

May 26, 2010 OTAC Field Trip – Recap

1) West Bloomfield Trail– at Arrowhead Road Parking Lot

Dan Navarre, Director of West Bloomfield Twp Parks and Rec

Dave Burley, Deputy Director of WBT P&R

- 25 acres on west side of Arrowhead Road, behind houses and up to Pontiac Trail, is part of the West Bloomfield Woods Nature Preserve.
- The new trail acquisition, west of Arrowhead Road, is 2.5 miles long and ends at Haggerty Road.
- This extension will pass through huge expanses of wetland and woods; offers views of Woodpecker Lake, a private lake.
- This extension has gone through three owners over the past 5 years.
- West Bloomfield Township is in the finishing stages of acquisition with the owner, who has been very good to work with.
- The township is waiting on the Road Commission for Oakland County on a local agreement that MDOT needs to disperse transportation funds for the trail project.
- They have done their due diligence with appropriate title work, environmental assessments, etc.
- MNRTF applications indicate a 2-phase development: 1) 1.5 million to create a universally accessible trail; 2) Creating parking lots/amenities along the way.
- They want to have another parking lot and restroom that is open year-round.
- Will have to remove rails and grade to a smooth condition. Limestone fines to AASHTO standards: 10' wide trail with 2' wide shoulders.
- By next year they aim to have the 2.5 miles open for public use
- Possibly design the restrooms to replicate an old rail station
- Possibly use real rail cars for classrooms
- All stone on the trail now is original since construction in 1993; need to add some surface material in some areas.
- Cross-country skiers like using trails with a crushed fines surface, not asphalt.
- The Marshbank Park Project – \$5.5 million park development. 12-year bond payments; will pay back with park millage \$.



2) New Commerce Township Offices: 2009 Commerce Drive

Kathleen Jackson, Commerce Township Planner and DDA Director

- Former “Eldorado” and “Links at Pinewood” golf courses since 1950s.
- New Commerce Township offices have been occupied for 1 year
- Hobbs & Black Architects; only added 1000 sq. ft. to former clubhouse for conversion to municipal office building.
- Working with OC Planning and Economic Development and Michigan Economic Development Corp. to find ways to help pay back bonds for constructing the facility.
- Will open the Martin Road Parkway next fall or spring. For details see http://www.commercetwp.com/martin_parkway. Designed by the Charter Township of Commerce Downtown Development Authority, Martin Road Parkway is a unique boulevard with traffic roundabouts extending south from Oakley Park Road to the terminus of M-5.
- Roundabouts – Road Commission for Oakland County did \$50,000 worth in design
- Moved mature trees from golf course to line the drive of Martin Parkway = Cost savings.

- Only a few of the trails are currently built; may not have funds to pave them, but they will have a nicer natural surface.
- Connects to library; future M-5 direct connection.
- Will fill in with future retail/business
- Positive feedback from residents on the project.



South side of Twp. Office building. Stones for each hole on the former golf course were re-used as a retaining wall for landscaping and historic interpretation purposes.



Patio and start of trail south of Twp. Offices.



Looking south at area of trails on former golf course property.

3) Former Train Depot along rail line corridor for Commerce, Walled Lake and Wixom Trailway Management Council – Pontiac Trail, north of Maple Road – Walled Lake

Kathleen Jackson, Commerce Township Planner and DDA Director

- Viewed exterior of former depot building and Star Clipper Dinner Train cars – currently owned by a private individual.
- DDA for Walled Lake to purchase depot for trailhead/warming center
- Possible assistance with OC Planning and Economic Development staff to complete an historical assessment on the building.
- A key link in the non-motorized development of the “Michigan Airline Trail” – connects downtown Walled Lake, Wixom, bridge over M-5.
- No design plans yet. General idea is for 10’ paved with 2’ shoulders.
- Requested \$4.2 million from Trust Fund for acquisition.



Vacant rail corridor in Walled Lake, crossing Pontiac Trail, looking west/southwest



4) Milford Township portion of the trail – met near Milford Road Dairy Queen and entrance to Kensington Metropark

Don Green, Milford Township Supervisor and Sue Nyquist, Chief Park Planner for HCMA

- The Milford Township portion of the trail is 2.9 miles-long, 10 ft. wide, and paved with wooden boardwalks.
- The segment traverses from north of General Motors Road at the Milford Dam, south across General Motors Road into Kensington Metropark (west of Martindale), and continues south toward the intersection of Milford Road and Huron River Parkway near the Chief Pontiac Trail. This segment connects into the Village-owned portion of the trail at the Milford Dam.
- HCMA granted use of their property, under easement, for the trail
- 14 years in the making, from concept to completion.
- Village and Township applied for separate MNDR Trust Fund Grants
- Cost for Township portion \$2.9 Million; much of the cost came from constructing boardwalks (about \$600 per linear ft.)
 - o ~ \$609,000 in MDOT Transportation Enhancement grant
 - o \$75,000 was received from the Community Foundation of Southeastern Michigan (CFSM)¹
 - o \$50,000 was received from the CFSM Greenways Initiative for construction drawings²
 - o HCMA provided \$27,000 of in-kind services to complete a topographic survey.³
 - o Milford Twp. collects an approved 1/10 millage (20 years) to pay for the trail in the Township.
- Preferred construction of applying asphalt: applied in two “lifts”
 - o 3” base of asphalt applied first; then 1” layer over that; all over a 6” base of aggregate. Average lifespan: 17-20 years. This method is useful in preventing breakage with freeze/thaw occurrences.
- Maintenance agreement: HCMA does 50% of patrolling and maintenance in the Milford Twp. portion (to General Motors Road crossing); the Township does the remaining 50% patrol/maintenance. Patrol is on horse, bike or golf cart.
- Finished laying out equestrian trails – connect to Proud Lake State Rec Area
- There is lots of use on the new trail!
- Plans for wayfinding – have two Boy Scout troops willing to construct mile markers
- Had to move some of the existing equestrian trails a bit to make room for the paved trail
- Sam Nyquist (Sue’s son) helped with conducting bike trail counts last year – how many people went into the park. HCMA will do another trail user count this year.
- Next year – HCMA will start on the 1-mile connection from Kensington’s main park pathway to the Milford Trail
- HCMA had done controlled burns for vegetative management in the park, but not along the trail yet.
- Wade-Trim Consultants completed the Master Plan for the Village of Milford and Milford Township (2009). Chapter 3 of the plan contains a non-motorized transportation analysis, which describes the planning efforts with the Milford Trail: http://www.milfordtownship.com/milford_community_master_plan.html

¹ Source: http://www.michigan.gov/mdot/0,1607,7-151-9620_11057-191697--,00.html

² Ibid.

³ Ibid.



Sue Nyquist with HCMA speaks to the group.

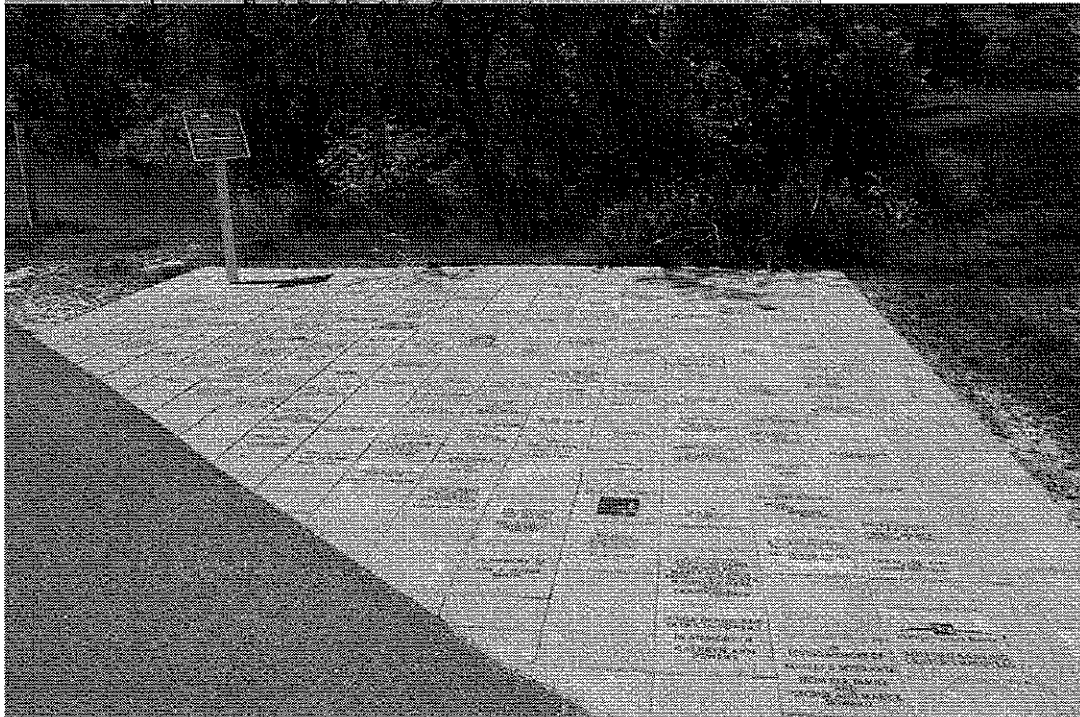
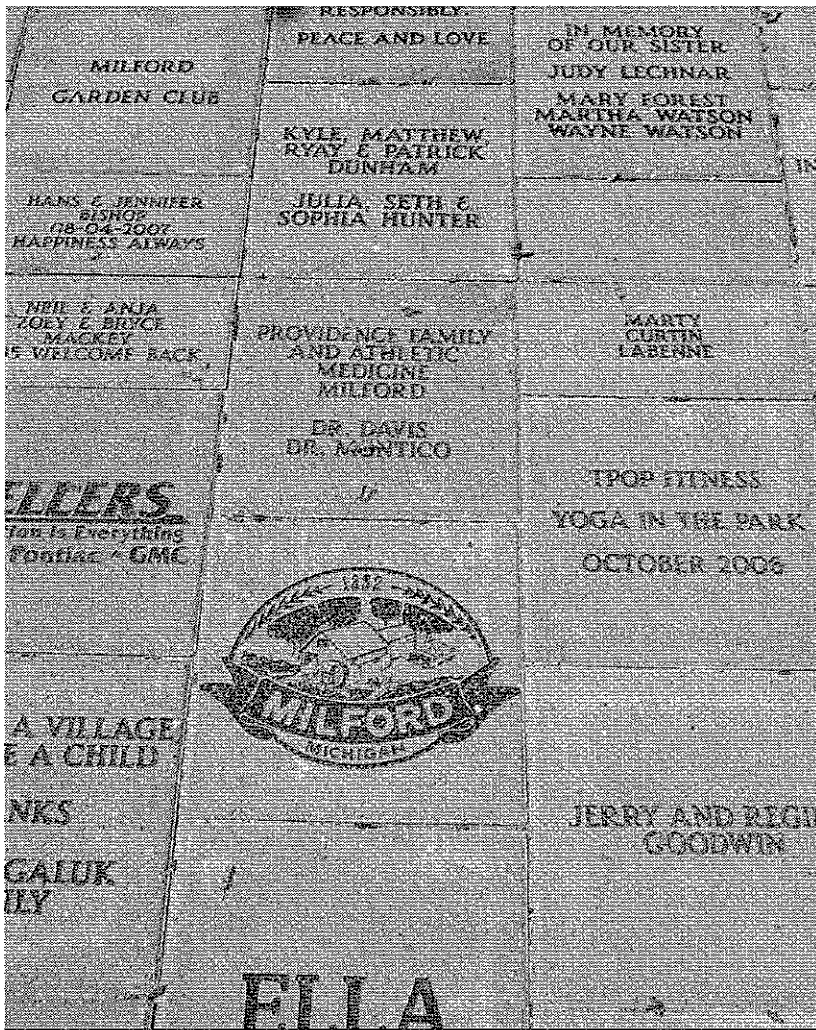


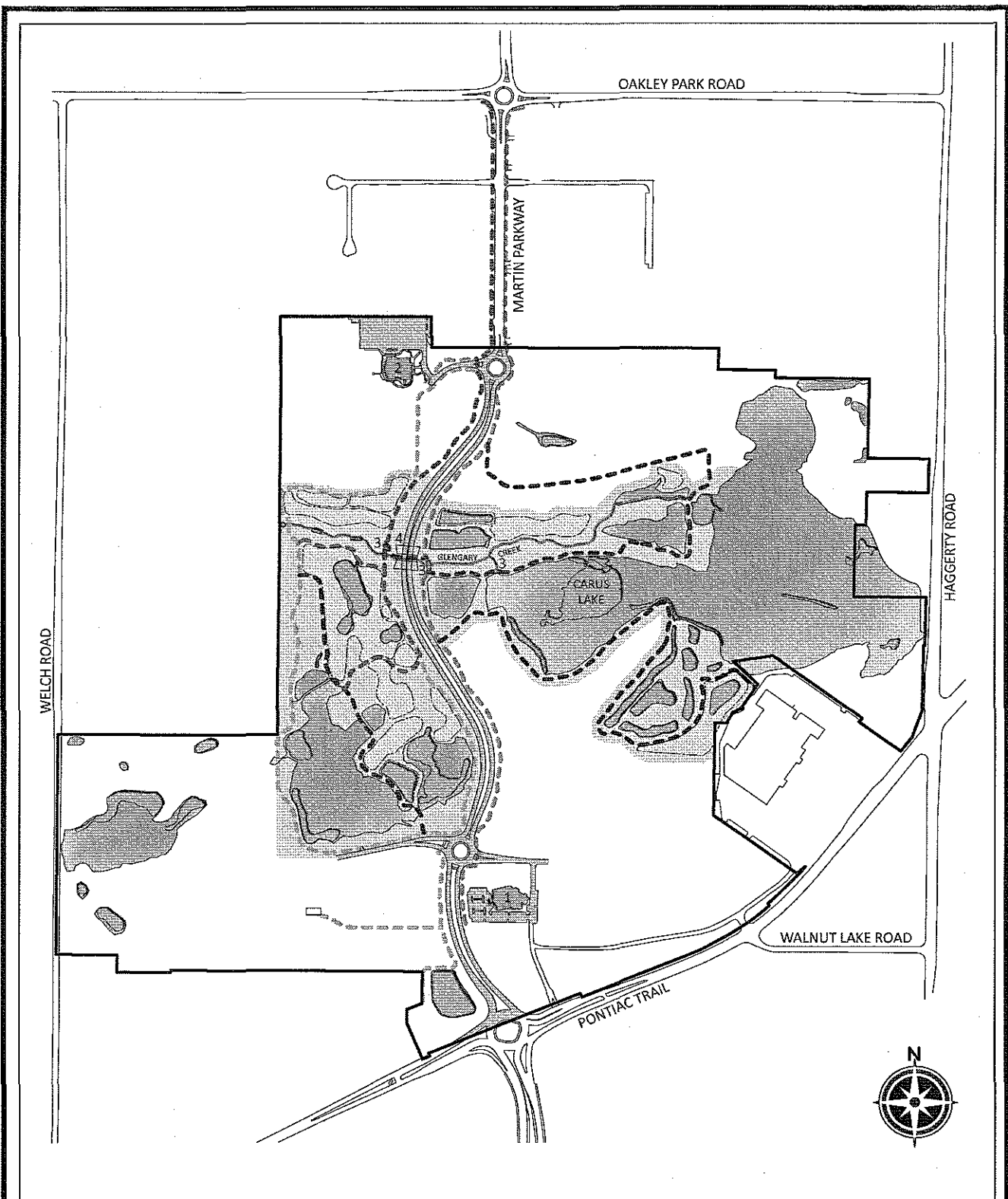
5) North portion of Milford Trail – YMCA parking lot, Village of Milford

Don Green, Milford Township Supervisor and Sue Nyquist, Chief Park Planner for HCMA

- ~1.1 Miles of the trail is in the Village of Milford
- Village received about \$300,000 MNDR Trust Fund Grant for construction of the trail from General Motors Road, over the Huron River, and through the 134-acre Hubbell Pond Park.
- Volunteers raised matching funds of \$105,000.
- Village does all the maintenance for its portion.
- Parking is an issue for the YMCA – non-YMCA users (trail users) park in lot and use restrooms of building
- May have to get portable restrooms for trail users
- Many people park in nearby businesses – McDonalds – to use trail
- Don has concerns about permeable asphalt/concrete surface for trails; may not hold up with freeze/thaw cycles
- Portage for canoes – been there for many years
- Fish ladders – popular for viewing
- Check out www.milfordtrail.com for a list of trail contributors and more.







POINTS OF INTEREST

- 1 COMMERCE TWP LIBRARY
- 2 COMMERCE TWP TOWN HALL
- 3 PEDESTRIAN BRIDGES
- 4 ROAD BRIDGE / PEDESTRIAN UNDER

MAP LEGEND

	UPLANDS
	WATER
	LOWLAND
	BUILDINGS
	WETLANDS

TRAIL LEGEND

	LAKE TRAIL	0.7 mi
	CREEK TRAIL	0.8 mi
	TOWNHALL TRAIL	0.1 mi
	LIBRARY TRAIL	1.1 mi
	HICKORY TRAIL	0.6 mi
	FOX TRAIL	0.4 mi
	WOODLANDS TRAIL	0.9 mi
	MEADOWS TRAIL	0.5 mi
	HERON TRAIL	0.4 mi

COMMERCE COMMONS PATHWAY MAP

FOR MORE INFORMATION, CALL (248) 624-0110

HOURS OF OPERATION: DAWN TO DUSK

MAP CREATED: 10/15/08 BY: K. BROWN

VII. ACTION PROGRAM

The Action Program is the part of the master plan where the Management Council identifies how they intend to meet, or work towards meeting their goals and objectives over the next five years.

Rails-to-Trails Acquisition and Development: “Michigan Air-Line Railway Trail”

The main focus of the Master Plan is the acquisition; development and maintenance of the future Michigan Air-Line Railway Trail (see MI Airline Railway Trailway Map).

Acquisition

The CWLW Trailway Management Council will be applying for MNRTF acquisition funds from the MDNR for acquisition of the former Coe Railroad corridor (approximately 5.45 miles) in August 2009.

Development

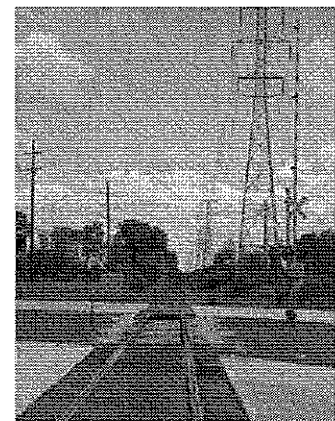
Once the property has been acquired, the Management Council will need to consider what type of pathway it would like to develop. The costs below were derived from a variety of sources (“Trails for the 21st Century”, Rails-to-Trails Conservancy, 2001; PEDSAFE Manual and Wade Trim) and are intended to illustrate probable costs for implementation:

Table 6: Estimated Cost for Non-Motorized Trail Development

Description	Cost Per Mile	Longevity
Granular Stone	\$60-100,000	7-10 Years
Asphalt	\$210-270,000	7-15 Years
Concrete	\$300-500,000	20+ Years
Boardwalk	\$1,500,00-2,000,000	7-15 Years
Resin Stabilized	Varies based on application	7-15 Years
Wood Chips	\$65-85,000	
Pre-Fabricated pedestrian bridge (15 ft. wide, 45 ft. long, steel truss)	\$70,000 each unit	

Source: Oakland County (MI) Trails Master Plan 2008

A paved asphalt pathway is preferred to allow accessibility to the trail by the most users. Wetlands and a narrow railroad corridor along portions of the route may increase design and construction challenges. A significant grade separated pedestrian overpass would likely be necessary where the corridor crosses M-5. More detailed design and engineering is needed to determine specific costs for the proposed 5.45 miles of trail.



Existing M-5 Railroad Crossing

Maintenance

Typical annual maintenance costs for one-mile paved trail are listed in the following table:

Table 7: Annual Maintenance Costs per Mile of Pave Trail

Task	Cost
Drainage and storm channel maintenance	\$500
Sweeping/blowing debris off trail	\$1,200
Pick-up/removal of trash	\$1,200
Weed control and vegetation management	\$1,000
Mowing of grass shoulder	\$1,200
Minor repair to trail furniture/safety features	\$500
Maintenance supplies for work crews	\$300
Equipment, fuel and repairs	\$600
Total estimated cost per mile:	\$6,500

Source: Oakland County (MI) Trails Master Plan 2008

Each community should adopt a uniform system for maintenance and operation of the trail segment that runs through their respective communities. Adopt-a-Trail programs may also be considered.

Supporting Community projects:

Accessible pathways

Provide additional accessible pathways links within each community to the future non-motorized MI Air-Line Railway Trail.

Non-Motorized Pathway Master Plan

Prepare a non-motorized pathway master plan for each community identifying existing pathways, gaps, and future development of sidewalks, pathways, and bike lanes throughout each community. The plan should provide design standards, sign guidelines, and estimated development costs and identify possible funding sources.

POTENTIAL FUNDING SOURCES

Funding for the proposed trail system is an ongoing endeavor, which requires continuous monitoring of programs, deadlines, application requirements, and matching sources. Below is a list of potential funding sources for the trail, trail corridor, and railway links to consider:

- Access to Recreation
- ACT 51 Funds
- Bikes Belong Coalition (American Bicycle Industry)
- Community Development Block Grant (CDBG) Funds
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Downtown Development Authority (DDA)
- DTE Energy Tree Planting Program
- Greenways Funds (Community Foundation of Southeastern Michigan)
- Land and Water Conservation Funds (LWCF)
- MDEQ: Non-Point Source Pollution Control Grants–Clean MI Initiative and 319 Program

July 30, 2009

- Michigan Natural Resources Trust Fund (MNRTF)
- Michigan Trails and Greenway Alliance
- Millages
- Private Funding/Donations
- Recreational Trails Program/Recreation Improvement Fund
- Safe Routes To School Program
- Transportation Enhancement Funds (MDOT)
- Tax Incremental Revenues



Milford to Kensington Park

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**No
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Events**

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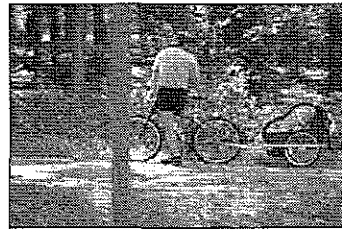
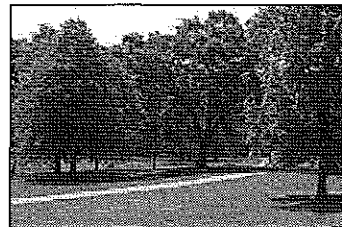
Good News!

The Milford Trail is now officially open. (As of May 30, 2009)

The trail runs from the YMCA on Commerce Rd, all the way to the Kensington Park entrance, near the Dairy Queen on Milford Rd.

From the YMCA to the Dairy Queen is approximately 3.6 miles.

View Map of [Milford Trail Route](#)



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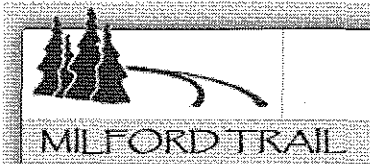
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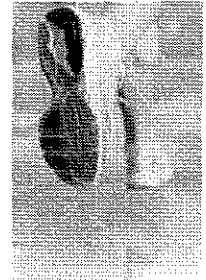
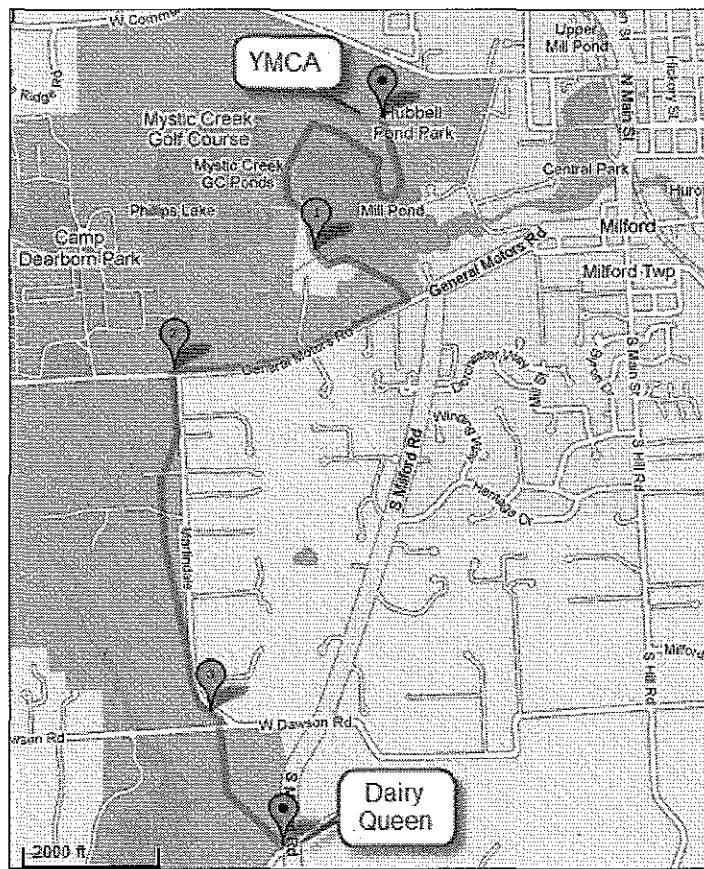
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Trail Route

How does this trail connect Milford to Kensington?

This trail starts at the YMCA, then across the dam and along G.M. road, then South near Martindale road and ends up at the Kensington Park entrance near the Dairy Queen. The total distance from the YMCA to the Dairy Queen is approximately 3.6 miles.

(numbers below indicate mileage)

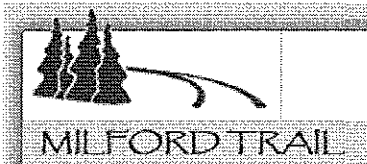


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List of Contributors to the Milford Trail

Overview of Sponsorship

The following is a list of companies and individuals that have contributed financially to the Milford Trail.

Founder Level (\$5,000 or greater)

Southside Partners II (Lyle Tyler, Marc Weinbaum, Ashley Israel, Keith Weinbaum)

Huron Valley Running Club

Jerry & Regina Goodwin

Trailblazer Level (\$2,500 - \$4,999)

Doug Klingensmith

Pacesetter Level (\$1,000 - \$2,499)

Steven Lebowski

Dale Feigley Family

Lyle & Denise Tyler

John Welker

James W. O'Neill & Company

Advance Concrete Products

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Huron Valley State Bank

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