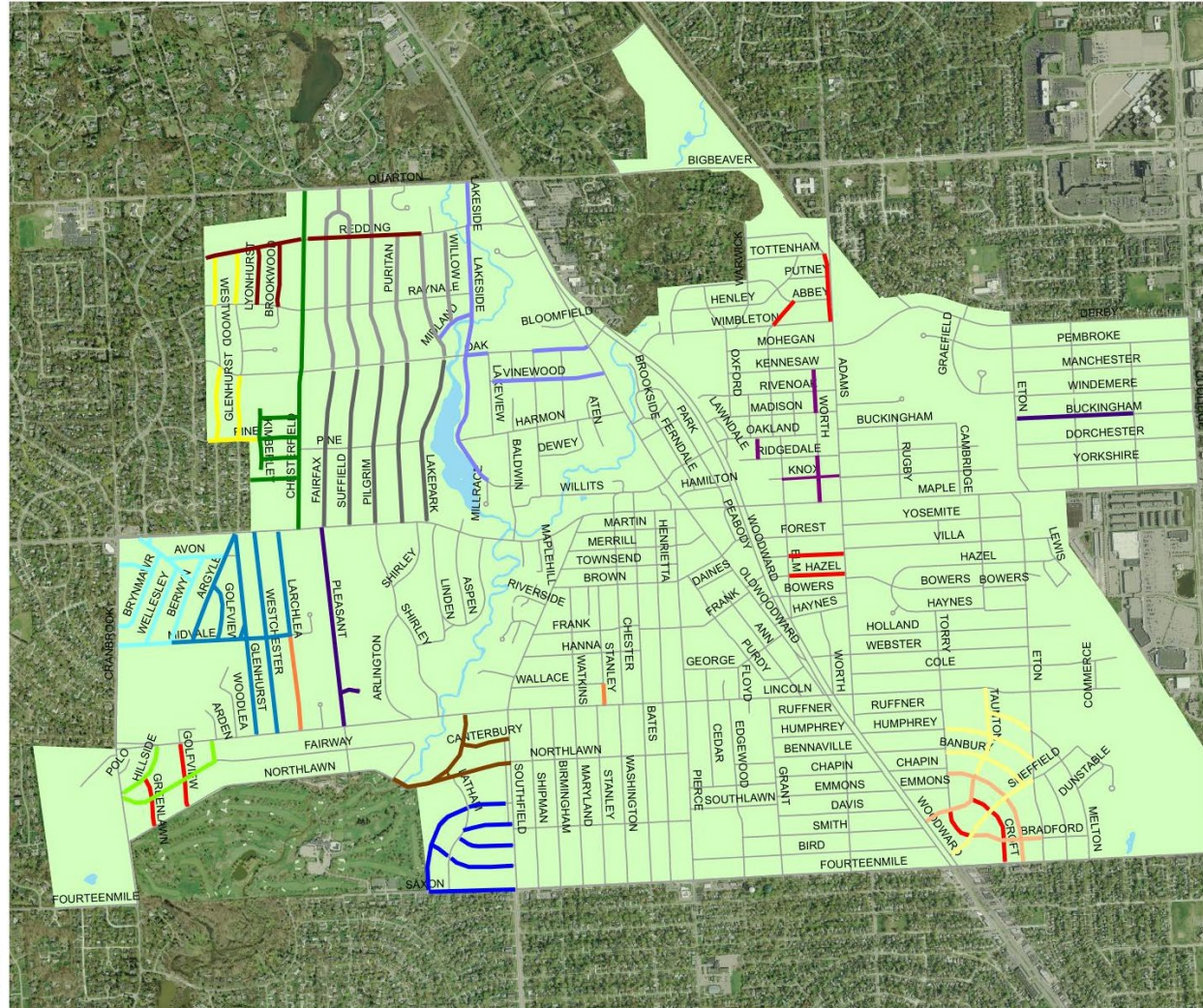


— FY 2024/2025
— FY 2025/2026
— FY 2026/2027
— FY 2027/2028
— FY 2028/2029
— FY 2029/2030



Unimproved Roads and Underground Infrastructure

Unimproved Road Construction Prioritization



Unimproved Road
Construction Order List for 4" and 6"
Water Main Installed in 1920-1930's
starting in 2030/2031

Miles	0.75 Miles per year	1.5 Mile per year
1.198	2031-2032	2031
0.268	2032	2031
0.786	2033	2032
1.240	2034-2035	2032-2033
0.828	2036	2033
0.529	2037	2034
1.539	2037-2038	2034-2035
1.429	2039-2040	2036
1.704	2041-2042	2037
1.290	2043-2044	2038
1.411	2045-2046	2039
0.532	2047	2040
0.948	2048	2040
0.644	2048	2041
1.479	2049-2050	2041-2042
2.458	2051-2053	2042-2043
2.276	2054-2056	2043-2044
Total	20.559	

Unimproved Roads and Underground Infrastructure

Unimproved Road Construction Prioritization

Unimproved Roads Prioritization List

n 5 Year Capital Improvement Plan (FY24/25 - FY29/30)

Roadsoft Block Name	Street (GIS Block Name)	Begin	End
WIMBLETON ABBEY WOODWARD	WIMBLETON	ABBIEY	WOODWARD
WIMBLETON ABBEY OXFORD	WIMBLETON	ABBIEY	OXFORD
TWIN OAKS WIMBLETON	TWIN OAKS	WIMBLETON	DEAD END
ABBIEY HENLEY	ABBIEY	HENLEY	DEAD END
WIMBLETON OXFORD POPPLETON	WIMBLETON	OXFORD	POPPLETON
WIMBLETON POPPLETON ADAMS	WIMBLETON	POPPLETON	ADAMS
ABBIEY HENLEY OXFORD	ABBIEY	HENLEY	OXFORD
HENLEY ABBIEY OXFORD	HENLEY	ABBIEY	OXFORD
HENLEY WARWICK OXFORD	HENLEY	WARWICK	OXFORD
OXFORD ABBIEY WIMBLETON	OXFORD	ABBIEY	WIMBLETON
ABBIEY WARWICK OXFORD	ABBIEY	WARWICK	OXFORD
WARWICK HENLEY WIMBLETON	WARWICK	HENLEY	WIMBLETON
WARWICK ABBIEY HENLEY	WARWICK	ABBIEY	HENLEY
WARWICK ABBIEY TOTTENHAM	WARWICK	ABBIEY	TOTTENHAM
WARWICK TOTTENHAM SHEPARDBUSH	WARWICK	TOTTENHAM	Shepardbush
Warwick Dr Manor Shepardbush	Warwick Dr	Manor	Shepardbush
SHEPARDBUSH TOTTENHAM WARWICK	SHEPARDBUSH	TOTTENHAM	WARWICK
TOTTENHAM HENLEY SHEPARDBUSH	TOTTENHAM	HENLEY	SHEPARDBUSH
TOTTENHAM HENLEY WARWICK	TOTTENHAM	HENLEY	WARWICK
PUTNEY HENLEY	PUTNEY	HENLEY	SHEPARDBUSH
ABBIEY POPPLETON HENLEY	ABBIEY	POPPLETON	HENLEY
ABBIEY WARWICK HENLEY	ABBIEY	WARWICK	HENLEY
ABBIEY POPPLETON	ABBIEY	POPPLETON	N ADAMS ED
HENLEY TOTTENHAM PUTNEY	HENLEY	TOTTENHAM	PUTNEY
HENLEY ABBIEY WARWICK	HENLEY	ABBIEY	WARWICK
HENLEY PUTNEY ABBIEY	HENLEY	PUTNEY	ABBIEY
BLOOMFIELD OLDWOODWARD	BLOOMFIELD	OLDWOODWARD	DEAD END

n FY30/31

Roadsoft Block Name	Street (GIS Block Name)	Begin	End
POPPLETON ABBIEY WIMBLETON	POPPLETON	ABBIEY	WIMBLETON
SHEPARDBUSH TOTTENHAM WIMBLETON	SHEPARDBUSH	TOTTENHAM	WIMBLETON
GREENLAWN HILLSIDE FAIRWAY	GREENLAWN	HILLSIDE	FAIRWAY
GREENLAWN NORTHLAWN FAIRWAY	GREENLAWN	NORTHLAWN	FAIRWAY
GOLFVIEW FAIRWAY LINCOLN	GOLFVIEW	FAIRWAY	LINCOLN
GOLFVIEW NORTHLAWN FAIRWAY	GOLFVIEW	NORTHLAWN	FAIRWAY

Unimproved Roads and Underground Infrastructure Questions and City Commission Discussion

