



# LODI TOWNSHIP NON-MOTORIZED PATHWAY FEASIBILITY STUDY

Board of Trustees Meeting, January 6, 2026

Funded in part by a Connecting Communities Grant from the  
Washtenaw County Parks and Recreation Commission

OHM ADVISORS



## 1. Introduction

To provide transportation alternatives and recreational opportunities for residents, an analysis of the feasibility of constructing a continuous, non-motorized path in Lodi Township was investigated by OHM Advisors. Two areas were identified by the Township as priority routes for this analysis:

1. Waters Road from Wagner Road to Gallinger Drive

*Total Distance: approximately one mile*

2. Ann Arbor-Saline Road/Textile Road from the central commercial area to the border of Pittsfield Township

*Total Distance: approximately two miles*

These sections were chosen to meet the most pressing needs of residents and capitalize on the funding opportunity from the Connecting Communities Grant awarded by the Washtenaw County Parks and Recreation Commission. This grant was awarded because the selected routes meet the primary goal of “providing valuable, non-motorized connections between communities and activity centers thus offering a healthy alternative for recreation, transportation, fitness, and energy conservation”. The Waters Road route would connect the Orchard Grove and future Arbor Preserves neighborhoods with the commercial center and public transportation available at Oak Valley. The Ann Arbor-Saline/Textile Road route would begin to tie the Lodi Township commercial center, the Washtenaw Farm Council Fairgrounds, and several neighborhood areas to the Saline Recreation Center and Tefft Park.

All road sections considered in this study are County roads with no existing sidewalks or pathways. The pathway under consideration is assumed to be 10 feet wide where feasible and constructed of asphalt. Where asphalt would be impractical due to steep topography or waterway crossings, the pathway was assumed to be a wooden boardwalk with helical piers. All sections of the potential pathways will be compliant with current ADA standards.

Other key constructability factors considered in this study were drainage, tree removals, existing right-of-way and drain easements, franchise utility conflicts, and road crossings. The Washtenaw County Road Commission (WCRC) and the Washtenaw County Water Resources Commissioner’s Office (WCWRC) were both consulted as a part of this study. No major conflicts were identified, and no portion of the proposed paths are slated for County improvements or other County projects in the next five years.

The following sections contain a description of the potential routes, preliminary cost estimates, and recommendations. A detailed cost estimate can be found in Appendix A and route photos can be found in Appendix B.



## 2. Routes

### Waters Road

Waters Road is a two-lane County road running east-west with a speed limit of 55 MPH (unposted) and a right-of-way width of 66 feet. From the west, the proposed route would begin at the corner of Waters Road and Wagner Road. This intersection is adjacent to the Lodi Farms plant nursery and the Orchard Grove manufactured home development. The proposed route would run to the east approximately one (1.0) mile to connect to an existing pedestrian sidewalk at the intersection of Waters Road and Galliger Drive. The final 230 feet of this proposed route are in Pittsfield Township. The existing sidewalk continues to the nearest bus stop approximately 2,000 feet to the east at Oak Valley Drive and Waters Road.

#### Waters Road - North Side

A pathway along the north side of Waters Road would begin at the intersection with Wagner Road. The path would be on the same side of street as the Orchard Grove neighborhood, so no street crossing would be required. The path would begin with an asphalt section along the frontage of Orchard Grove.

The next section to the east would cross a tributary of the Rouse Drain. The Washtenaw County Road Commission has existing structures at this crossing including a 300-foot-long guardrail (along the north and south side of Waters Road) and two 30-inch corrugated metal culverts. The pathway in this section requires a boardwalk. The remainder of the path (approximately 430 feet) along Orchard Grove's southern border would be asphalt. A graphic of the proposed path along Orchard Grove's southern border is shown below in Figure 1, with a closer image in Appendix A.



Figure 1: The proposed path on Waters Road, along the southern border of Orchard Grove. Blue path is asphalt, green path is boardwalk

The next quarter-mile segment would run along the frontage of Arbor Preserves South. The Township has worked in coordination with the developer to ensure that the approved site plans include a 10-foot-wide pathway. Most of this segment will be asphalt with a portion of boardwalk approximately



200 feet long. A graphic of the proposed path along the southern border of Arbor Preserves South is shown below in Figure 2, with a closer image in Appendix A.



Figure 2: The proposed path on Waters Road, along the southern border of Arbor Preserves South. Construction of this portion of the path would be coordinated with the developer.

The final half mile of the pathway would cross Alex Drive, West Arbor Road, East Arbor Road, and four private driveways. Public outreach to the impacted property owners is recommended. Communication should include information regarding the allowed uses and limits of the right-of-way, typical construction timelines, and provide a point of contact for resident questions.

There is a small portion that crosses an unnamed creek where 100 feet of boardwalk will likely be required. The rest is suitable for an asphalt path. The connection point for the proposed pathway to the existing sidewalk is at the intersection of Waters Road and Galliger Drive. It is important to note that the final 230 feet of this proposed pathway are in Pittsfield Township. A graphic of this final portion of the proposed path along the southern border of Arbor Preserves South is shown below in Figures 3 and 4, with a closer image in Appendix A.

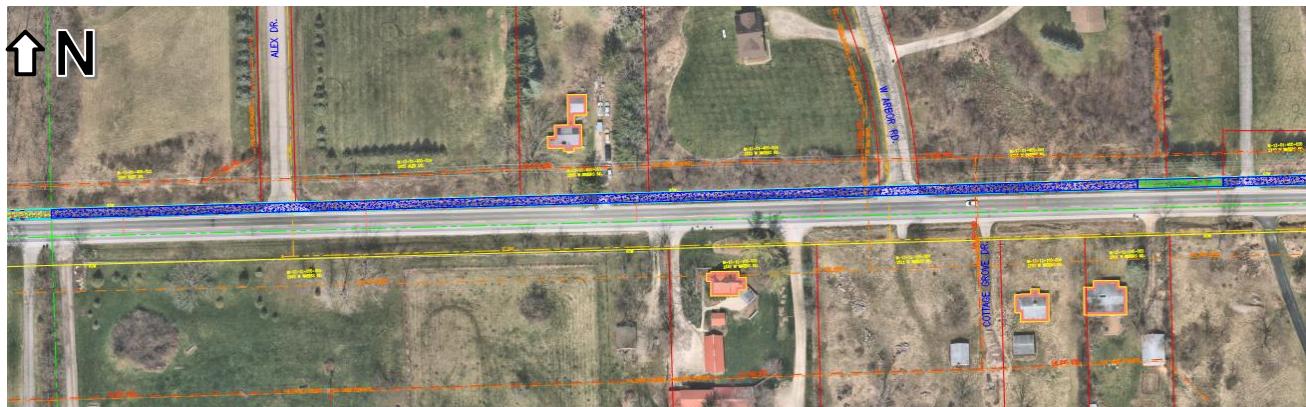


Figure 3: The proposed path on Waters Road, crossing Alex Drive, West Arbor Road, and showing a creek crossing requiring about 100 feet of boardwalk (green).



Figure 4: The proposed path on Waters Road, crossing East Arbor Drive and shown ending at Galliger Drive. Note that the final 230 feet of this proposed pathway are located in Pittsfield Township.

#### Waters Road - South Side

Compared to the north side of Waters Road, the south side presents additional costs without added benefits. Starting on the south side of Waters Road at the intersection with Wagner Road would require a street crossing to provide access for the Orchard Grove neighborhood. The south side would require a similar amount of boardwalk for waterway crossings and there are a comparable number of underground utilities to contend with.

A route on the southern side of Waters Road would either link up to the Arbor Preserves frontage pathway (requiring street crossings) or else bypass it entirely, resulting in additional costs to the Township. For these reasons, a path along the south side was not included in the preliminary route maps or cost estimates.

#### **Ann Arbor-Saline Road**

Ann Arbor-Saline Road is a two-lane County road running north-south with a speed limit of 50 MPH (posted) and a right-of-way width of 66 feet. From the north, the proposed route would begin at the corner of Ann Arbor-Saline Road and Pleasant Lake Road. The Creature Conservancy, Tippins Market, the Washtenaw Farm Council Fairgrounds, and several other local businesses are located at this corner.

The intersection of Ann Arbor-Saline Road and Textile Road is a roundabout bordered by private properties and the historic Lodi Township cemetery. Currently, there are no pedestrian ramps or crossings at this roundabout. There is a high concentration of underground franchise utilities in the area including gas, electric, and fiber optic cables. Retrofitting the roundabout with pedestrian facilities, in addition to navigating the utility conflicts and maintaining the appropriate clearance from the historic cemetery, would add significant costs to this section of the pathway.

To simplify the pathway design and reduce costs, it is recommended that the pathway bypass the Ann Arbor-Saline Road / Textile Road intersection entirely by following Homestead Court to the east. Homestead Court is also a County road with a 66-foot with right-of-way and no existing pedestrian



facilities. There is no posted speed limit, however, this short street is mainly residential and would fall under the statutory speed limit of 25 MPH.

Routing the pathway behind the daycare and alongside/within an existing overhead utility easement (Comcast) would provide the simplest route to connect to Textile Road, approximately 725 feet to the south.

#### Ann Arbor-Saline Road, East Side

The first quarter-mile of a pathway on the east side of Ann Arbor-Saline Road would run along the frontage of the Washtenaw County Farm Council Fairgrounds. There are five driveway entrances to the fairgrounds off Ann Arbor-Saline Road and the majority of the frontage is lined with either chain-link or white split-rail fencing. There are small overhead lines on this side of the road in addition to underground gas utilities.

Despite these obstacles, the grading and vegetation removal on this side of the road would be minimal. Also, a pathway in this location would offer direct non-motorized access to the fairgrounds – likely increasing foot and bicycle traffic and encouraging participation in fairground events. An easement may be required from the farm council, however, this route is still considered highly feasible because of the numerous benefits to the fairgrounds (new fencing, improved frontage, etc). To date, OHM has not contacted the farm council regarding this potential pathway route, but would facilitate a meeting between Township leaders and the farm council based on the results of this preliminary analysis and discussion by the Township Board.



Figure 5: The proposed path along the frontage of the Washtenaw County Farm Council Fairgrounds.

Moving south, the next roughly three-quarters of a mile would involve crossing eight private driveways and three County roads (Surrey Drive, Brassow Road, and Blue Grass Lane) before arriving at Homestead Court. There is 300 feet of guardrail on both sides of the road just south of Brassow Road. As with the Waters Road route, public outreach to the impacted property owners is recommended. Communication should include information regarding the allowed uses and limits of



the right-of-way, typical construction timelines, and provide a point of contact for resident questions. The three County Road crossings are shown in Figures 5 – 8 below.



Figure 6: The proposed crossing at Surrey Drive.



Figure 7: The proposed crossing at Brassow Road. Note there is 300 feet of guardrail on both sides of the road just south of Brassow Road.



*Figure 8: The proposed crossing at Blue Grass Lane*

There are both underground and overhead utilities along this path, the most significant being a 12" gas main the closely hugs Ann Arbor-Saline Road. A path along either the northern or southern side of Homestead Court would require some vegetation removal, as would the path along the existing overhead electrical easement to connect to Textile. The exact route in this area would be determined in the detailed design phase to minimize disturbance to the existing landscaping and screening. A preliminary route is shown below in Figure 9.

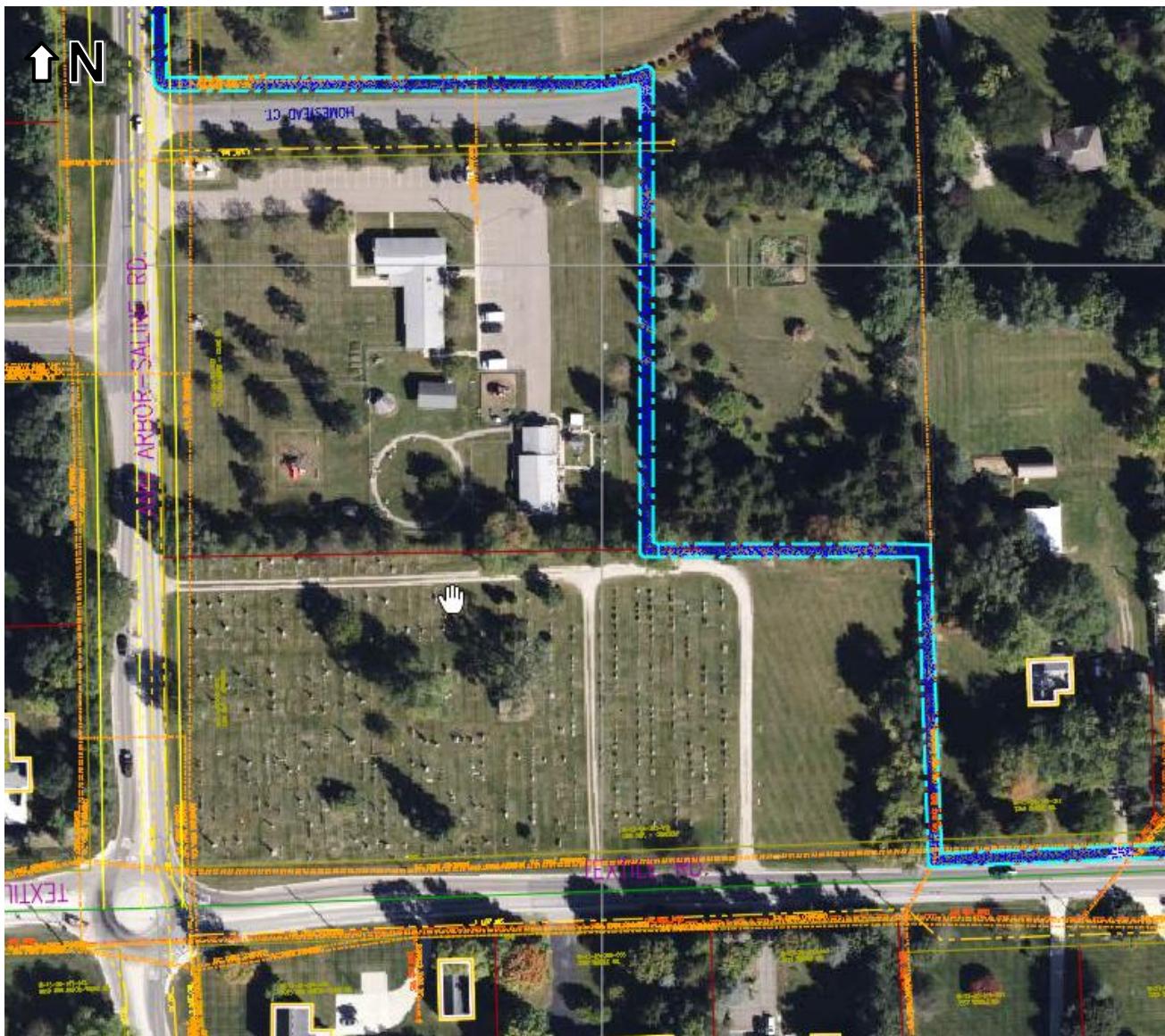


Figure 9: The proposed route along Homestead Court, behind the daycare, and along the overhead utility easement

## Ann Arbor-Saline Road, West Side

Similar to the analysis of Waters Road, the west side of Ann Arbor Saline Road presents additional costs without benefits when compared to the east side of the road. While both sides of the road



feature some underground cable, underground gas, and overhead cables, the west side has a slightly higher concentration of these franchise utilities. Additionally, the roadside opposite Blue Grass Lane would require significant more tree removals than any portion of the east side.

Also, a route on the west side of Ann Arbor-Saline Road would require a crossing at some point before running along Textile Road. For these reasons, a path along the west side was not included in the preliminary route maps or cost estimates.

## Textile Road

Textile Road is a two-lane County road running east-west with a speed limit of 50 MPH (posted) and a right-of-way width of 66 feet. From the west, the proposed route would begin just after the historic cemetery. Apart from the cemetery, all parcels in this area are residential. The proposed route would run to the east approximately one (1.0) mile to the border of Lodi Township and Pittsfield Township.

Textile Road continues for another half mile before reaching Tefft Park. This half mile segment is entirely in Pittsfield Township while Tefft Park itself is in the City of Saline. Completing this final leg of the pathway would require collaboration with these neighboring municipalities.

### Textile Road, North Side

A pathway along the north side of Textile Road would cross 11 private driveways and one private road (Bellwether Drive). There are underground utilities running parallel to the road (fiber from Verizon and Frontier), but this route is clear of other conflicts. Figure 10 shows the beginning of this route and Figure 11 shows the private road crossing.



Figure 10: The proposed route at the western end of Textile Road

There is a portion of this route that falls within County drain easements (shown below in Figure 12). Work in these areas would requiring permitting from the Washtenaw County Water Resources Commissioner's Office (WCWRC). The portion of the path that crossed the drain will require a boardwalk. The end point on the border of Pittsfield Township is shown in Figure 13.



Figure 11: The crossing at Bellwether Drive

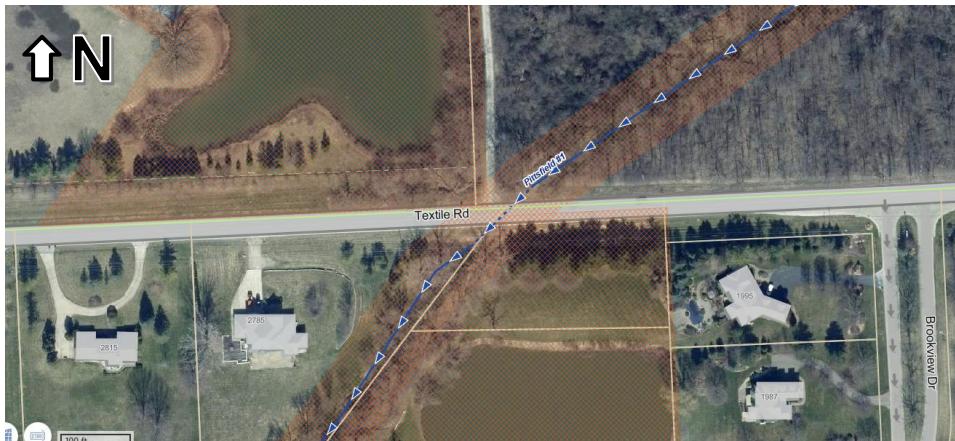


Figure 12: The orange hatch shows the County Drain easement around a detention pond and the Pittsfield #1 Drain. A boardwalk will be required in this section.



Figure 13: The final segment of the proposed route ends at the border of Pittsfield Township. Tefft Park is located half a mile to the east of this terminal point.



### Textile Road, South Side

A pathway along the south side of Textile Road would have twice as many private driveway crossings and two additional County road crossings compared to a pathway along the north side. There are also significantly more utility conflicts with underground fiber, underground gas, and overhead electric. For these reasons, a path along the south side was not included in the preliminary route maps or cost estimates.

## 3. Preliminary Estimates

The detailed opinions of probable cost for both the Waters Road route and the Ann Arbor-Saline Road / Textile Road route are enclosed at the end of this study in Appendix A. For the Waters Road route (approximately one mile), the total estimated project cost is \$2.5M. This estimate accounts for one-quarter mile of pathway being provided by the developers of the Arbor Preserves South neighborhood.

For the Ann Arbor-Saline / Textile Road route (approximately two miles), the total estimated project cost is \$4.7M. The cost per mile is lower for this route because it is generally flatter and with less vegetation than the Waters Road route.

Both estimates provide total project costs, including construction engineering services, design engineering services, and mobilization. Property acquisition was not included in the estimates because the exact area to be acquired is determined during detailed engineering and property prices are subject to market changes.

## 4. Recommendations

Both routes are excellent candidates for a non-motorized pathway. Both the County Road Commission and the County Water Resources agreed that these routes would not interfere with any ongoing maintenance or future upgrades for the roadway and storm infrastructure. Although there are existing utilities and vegetation to contend with, all portions of the proposed routes are feasible.

# **APPENDIX A**

# **COST ESTIMATES**



## OPINION OF PROBABLE PROJECT COST

### ORCHARD, HILTZ & McCLIMENT, INC.

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 466-4557

PROJECT: Non-Motorized Pathway Feasibility Study  
LOCATION: Waters Road - North Side  
WORK: One mile of 10-ft wide HMA path on Waters Road  
from Wagner Road to Pittsfield Township

DATE: January 6, 2026  
PROJECT #: 0048-23-0020  
ESTIMATOR: MCM  
CHECKED BY: MJM  
CURRENT ENR:

ITEM CODE	DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
<b>CATEGORY 1 - Mobilization &amp; Traffic Control</b>					
1027051	Construction Engineering Services (15%)	LSUM	1	\$ 229,350.00	\$ 229,350.00
1027051	Design Engineering Services (10%)	LSUM	1	\$ 152,900.00	\$ 152,900.00
1027051	Mobilization, Max 10%	LSUM	1	\$ 152,900.00	\$ 152,900.00
1047051	Traffic Maintenance and Control	LSUM	1	\$ 25,000.00	\$ 25,000.00
8507060	Permit Allowance	Dlr	1	\$ 10,000.00	\$ 10,000.00
<b>CATEGORY 2 - Removals</b>					
2010001	Clearing	Acre	1.85	\$ 17,000.00	\$ 31,450.00
2020002	Tree, Rem, 19 inch to 36 inch	Ea	25	\$ 1,500.00	\$ 37,500.00
2020003	Tree, Rem, 37 inch or Larger	Ea	25	\$ 2,500.00	\$ 62,500.00
2020004	Tree, Rem, 6 inch to 18 inch	Ea	50	\$ 500.00	\$ 25,000.00
2030001	Culv, Rem, Less than 24 inch	Ea	7	\$ 800.00	\$ 5,600.00
2040035	Guardrail, Rem	Ft	300	\$ 7.00	\$ 2,100.00
8007050	Existing Signs & Mailboxes, Rem, Salv	Ea	25	\$ 120.00	\$ 3,000.00
<b>CATEGORY 3 - Construction &amp; Restoration</b>					
2040080	Exploratory Investigation, Vertical	Ft	30	\$ 60.00	\$ 1,800.00
2050042	Subgrade Undercutting, Type III	Cyd	364	\$ 15.00	\$ 5,460.00
2080036	Erosion Control, Silt Fence	Ft	9816	\$ 4.00	\$ 39,264.00
4010018	Culv End Sect, 18 inch	Ea	14	\$ 1,000.00	\$ 14,000.00
4010609	Culv, Cl F, 18 inch	Ft	350	\$ 60.00	\$ 21,000.00
5010025	Hand Patching	Ton	46	\$ 500.00	\$ 23,000.00
7057050	Steel Helical Pier	Ea	66	\$ 2,400.00	\$ 158,400.00
7087001	Pressure Treated Boardwalk	Ft	392	\$ 1,000.00	\$ 392,000.00
8027050	Existing Signs & Mailboxes, Erect	Ea	25	\$ 120.00	\$ 3,000.00
8030010	Detectable Warning Surface	Ft	160	\$ 70.00	\$ 11,200.00
8032002	Curb Ramp, Conc, 6 inch	Sft	800	\$ 10.00	\$ 8,000.00
8037050	New Pathway Signs	Ea	5	\$ 500.00	\$ 2,500.00
8060010	Shared use Path, Aggregate	Ton	2018	\$ 75.00	\$ 151,350.00
8060030	Shared use Path, Grading	Ft	4908	\$ 50.00	\$ 245,400.00
8060040	Shared use Path, HMA	Ton	991	\$ 225.00	\$ 222,975.00
8070105	Guardrail, Reconst, Type B	Ft	731	\$ 15.00	\$ 10,965.00
8167002	Turf Establishment, Performance	Sta	49.08	\$ 600.00	\$ 29,448.00
8167002	Turf Establishment, Temporary	Sta	49.08	\$ 450.00	\$ 22,086.00
<b>SUBTOTAL FOR CATEGORY 1 - Mobilization &amp; Traffic Control</b>					
<b>SUBTOTAL FOR CATEGORY 2 - Removals</b>					
<b>SUBTOTAL FOR CATEGORY 3 - Construction &amp; Restoration</b>					
<b>CONTINGENCY ( 20% )</b>					
<b>TOTAL OPINION OF PROBABLE PROJECT COST =</b>					
<b>NOTE: PROPERTY ACQUISITION IS NOT INCLUDED IN THIS ESTIMATE</b>					



## OPINION OF PROBABLE PROJECT COST

### ORCHARD, HILTZ & McCLIMENT, INC.

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 466-4557

PROJECT: Non-Motorized Pathway Feasibility Study  
LOCATION: AA-Saline and Textile Road  
WORK: Two miles of 10-ft wide HMA path on AA-Saline Road  
and Textile Road

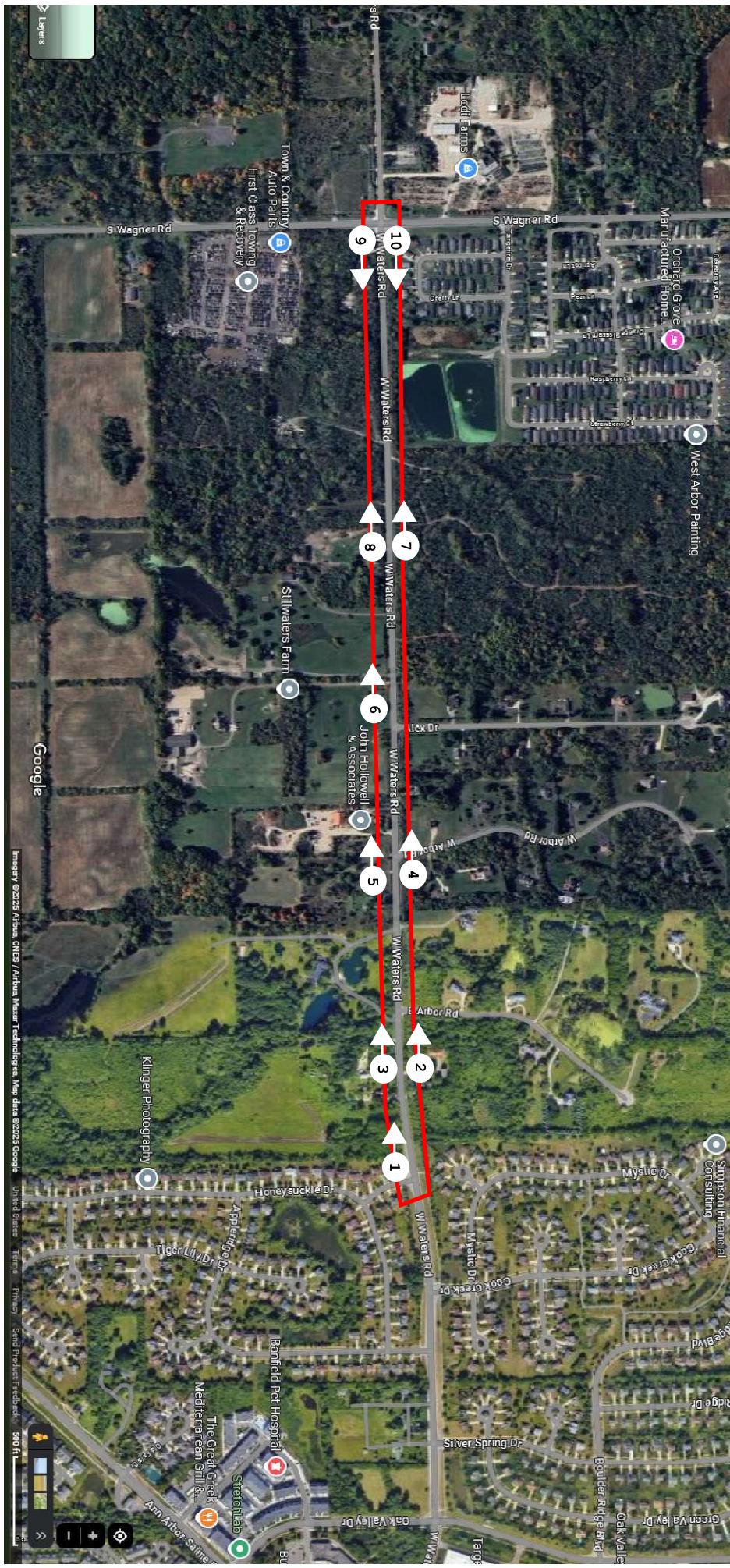
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1047051	Traffic Maintenance and Control	LSUM	1	\$ 50,000.00	\$ 50,000.00
8507060	Permit Allowance	Dlr	1	\$ 20,000.00	\$ 20,000.00
<b>CATEGORY 2 - Removals</b>					
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2020002	Tree, Rem, 19 inch to 36 inch	Ea	50	\$ 1,500.00	\$ 75,000.00
2020003	Tree, Rem, 37 inch or Larger	Ea	50	\$ 2,500.00	\$ 125,000.00
2020004	Tree, Rem, 6 inch to 18 inch	Ea	100	\$ 500.00	\$ 50,000.00
2030001	Culv, Rem, Less than 24 inch	Ea	28	\$ 800.00	\$ 22,400.00
2040035	Guardrail, Rem	Ft	300	\$ 7.00	\$ 2,100.00
8007050	Existing Signs & Mailboxes, Rem, Salv	Ea	39	\$ 120.00	\$ 4,680.00
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2050042	Subgrade Undercutting, Type III	Cyd	743	\$ 15.00	\$ 11,145.00
2080036	Erosion Control, Silt Fence	Ft	10620	\$ 4.00	\$ 42,480.00
4010018	Culv End Sect, 18 inch	Ea	56	\$ 1,000.00	\$ 56,000.00
4010609	Culv, Cl F, 18 inch	Ft	1400	\$ 60.00	\$ 84,000.00
5010025	Hand Patching	Ton	92	\$ 500.00	\$ 46,000.00
7057050	Steel Helical Pier	Ea	100	\$ 2,400.00	\$ 240,000.00
7087001	Pressure Treated Boardwalk	Ft	600	\$ 1,000.00	\$ 600,000.00
8027050	Existing Signs & Mailboxes, Erect	Ea	39	\$ 120.00	\$ 4,680.00
8030010	Detectable Warning Surface	Ft	580	\$ 70.00	\$ 40,600.00
8032002	Curb Ramp, Conc, 6 inch	Sft	2800	\$ 10.00	\$ 28,000.00
8037050	New Pathway Signs	Ea	10	\$ 500.00	\$ 5,000.00
8060010	Shared use Path, Aggregate	Ton	4115	\$ 75.00	\$ 308,625.00
8060030	Shared use Path, Grading	Ft	10020	\$ 50.00	\$ 501,000.00
8060040	Shared use Path, HMA	Ton	2021	\$ 225.00	\$ 454,725.00
8070105	Guardrail, Reconst, Type B	Ft	300	\$ 15.00	\$ 4,500.00
8167002	Turf Establishment, Performance	Sta	100.2	\$ 600.00	\$ 60,120.00
8167002	Turf Establishment, Temporary	Sta	100.2	\$ 450.00	\$ 45,090.00
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<b>SUBTOTAL FOR CATEGORY 2 - Removals</b>					
<b>SUBTOTAL FOR CATEGORY 3 - Construction &amp; Restoration</b>					
<b>CONTINGENCY ( 20% )</b>					
<b>TOTAL OPINION OF PROBABLE CONSTRUCTION COST =</b>					
<b>NOTE: PROPERTY ACQUISITION IS NOT INCLUDED IN THIS ESTIMATE</b>					

# **APPENDIX B**

# **REFERENCE PHOTOS**

**Location 1:**  
Along W Waters Road from S Wagner Road to Gallinger Drive  
North side and south side





**Photo 1**



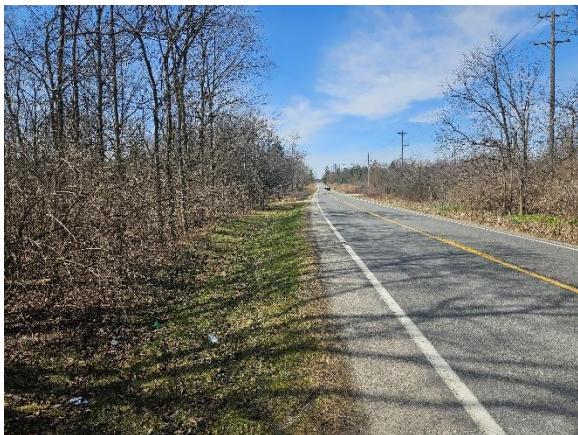
**Photo 4**



**Photo 2**



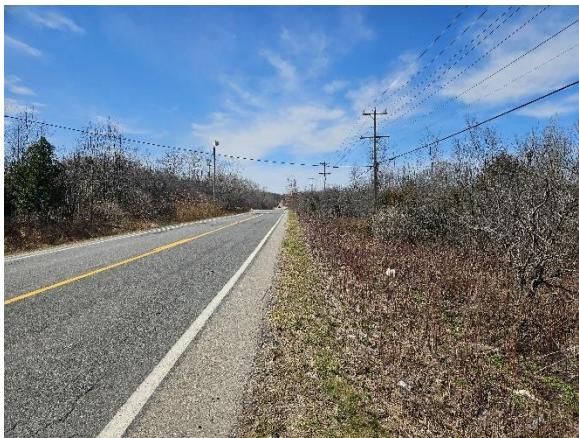
**Photo 5**



**Photo 3**



**Photo 6**



**Photo 7**



**Photo 10**



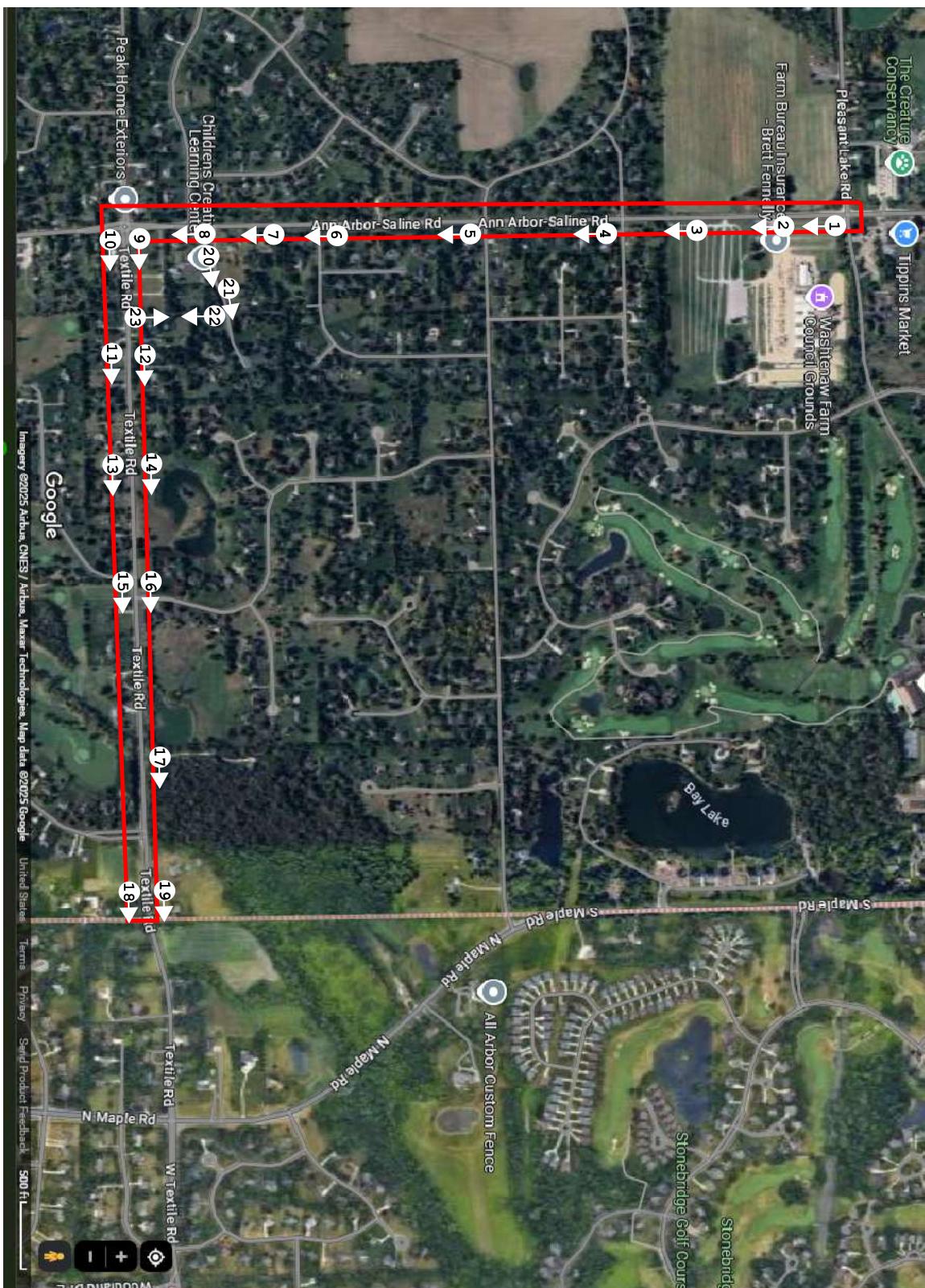
**Photo 8**



**Photo 9**

Location 2:

Along Ann Arbor-Saline  
Road and Textile Road





**Photo 1**



**Photo 4**



**Photo 2**



**Photo 5**



**Photo 3**



**Photo 6**



**Photo 7**



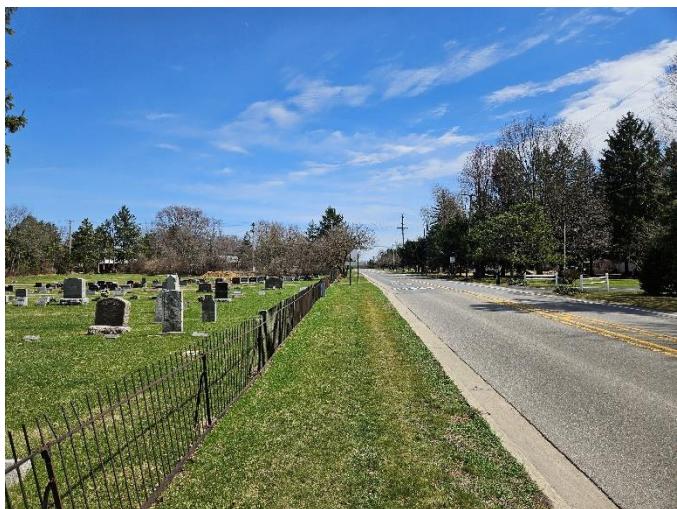
**Photo 10**



**Photo 8**



**Photo 11**



**Photo 9**



**Photo 12**



**Photo 13**



**Photo 16**



**Photo 14**



**Photo 17**



**Photo 15**



**Photo 18**



**Photo 19**



**Photo 22**



**Photo 20**



**Photo 23**



**Photo 21**