

Applicant Information

Application Number: 2024047
Section: 01
Applicant Agency: City/Village
Grant Applicant: City of Rochester Hills/MDOT Metro Region

Project Description

Project Name: M-150 Non-Motorized Connectivity
Type of Work: Pathway/Bridge
Length (miles): 0.4

Project Location

County: Oakland
Region: Metro
Prosperity Region: Detroit Metro Prosperity Region
City/Village or Township: Rochester Hills
Zip Code: 48307-5130

Route/Street Name/Facility Name: M-150/ Rochester Road
Project Limits (use nearest cross streets): Michelson Road to Nawakwa Road
MPO (Metropolitan Planning Organization): Southeast Michigan Council of Governments
TMA (Transportation Management Area): Detroit

Legislative Information

State Senator: Michael Webber (9)
State Representative: Mark Tisdell (55)
U.S. Representative: John James (10)

Project Category

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

Application Details - TA 2024047.01, City of Rochester Hills/MDOT Metro Region, M-150 Non-Motorized Connectivity, Open

Narrative

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

The M-150 Non-Motorized Connectivity Project will construct an 8-foot-wide, 0.4-mile-long non-motorized sidewalk on the east side of M-150, between Nawakwa and Michelson streets in Rochester Hills, utilizing both asphalt and concrete elements. The sidewalk on the approximately 340' long bridge will be constructed with concrete to provide an 8-foot-width with protected access on the eastside of the M-150 bridge shoulder over M-59. The connecting sections will be 8' wide and constructed with 4" HMA on 4" of aggregate. As a part of MDOT's programmed project JN210219 the northbound M-150 ramps to eastbound and westbound M-59 will be realigned and constructed to provide safer crossings. The TAP project will include pushbutton crossing signals and crosswalks, allowing safe passage for pedestrians and cyclists to access the current 8' foot developed sidewalk that connects to a major shopping district located north 0.3 miles, and the Paint Creek and Clinton River Trails located north 3.0 miles. The project scope also includes bridge deck removal (along future pathway) and bridge railing removal and replacement, related signage, pavement markings, miscellaneous drainage and grading as needed, spillway relocation due to aligning sidewalk, guardrail improvements, slope restoration, and a new concrete barrier wall with fencing along the bridge structure on a brush block at 1' wide by 1' deep.

The sidewalk will be constructed along Route 492 of the SMART regional bus system that connects Oakland University in Auburn Hills with the Jason Hargrove Transit Center in Detroit, filling the gap covering the two bus stops at Hickory Lawn/M-150 and South Blvd/M-150. The project will benefit the residents and visitors of the City of Rochester Hills and surrounding communities by filling a gap in the non-motorized transportation system and by providing a safe solution for crossing the M-59 bridge. In addition, by pairing this project with the M-150 road reconstruction project JN210219 in 2027, the city will have a potential for cost-savings, and the travel and detour inconveniences to the community will happen simultaneously, shortening the potential timeframe if the projects were separated.

2. Describe how this project is competitive for funding:

The M-150 Non-Motorized Connectivity Project is competitive for funding because it is identified in the Rochester Hills Master Transportation Plan to improve non-motorized access over M-59, and it addresses documented safety deficiencies along M-150 at the M-59 interchange. It will fill a gap in the non-motorized transportation system and provide connectivity to a major shopping district which will benefit the local economy and improve the convenience of residents and visitors. In addition, the sidewalk increases access to two heavily used regional trails, the Paint Creek Trail and the Clinton River Trail, that are part of the Iron Belle Trail and Great Lake-to-Lake Trail, two major statewide trail systems to the north of the project location. The sidewalk will increase access and use by residents and visitors of the SMART regional bus system. Lastly, the project is being coordinated with MDOT, and the project will be coordinated with MDOT's planned M-150 resurfacing project JN 210219 in 2027, reducing travel interruptions and providing a potential cost savings.

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Budget

Participating Items of Work

Item of Work	Quantity	Unit	Unit Cost	Item Cost
Construction Engineering	1.00	LumpSum	\$207,225.50	\$207,225.50
Preliminary Engineering	1.00	LumpSum	\$207,225.50	\$207,225.50
Mobilization, Max	1.00	LSUM	\$125,600.00	\$125,600.00
Guardrail, Rem	600.00	Ft	\$5.00	\$3,000.00
Masonry and Conc Structure, Rem	66.00	Cyd	\$250.00	\$16,500.00
Exploratory Investigation, Vertical	100.00	Ft	\$50.00	\$5,000.00
Earthwork Allowance	1.00	LSUM	\$50,000.00	\$50,000.00
Erosion Control, Inlet Protection, Fabric Drop	2.00	Ea	\$140.00	\$280.00
Erosion Control, Silt Fence	2,500.00	Ft	\$4.00	\$10,000.00
Project Cleanup	1.00	LSUM	\$10,000.00	\$10,000.00
Aggregate Base, 4 inch	1,550.00	Syd	\$14.00	\$21,700.00
Culv End Sect, Conc, 12 inch	1.00	Ea	\$1,200.00	\$1,200.00
Culv End Sect, Footing	1.00	Ea	\$1,200.00	\$1,200.00
Sewer, CI IV, 12 inch, Tr Det B	50.00	Ft	\$125.00	\$6,250.00
Dr Structure, 24 inch dia	1.00	Ea	\$2,500.00	\$2,500.00
Dr Structure, 48 inch dia	1.00	Ea	\$3,200.00	\$3,200.00
HMA Surface, Rem	200.00	Syd	\$10.00	\$2,000.00
Conc Pavt, Misc, Nonreinf, 6 inch	100.00	Syd	\$70.00	\$7,000.00
Superstructure Conc	250.00	Cyd	\$250.00	\$62,500.00
Bridge Railing, Conc Block Retrofit	350.00	Ft	\$250.00	\$87,500.00
Bridge Railing, Aesthetic Parapet Tube, Det 2	800.00	Ft	\$500.00	\$400,000.00
Bridge Pedestrian Fence, Anti-Climb	350.00	Ft	\$200.00	\$70,000.00
Bridge Joint, Strip Seal Gland Replacements	350.00	Ft	\$300.00	\$105,000.00
Curb and Gutter, Conc, Det F4	10.00	Ft	\$30.00	\$300.00
Spillway, Conc	15.00	Ft	\$100.00	\$1,500.00
Detectable Warning Surface	80.00	Ft	\$100.00	\$8,000.00
Curb Ramp Opening, Conc	110.00	Ft	\$35.00	\$3,850.00
Curb Ramp, Conc, 6 inch	448.00	Sft	\$15.00	\$6,720.00
Shared Use Path, HMA	312.00	Ton	\$135.00	\$42,120.00
Guardrail Anch. Bridge, Det M7	2.00	Ea	\$4,000.00	\$8,000.00
Guardrail, Type MGS-8, 72 Inch post	711.00	Ft	\$45.00	\$31,995.00
Fence, Chain Link, 96 inch	492.00	Ft	\$80.00	\$39,360.00
Post, Steel, 3 pound	80.00	Ft	\$11.00	\$880.00
Sign, Type IIIA	50.00	Sft	\$25.00	\$1,250.00
Sign, Type IIIB	72.00	Sft	\$25.00	\$1,800.00
Reflective Panel for Permanent Sign Support, 3 ft	10.00	Ea	\$28.00	\$280.00
Pavt Mrkg, Polyurea, 12 Inch, Crosswalk	1,084.00	Ft	\$5.00	\$5,420.00
Minor Traf Devices	1.00	LSUM	\$50,000.00	\$50,000.00
Traf Regulator Control	1.00	LSUM	\$50,000.00	\$50,000.00
Signal Modification Allowance	1.00	LSUM	\$100,000.00	\$100,000.00
Riprap, Plain	5.00	Syd	\$100.00	\$500.00
Slope Restoration, Non-Freeway, Type B	2,255.00	Syd	\$10.00	\$22,550.00
Conduit, Directional Bore, 2, 3 inch	100.00	Ft	\$25.00	\$2,500.00
Conduit, DB, 1, 1.5 inch	50.00	Ft	\$25.00	\$1,250.00

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Hh, Round	2.00	Ea	\$2,100.00	\$4,200.00
Pedestal, Alum	2.00	Ea	\$1,300.00	\$2,600.00
TS, Pedestrian, One Way Pedestal Mtd (LED) Count.	2.00	Ea	\$1,500.00	\$3,000.00
Pedestal, Fdn	2.00	Ea	\$1,500.00	\$3,000.00
Total:				\$1,795,956.00

Non-Participating Items of Work:

Item of Work	Quantity	Unit	Unit Cost	Item Cost
Total:				

Participating Match Details:

Source	Type	Amount	Match Percentage
City of Rochester Hills Major Roads Fund	City/Village	\$359,191.00	20.00%
Total:		\$359,191.00	20.00%

Source of Non-Participating Funds: MDOT

Project Summary

Participating Items: \$1,795,956.00
 Non-Participating Items: \$0.00
Project Total: \$1,795,956.00

Request Summary

Grant Funds: \$1,436,765.00 80.00%
 Match: \$359,191.00 20.00%
Participating Costs: \$1,795,956.00 100.00%

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Schedule

Project Type: Construction

<u>Milestones</u>	<u>Date</u>
1. Plans and Estimate Complete:	05/01/2026
2. Grade Inspection Package submitted to MDOT:	06/10/2025
3. Right of Way Certified:	
4. Matching Funds Certified:	
5. Project Listed on Approved TIP/STIP:	09/30/2025
6. Advertisement Start Date:	07/10/2026
7. Construction Letting Date:	08/07/2026
8. Construction Start Date:	04/01/2027
9. Construction End Date:	12/31/2027

Will this project be paired with any future construction projects? Yes

1. Project with MDOT Management? Yes

If yes, provide the project description (type of work, dates of the proposed construction, job number, etc.)

204314A, 210081A24011A

Bridge CPM Work on Structure #7846 over M-150 JN210219

☒ The project will be done concurrently with the other project.

The project will be done subsequent to the other project.

Additional comments about the project schedule:

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Environment/Community

1. Check all that apply:

- | | | |
|--|--|--|
| <input checked="" 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 type="checkbox"/> Tree Removal | <input type="checkbox"/> Contaminated Sites |
| <input type="checkbox"/> Wetlands Permit | <input checked="" type="checkbox"/> Endangered Species | <input type="checkbox"/> Other |
| <input type="checkbox"/> Floodplains Permit | <input type="checkbox"/> Coastal Zone | <input type="checkbox"/> Other |

Please describe:

The MDOT form 5323 will be submitted during the design phase to obtain environmental clearance. Preliminary review of environmental impacts identified the following:

There is a total of 4 threatened, endangered, or candidate species that have been identified via the Information for Planning and Consultation (IPaC) website, but our project location does not overlap with any of them. Those identified are the Indiana Bat (*Myotis sodalis*) (endangered), Eastern Massasauga (*Sistrurus catenatus*) (threatened), Salamander Mussel (*Simpsonia ambigua*) (proposed endangered), and Monarch Butterfly (*Danaus Plexippus*) (proposed threatened). Of note, a critical habitat for the endangered Indiana Bat is in place, but our project location does not overlap with it. Our project is not expected to have any effects on T&E species given the scope of the project and built environments, but this project will follow the MDOT and US Fish and Wildlife Services T&E review process to appropriately document the T&E species determination.

Although there are no known archaeology sections, historic structures or sites within 500 feet of the project, the project will follow the Section 106 review process to obtain clearance from the State Historic Preservation Office (SHPO).

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:

The project limit is within the existing MDOT ROW, except for one parcel on the southeast end of the project limits. One temporary easement will be necessary to connect the existing sidewalk to the new sidewalk.

2b. Is property acquisition necessary? No

(Select all that apply and describe below.)

- | | | |
|--|---|--|
| <input type="checkbox"/> Donation | <input type="checkbox"/> Willing Seller | <input type="checkbox"/> Appraisal Completed |
| <input type="checkbox"/> Purchase Option | <input type="checkbox"/> Purchase Agreement | |

Please describe:

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

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During the development of the Rochester Hills Master Transportation Plan in 2020-2021 the city conducted public surveys and workshops to engage with stakeholders and residents. An Agency Group and Stakeholder Group were created to help guide the development of the Plan. Members included representatives from City Council, City Planning Commission, SEMCOG, MDOT, Road Commission for Oakland County, the Older Persons? Commission, residents, the school district, adjacent communities and board members. The groups met three times and discussed existing conditions, concerns and developed the vision, goals, recommendations and priorities for improvements.

Public engagement was integrated early in the planning process. An online survey was distributed and over 200 people responded. Two public workshops were held to inform, educate and gain feedback. The City Planning Commission and City Council met twice jointly to provide input.

Additional public input will be received with the MDOT M-150 resurfacing project as they will be coordinated.

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

The results of these outreach efforts included input on improving non-motorized connections within the City, and the public identified that walking and biking is one of the things they like best about living in Rochester Hills. Specifically, the public identified the need for non-motorized connections across M-59 and requested the city to prioritize filling in gaps on the non-motorized network. The consensus was to construct a shared use pathway along the north side of the M-59 overpass on Auburn Road to fill a major non-motorized gap. However, in the action plan section of the Plan, the City made the recommendation to coordinate with MDOT to study, seek funding, and approve non-motorized crossings over M-59 where feasible, and when opportunities are available. The project scope for this application was developed and coordinated with MDOT over the course of eight months.

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.):

Rochester Hills Master Transportation Plan (2021) includes the recommendation to coordinate with MDOT to study, seek funding, and approve non-motorized crossings over M-59.

The project is also listed in the 2022-2027 Rochester Hills Capital Improvement Plan.

5. Has your community adopted a Complete Streets policy?

Yes

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

- | | | |
|--|--------------------------------------|--|
| <input checked="" type="checkbox"/> Policy | <input type="checkbox"/> Ordinance | <input type="checkbox"/> Capital Improvement Program |
| <input checked="" type="checkbox"/> Resolution | <input type="checkbox"/> Master Plan | <input type="checkbox"/> Other |

b. How does this project support this policy?

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This project supports this policy because it was designed with the following Complete Streets Policy goals:

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.

This project ensures the safety of all users and accommodates bicyclists, pedestrians, transit users, and persons of all ages and abilities by constructing an 8-foot-wide sidewalk, including protected access on the bridge over M-59, constructing crosswalks and installing pedestrian push button signals at ramps to M-59, and by constructing access to the SMART regional bus system route. The principles of the policy were incorporated into the project development process. The project is part of a comprehensive transportation network and recognizes the need for flexibility to accommodate different users, and it fits with other design solutions. The project was designed using guidance from the most recent editions of the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, the Michigan Manual on Uniform Traffic Control Devices (MMUTCD), and the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

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

A new Master Thoroughfare Plan Update is scheduled for 2026. According to the Capital Improvement Plan, "It is anticipated that the new plan will incorporate Complete Streets concepts as required by State Law, in addition to other motorized and non-motorized transportation planning for infrastructure and right-of-way needs". In the 2011 Rochester Road Access Management Plan, Chapter 3: Corridor Improvement Guidelines, it states "The Rochester Road Access Management Plan seeks to advance the concept of Complete Streets by integrating non-motorized data, including bike routes, regional trails, and sidewalk locations, into the project maps, and by identifying gaps in the existing sidewalk or pathway systems".

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Maintenance

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

The City of Rochester Hills is responsible for operation and maintenance of the completed sidewalk project, including the sidewalk on the M-150 Bridge over M-59, and funds for the maintenance will be from the City's Pathway Millage. Any structural maintenance activities that affect the structure of the M-150 Bridge over M-59 will be the responsibility of MDOT.

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

Rochester Hills has a maintenance and repair program for all safety paths and is managed through DPS. Every two years, the DPS assesses and inspects safety paths and applicable features and recommends funding amounts needed to maintain the infrastructure in adequate conditions.

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

- Inspecting the condition of pavement/surface every two years
- Inspecting the condition of sidewalk ramps every two years
- Repairing and crack sealing pavement/surface as needed
- Vegetation management as needed
- Snow removal following any measurable snowfall after all roads are clear

Maintaining the grant sponsored improvements and funding for these activities are provided by the Pathway millage. The estimated annual cost for the maintenance of the new sidewalks is \$1,500.



Application Summary

Date: 6/11/25

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Grant Number: 2024047

Grant Type: TA

Description

Section	Applicant	Project Name	MPO	Let Date
01	City of Rochester Hills/MDOT Metro Region	M-150 Non-Motorized Connectivity	Southeast Michigan Council of Governments	08/07/2026

Budget

Section	Grant Funds	Match Amount	Match Percentage	Total	Match Source
01	\$1,105,204.00	\$276,301.00	20.00%	\$1,381,505.00	City of Rochester Hills Major Roads Fund - \$276,301.00
Total:	\$1,105,204.00	\$276,301.00	20.00%	\$1,381,505.00	