

## Applicant Information

Application Number: 2021044  
 Section: 01  
 Applicant Agency: City/Village  
 Grant Applicant: City of Rochester Hills

## Project Description

Project Name: Drexelgate Parkway Pathway  
 Type of Work: Pathway  
 Length (miles): 1.0

## Project Location

County: Oakland  
 Region: Metro  
 Prosperity Region: Detroit Metro Prosperity Region  
 City/Village or Township: Rochester Hills  
 Zip Code: 48307  
 Route/Street Name/Facility Name: Drexelgate Parkway  
 Project Limits (use nearest cross streets): Livernois Road to Rochester Road  
 Physical Reference: 606901  
 MPO (Metropolitan Planning Organization): Southeast Michigan Council of Governments  
 TMA (Transportation Management Area): Detroit

## Legislative Information

State Senator: Mallory McMorrow (13)  
 State Representative: Michael Webber (45)  
 U.S. Representative: Elissa Slotkin (8)

## Project Category

Facilities for pedestrians and bicyclists, including traffic calming and other safety improvements

## Contacts

Prefix Contact Type	Name Title	Phone Organization	Cell	Email
Ms Application Preparer	Colleen Hill-Stramsak Associate	(248) 454-6571 Hubbell, Roth & Clark, Inc.	(586) 709-5347	chill@hrcengr.com
Mayor Chief Elected Official	Bryan Barnett Mayor	(248) 656-4664 City of Rochester Hills		mayorsoffice@rochesterhills.org
Mr Application Preparer	Gentjan Heqimi Staff Engineer	(248) 454-6384 Hubbell, Roth & Clark, Inc.		gheqimi@hrcengr.com
Mr Chief Administrative Official	Allan Schneck Public Services Director	(248) 841-2497 City of Rochester Hills		schnecka@rochesterhills.org

Ms Consultant	Colleen Hill-Stramsak Associate	(248) 454-6571 Hubbell, Roth & Clark, Inc.	chill@hrcengr.com
Mr Contact Person	Allan Schneck Public Services Director	(248) 841-2497 City of Rochester Hills	schnecka@rochesterhills.org

**Narrative**

**1. In a brief narrative, describe the proposed work and how the project will benefit the affected community(ies):**

Reconfigure the roadway segment of Drexelgate Parkway from Livernois Road to Rochester Road. Reduce the roadway width by 9 feet to help reduce vehicle speeds, otherwise known as a Road Diet. The narrowing of Drexelgate Parkway will necessitate relocating drainage structures to the new curb line and allow room to construct a safe and accessible Pathway segment on the north side of the road. The pathway portion proposes constructing approximately 5,100 feet of 10-foot wide pathway along the north side of Drexelgate Parkway between Wexford Way and Colony Drive. This missing pathway segment contributes to the overall connectivity of the City's pathway network and to the City's goal of having pathway segments constructed adjacent to strategic major roads. Currently, pedestrians must walk within Drexelgate Parkway itself when traversing the City from Wexford Way to Colony Drive with the possibility to create a pedestrian-vehicle incident. The pathway would provide enhanced residential access to the Clinton River Trailway.

Pedestrian facilities already exist at the intersections of Livernios/Drexelgate and Rochester/Drexelgate, including ADA ramps, pedestrian signals, and pushbuttons. Filling in the Wexford Way and Colony Drive gap will not involve construction in MDOT or the Road Commission for Oakland County's right of way.

The project is included in the City's most recently approved 2022-2027 Capital Improvement Plan and 2021 Master Thoroughfare Plan:

- Capital Improvement Plan: [www.rochesterhills.org/cip](http://www.rochesterhills.org/cip)
- Master Thoroughfare Plan: <https://www.rochesterhills.org/DPS/MasterTransportationPlan.pdf>

**2. Describe how this project is competitive for funding:**

The City of Rochester Hills believes that this project is a justified use of taxpayer funds by:

- Creating a dedicated and ADA accessible pathway for the community to utilize in the City's most densely populated section
- Enhancing pedestrian safety in every season by constructing a dedicated non-motorized pathway and providing year-round maintenance
- Promoting the walkability of the area, encouraging residents and visitors to enjoy the outdoors, increasing residential access to the Clinton River Trailway, and contributing to the sense of community
- Providing another mode of transportation that is green and results in the reduction of our carbon footprint
- Revisoning the over-constructed road width and balancing the current need between vehicular & pedestrian travel while improving safety
- Maximizes modes of transportation to promote economic vitality & recreational destinations
- Continuing 15 years+ of enhancing and expanding the pathway system within the City
- Achieves all the goals of the City's Complete Streets Policy

**Documents**

Document	Document Type	Description	User	Date
1	Map	Map 1 - Project Location Map	hill-stramsakc1974	06/25/2021
2	Plan View Sketch	Drexelgate Pathway Plan View	hill-stramsakc1974	06/25/2021
3	Engineer's Estimate	Engineer's Opinion of Probable Cost	hill-stramsakc1974	06/25/2021
4	Cross Section	Pathway Cross Section	hill-stramsakc1974	06/25/2021
5	Photograph	Photographs	hill-stramsakc1974	06/25/2021
6	Map	Map 2 - Environmental Map	hill-stramsakc1974	06/25/2021
7	Letter of Support	Letters of Support	hill-stramsakc1974	06/25/2021
8	Other	Master Plan - Drexelgate Concept	hill-stramsakc1974	06/25/2021
9	Other	Complete Streets Policy	hill-stramsakc1974	06/25/2021
10	Other	Pathway Construction Book	hill-stramsakc1974	06/25/2021

**Budget**

**Participating Items of Work**

Item of Work	Quantity	Unit	Unit Cost	Item Cost
Roadway Items (required for pathway, elig. Match)	1.00	LS	\$686,325.00	\$686,325.00
Pathway items	1.00	LS	\$1,167,186.00	\$1,167,186.00
<b>Total:</b>				<b>\$1,853,511.00</b>

**Non-Participating Items of Work:**

Item of Work	Quantity	Unit	Unit Cost	Item Cost
<b>Total:</b>				

**Participating Match Details:**

Source	Type	Amount	Match Percentage
Pathway/Major St/Capitol Imprvmt Fund	City/Village	\$741,405.00	40.00%
<b>Total:</b>		<b>\$741,405.00</b>	<b>40.00%</b>

**Source of Non-Participating Funds:**

**Project Summary**

Participating Items: \$1,853,511.00

Non-Participating Items: \$0.00

**Project Total: \$1,853,511.00**

**Request Summary**

Grant Funds: \$1,112,106.00 60.00%

Match: \$741,405.00 40.00%

**Participating Costs: \$1,853,511.00 100.00%**

**Schedule**

**Project Type:** Construction

Milestones

Date

- 1. Plans and Estimate Complete: 01/14/2022
- 2. Grade Inspection Package submitted to MDOT: 11/04/2022
- 3. Right of Way Certified: 01/07/2022
- 4. Matching Funds Certified: 01/07/2022
- 5. Project Listed on Approved TIP/STIP: 05/06/2022
- 6. Advertisement Start Date: 02/03/2023
- 7. Construction Letting Date: 04/07/2023
- 8. Construction Start Date: 05/01/2023
- 9. Construction End Date: 11/15/2023

**Will this project be paired with any future construction projects?** No

**Additional comments about the project schedule:**

The schedule has been developed based on funding in FY 2023 using MDOT's Local Agency Program (LAP) Project Planning Guide. Based on funding notification in November 2021, the project would submit for the Spring 2022 amendment to SEMCOG's Transportation Improvement Program (TIP) due to the Oakland County Federal Aid Committee by mid-January 2022. SEMCOG's Spring TIP amendment will be approved 4-5 months before the anticipated obligation of funding in October 2022. Therefore, the first scheduled bid letting for funds to be available would be December 2022.

**Environment/Community**

**1. Check all that apply:**

- |                                                         |                                                  |                                                                                  |
|---------------------------------------------------------|--------------------------------------------------|----------------------------------------------------------------------------------|
| <input type="checkbox"/> ROW/Construction Access Permit | <input type="checkbox"/> Recreational Lands      | <input checked="" type="checkbox"/> State Historic Preservation Office Clearance |
| <input type="checkbox"/> Inland Lakes or Streams Permit | <input checked="" type="checkbox"/> Tree Removal | <input type="checkbox"/> Contaminated Sites                                      |
| <input type="checkbox"/> Wetlands Permit                | <input type="checkbox"/> Endangered Species      | <input type="checkbox"/> Other                                                   |
| <input type="checkbox"/> Floodplains Permit             | <input type="checkbox"/> Coastal Zone            | <input type="checkbox"/> Other                                                   |

**Please describe:**

Tree removal will be necessary for the installation of the proposed path. Any tree removal will be coordinated to not conflict with the MDOT Special Provision for Tree Removal. The special provision identifies the actions necessary by the Contractor to protect the Indiana bats (IB) and Northern Long-Eared bats (NLEB). This special provision will be utilized throughout the project.

Whereas it is expected that this project will not affect threatened and endangered (T&E) species given the scope of the project and built environment, this project will follow the MDOT and US Fish and Wildlife Services (USFWS) T&E species review process to document the T&E species determination appropriately.

The project will follow the applicable Section 106 review process to obtain State Historic Preservation Office (SHPO) clearance. There are currently no known archaeology sections, historic trunkline bridges, historical markers, state or national historic register sites within 500-feet of the project, with the surrounding environment characterized primarily by newer residential developments.

In addition to these items, the MDOT form 5323 will be submitted during the design phase to obtain project environmental clearance. A project map identifying environmentally sensitive areas and sites, per MDOT form 5323 requirements, are attached for reference.

**2a. Describe the anticipated impact of the project on adjacent property owners, your efforts to inform them of the project, and responses to these efforts:**

Currently, except for grading easements, this project is not expected to require additional ROW. However, during the design stage, the project limits will be surveyed to determine the exact ROW limits. At this time, property owners will be contacted as necessary.

**2b. Is property acquisition necessary?** No

**(Select all that apply and describe below.)**

- Donation
- Willing Seller
- Appraisal Completed
- Purchase Option
- Purchase Agreement

**Please describe:**

**3a. How did you facilitate stakeholder engagement in the development of this project concept and what stakeholders were involved?**

Rochester Hills developed a Transportation Master Plan (TMP), which involved a stakeholder group, two joint meetings with Planning Commission and City Council, and two public meetings. This project concept was developed through the TMP process, identified by the stakeholder group, and at the public meeting. Presentations of the concept at the final stakeholder and public meetings received overwhelming support.

**3b. Describe the stakeholder input you received. How did this input help shape this project concept?**

Rochester Hills developed a Transportation Master Plan (TMP), which involved a stakeholder group, two joint meetings with Planning Commission and City Council, and two public meetings. This project concept was developed through the TMP process, identified by the stakeholder group, and at the public meeting. Presentations of the concept at the final stakeholder and public meetings received overwhelming support.

**4. If this project is identified in an adopted community, county, and/or region-wide plan, please describe (such as master plan, comprehensive plan, trail plan, downtown development plan, etc.):**

The project is included in the City's most recently approved 2022-2027 Capital Improvement Plan and 2021 Master Thoroughfare Plan:

- Capital Improvement Plan: [www.rochesterhills.org/cip](http://www.rochesterhills.org/cip)
- Master Thoroughfare Plan: <https://www.rochesterhills.org/DPS/MasterTransportationPlan.pdf>

**5. Has your community adopted a Complete Streets policy?**

Yes

**a. What type of document is your policy? (Select all that apply.)**

- Policy
- Ordinance
- Capital Improvement Program
- Resolution
- Master Plan
- Other

**b. How does this project support this policy?**

The Drexelgate Pathway Project encompasses all of the City's Complete Streets Policy Goals. The goals of this complete streets policy are:

1. To ensure that the safety and convenience of all users of the transportation system are accommodated, including bicyclists, pedestrians, transit users, and persons of all ages and abilities.
2. To incorporate the principles of this policy into all aspects of the transportation project development process, including project identification, scoping procedures, and design approvals, as well as design manuals and performance measures.
3. To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development.
4. To ensure the use of the latest and best design standards, policies, and guidelines.
5. To recognize the need for flexibility to accommodate different types of streets and users.
6. To ensure that complete streets design solutions fit within the varying contexts found within the City.

**c. Describe what investment your community has made and/or activities you conducted to support your complete Streets policy.**

The mission of the Pathway Construction Fund is to construct new pathway segments following both the Pathway System Master Plans and engineering standards, along with preserving the existing pathway system through appropriate rehabilitation programs.

In FY 2006, the voters of Rochester Hills approved a millage of 0.1858 mill (limited to 0.1773 mill per Headlee Rollback) for twenty years through FY 2026 to construct, maintain, and repair pathways and surfaces for use by bicycles, non-motorized vehicles, and pedestrians along main, arterial, and collector roads, the Clinton River Trail, and to create linkages to pathways and schools within the City. Over 97 miles of the City's pathway system have been completed through City funding and/or private development.

**Maintenance**

**1. What agency is responsible for operation and maintenance of the completed project and what source of funds will be used?**

The City maintains all pathways. Funds are programed for pathway maintenance through the Capital Improvement Plan. See attached information on the Pathways Construction Plan Book.

**2. Describe anticipated maintenance needs by task. (Indicate frequency of maintenance and estimated annual cost.)**

The City has a robust and continuous maintenance and repair program for pathways. The program is conducted through the Department of Public Services (DPS). Each year DPS assesses and inspects pathways and applicable features and recommends funding amounts needed to maintain the infrastructure in good condition.

The proposed project would be part of this program with maintenance activities occurring on an as-needed and basis. Expected maintenance activities may include but are not limited to:

- Inspecting the condition of pavement/surface
- Inspecting the condition of sidewalk ramps
- Repairing and crack sealing pavement/surface
- Repair and replacement of retaining walls and fencing
- Vegetation management
- Cleaning of pathways from nonweather related factors

The pathway millage provides maintenance for grant-sponsored improvements and funding for the activities listed above.