



**HUBBELL, ROTH & CLARK, INC**  
**Consulting Engineers**

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Jesse B. VanDeCreek  
Robert F. DeFrain  
Marshall J. Grazioli  
Thomas D. LaCross  
Dennis J. Benoit  
James F. Burton  
Jane M. Graham

May 12, 2011

Charter Township of Independence  
6483 Waldon Center Drive  
P.O. Box 69  
Clarkston, Michigan 48347

Attn: Mr. David Belcher, Safety Path Department Director

Re: 2011 Safety Path Program Update  
Potential Routes and Cost Information

HRC Job No. 20110026.21

Dear Mr. Belcher:

In accordance with your request, we are providing the following additional information to supplement our previous report dated 1/18/2011. Per the prior report, we provided three (3) proposed routes for the Township's consideration. The most costly route is Sashabaw Road along the west side from the entrance to Independence Oaks Park up to Oakhill, with the estimated total project cost in the \$1.0 mil +/- range. However, subsequent to our report there have been a couple of meetings with staff from Oakland County Parks regarding a shared pathway system consisting of some pathway segments to be constructed in the Sashabaw Road right-of-way and some internal path links proposed in Independence Oaks. Attached to this report is a concept drawing provided by the Oakland County Parks staff. There are still a number of details to be worked out. There will ultimately need to be a cost sharing agreement between the Township and County which will need to be approved by the Parks Commission and County Board of Commissioners. While this project should continue to be pursued, the timing is such that until the details for the path system are worked out, the topographic survey, plans and specifications cannot commence. Based on conversations with County Parks staff, the approvals likely won't occur until this fall. We would recommend that once the details have been worked out, another safety path committee meeting be set up to review the project with a follow-up meeting at the Township Board.

Another smaller project which we would recommend be pursued at this time is the M-15 (west side) Hubbard Road to Deer Ridge Drive connection with signalized pedestrian crossing, estimated at \$35,000.00 per our 1/18/2011 report. As indicated MDOT has indicated that there is a good chance they would fund the required pedestrian crossing signals.

An additional route that was not included in our 1/18/2011 report involves construction of a safety path along the west side of Sashabaw Road from I-75 north to Clarkston Road. Per the attached cost estimate we have derived a preliminary budget of \$350,000.00 including all engineering costs and a project contingency. Also included is an allowance for easement document preparation and acquisitions for which our office has staff to provide all required services. Easements will be necessary due to the existing limited right-of-way along the properties frontage. While we have suggested an allowance in the budget for the estimated 15 parcels, this is strictly preliminary as no property appraisals have been done. A more

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detailed cost estimate will be prepared at a future date should the Safety Path Committee and Township Board decide to move forward with this project. Our office believes this to be an important segment of path meriting consideration for several reasons. There is an extensive network of pathways both north and south of this missing section (see attached safety path program map). This extension would create utilization of the existing safety path crossing of I-75 which sees limited use at this time. Also, presented to the Township Board as a potential CIA/Tri-Party funded project is installation of a traffic light at the Flemings Lake – Sashabaw intersection. A signalized pedestrian crossing could be added to the signal project thereby providing pedestrian access to the commercial development on the east side of Sashabaw Road. The attached cost estimate includes an allowance for installation of a pedestrian signal with push buttons at the crossing. This cost would be included as part of the safety path budget.

#### Summary

It is the recommendation of this office that the Safety Path Committee consider at this time approval of the M-15/Hubbard Road to Deer Ridge Drive and Sashabaw Road/I-75 to Clarkston Road path extensions. Pending approval of the Safety Path Committee, this matter will be placed on an upcoming Township Board meeting agenda for consideration by the Board.

If you have any questions or require any additional information, please contact the undersigned.

Very truly yours,

HUBBELL, ROTH & CLARK, INC.

A handwritten signature in blue ink, appearing to read 'R. Ford', is written over a light blue horizontal line.

Randal L. Ford, P.E.  
Senior Associate

RLF/nef  
Attachment  
pc: HRC; T. Biehl, File



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 Thomas D. LaCross  
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 James F. Burton

January 18, 2011

Charter Township of Independence  
 6483 Waldon Center Drive  
 P.O. Box 69  
 Clarkston, Michigan 48347

Attn: Mr. David Belcher, Safety Path Department Director

Re: 2011 Safety Path Program  
 Potential Routes and Cost Information

HRC Job No. 20110026.21

Dear Mr. Belcher:

In accordance with your request, we are providing the following information for the Township's consideration in development of a 2011 Safety Path Program. We previously provided your office with a preliminary cost estimate for a safety path extension along the west side of Sashabaw Road extending north from the entrance to Independence Oaks Park to the existing path at Ashford Drive (located on the east side of Sashabaw Road). The previously prepared estimate is as follows:

Sashabaw Road (West Side) – Independence Oaks to Ashford Drive

8,300 lft @ \$65.00/lft	\$ 539,500.00
Boardwalk over Wetlands – 200 lft @ \$400.00	\$ 80,000.00
Pedestrian Bridge over River – 50 ft. span @ \$2,000.00/lft	\$ 100,000.00
Subtotal – Construction Costs	\$ 719,500.00
Engineering- Design, Layout, Observation, Construction Administration, Testing, etc.	\$ 179,500.00
Contingencies (10%)	\$ 71,000.00
Total – Sashabaw Road (West Side) – Independence Oaks to Ashford Drive	\$ 970,000.00

We have found the bidding climate to be very favorable over the last couple of years and, therefore, believe the above unit prices to still be appropriate for preliminary budgeting purposes. One issue of potential concern, however, is the existing path in the area of Ashford Road being located on the east side of Sashabaw Road which would mean a mid-block unsignalized crossing from the new path in front of Independence Oaks. This potential crossing would have to be carefully evaluated to confirm compliance with the Road Commission for Oakland County's (RCOC) site distance requirements. Also, there is a rather pronounced curve in Sashabaw Road to the south of this potential crossing at the Pine Knob Road

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intersection which would factor into the safety analysis. The other preferred option would be to keep the path along the west side of Sashabaw Road and extend it all the way up to Oakhill Road. Currently, there is posted stop control for Oakhill traffic approaching the Sashabaw intersection. However, there is only a blinking yellow cautionary signal for northbound and southbound Sashabaw traffic approaching the intersection. A conversation with the Traffic Safety Division at the Road Commission confirmed that there are no plans to install a full traffic signal at the Sashabaw-Oakhill intersection, as current traffic volumes along Oakhill Road do not warrant same. If, in the future, warrants should be met, due to budget/funding constraints they would likely be looking at a 4-way stop in lieu of a fully operational signal. In any event, RCOC would take a close look at any proposed mid-block crossing and have indicated that they would discourage such attempts due to high traffic speeds and volumes along Sashabaw Road, potential sight distance issues, etc. For any pedestrian crossing of Sashabaw Road at Oakhill, there must be substantial signage approaching the intersection from all four directions alerting motorists to the pedestrian crossing. Should this route be selected by the Township, future construction plans shall detail all of the signage in strict conformance with RCOC permit requirements.

Continuing the safety path along the west side of Sashabaw Road to Oakhill Road requires additional path to be built as noted above. The revised estimate for this route is as follows:

Sashabaw Road (West Side) – Independence Oaks to Oakhill Road

9,300 lft @ \$65.00/lft	\$ 604,500.00
Boardwalk over Wetlands – 200 lft @ \$400.00	\$ 80,000.00
Pedestrian Bridge over River – 50 ft. span @ \$2,000.00/lft	\$ 100,000.00
Subtotal – Construction Costs	\$ 784,500.00
Engineering- Design, Layout, Observation, Construction Administration, Testing, etc.	\$ 196,000.00
Contingencies (10%)	\$ 78,500.00
Total – Sashabaw Road (West Side) – Independence Oaks to Oakhill Road	\$ 1,059,000.00

It is the recommendation of this office that the path be constructed to Oakhill Road as outlined above.

Due to the expense of the Sashabaw path extension and the fact that the majority of the path would extend along road frontage for Independence Oaks Park, at the Safety Path Committee meeting on 8/26/09 the Township Planner was requested to pursue discussions with the Oakland County Parks and Recreation Department (OCPR) to gauge the interest in a cost sharing arrangement between the Township and County. Subsequently, the Planner brought this matter to the attention of the Township Board. There has been progress made in this regard, particularly in light of the County's acquisition of additional property along Upper Bushman Lake. In fact, the County has expressed an interest in a potential shared pathway system linking the Township path extension along Sashabaw Road to an internalized pathway. The attached Independence Oaks Park Preliminary Trail/Pathway Plan shows a concept that the OCPR came up with. However, it should be noted that the Plan is very preliminary in nature and involves potential issues to be addressed, such as phasing, access limited during open park hours only, etc. Nevertheless, there is a good opportunity for the Township and Oakland County to work together on this mutually beneficial project.

Another short, relatively easy section of path to construct (per the attached exhibit) is along the west side of M-15 from Hubbard Road south to Deer Ridge Drive. This route was previously included in our

9/1/09 report and discussed with the Safety Path Committee. While that report contemplated the safety path extension on the east side, rather than west side, there will not be any appreciable cost differences. Detailed construction plans will identify the preferred route. Both the Hubbard Road/M-15 and Deer Ridge Drive/M-15 intersections have fully functional traffic signals. This is an important connection that will provide access for residents on the east side of M-15 to the Hubbard Road Elementary School. Our office has discussed this matter with the Michigan Department of Transportation (MDOT). Preliminary indications are that MDOT will fund the required pedestrian crossing signals for M-15 at Deer Ridge Drive provided the Township installs the pathway. Accordingly, our office recommends this pathway connection be included with this year's program. The preliminary cost estimate for this route is as follows:

M-15 (West Side) – Hubbard Road to Deer Ridge Drive

400 lft @ \$65.00/lft	\$ 26,000.00
Subtotal – Construction Costs	\$ 26,000.00
Engineering- Design, Layout, Observation, Construction Administration, Testing, etc.	\$ 6,500.00
Contingencies (10%)	\$ 2,500.00
Total – M-15 (West Side) – Hubbard Road to Deer Ridge Drive	\$ 35,000.00

Depending on what portion, if any, of the aforementioned Sashabaw Road route is selected for this year's program, there are other potential routes which were identified in the 9/1/09 report. For preliminary purposes, the costs identified in that report should still be appropriate. The Number 2 priority route, per the Safety Path Committee, was along Andersonville Road, from White Lake Road to Bay Court Park. The route has a couple of rather substantial challenges to accommodate, i.e., a railroad crossing and need to construct a pedestrian bridge over the river crossing between Greens and Lester Lakes. Also, there is rather limited right-of-way and landscaping issues to deal with, particularly for several homes located just to the west of the railroad tracks. However, these types of issues have been dealt with previously in other areas and certainly are not insurmountable. The consensus at the 8/26/09 Safety Path Committee meeting was to look at designing and bidding the entire route from the existing shopping center path at White Lake Road to the Bay Court park entrance. Depending on how bids were to come in, there may need to be some flexibility in the phasing of the project to spread costs out over a couple years of safety path funding. The preliminary cost estimate for this route is as follows:

Andersonville Road (North Side) – White Lake Road to Bay Court Park

4,400 lft @ \$85.00/lft	\$ 374,000.00
Boardwalk over Wetlands – 200 lft @ \$400.00/lft	\$ 80,000.00
Pedestrian Bridge over River – 75 ft. span @ \$2,000.00/lft	\$ 150,000.00
Railroad Crossing Upgrade Allowance	\$ 10,000.00
Subtotal – Construction Costs	\$ 614,000.00
Engineering- Design, Layout, Observation, Testing, etc.	\$ 150,000.00
Easements – Legals, Acquisition, etc.	\$ 15,000.00
Contingencies (10%)	\$ 61,000.00
Total – Andersonville Road (North Side)	\$ 840,000.00

We would be pleased to review any of the above information with you or any other potential routes. Attached for reference is an updated exhibit of the Township's safety path system showing the three (3) identified Potential 2011 Safety Path Routes. It is our understanding that you intend on setting up a Safety Path Committee in the next couple of weeks. Once the Committee has agreed to the program for this year, we would then take the matter to the Township Board for authorization to proceed with the project design. In order to get the project plans and specifications prepared, bid the project out and get under construction this year, it is important to move this process forward as expeditiously as possible.

Please feel free to call with any questions or comments.

Very truly yours,

HUBBELL, ROTH & CLARK, INC.

A handwritten signature in blue ink, appearing to read 'R. Ford', is written over the typed name.

Randal L. Ford, P.E.  
Senior Associate

RLF/jjb

pc: Independence Township; Mr. David Wagner  
Carlisle/Wortman Associates; Mr. Richard Carlisle  
HRC; T. Biehl, Files



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**2011 SAFETY PATH PROGRAM  
 CHARTER TOWNSHIP OF INDEPENDENCE  
 SASHABAW ROAD/I-75 TO CLARKSTON ROAD (W. SIDE)**

**PRELIMINARY OPINION OF PROBABLE COSTS**

May 12, 2011

HRC Job No. 20110026.21

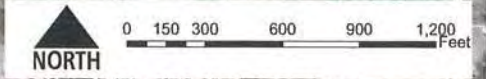
<u>Item</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Total Cost</u>
1. 6' Wide Concrete Safety Path-Complete	3,500 lft	@ \$ 60.00	= \$ 210,000.00
2. Pedestrian Signals/Flemings Lake			= \$ 25,000.00
3. Plans, Specifications, Layout, Contract Administration, Observation, etc.			= \$ 54,000.00
4. Easements-Documents, Acquisition, etc.*			= \$ 37,500.00
5. Contingencies			= \$ <u>23,500.00</u>
<b>TOTAL</b>			<b>= \$ 350,000.00</b>

\*Easement costs based on preliminary number of 15 parcels at \$2,500.00 per parcel-for budgetary purposes only.

**OCPR PHASE #1** ———  
Connects Gravel Parking Lot  
& Oakhill Boardwalk/Fence

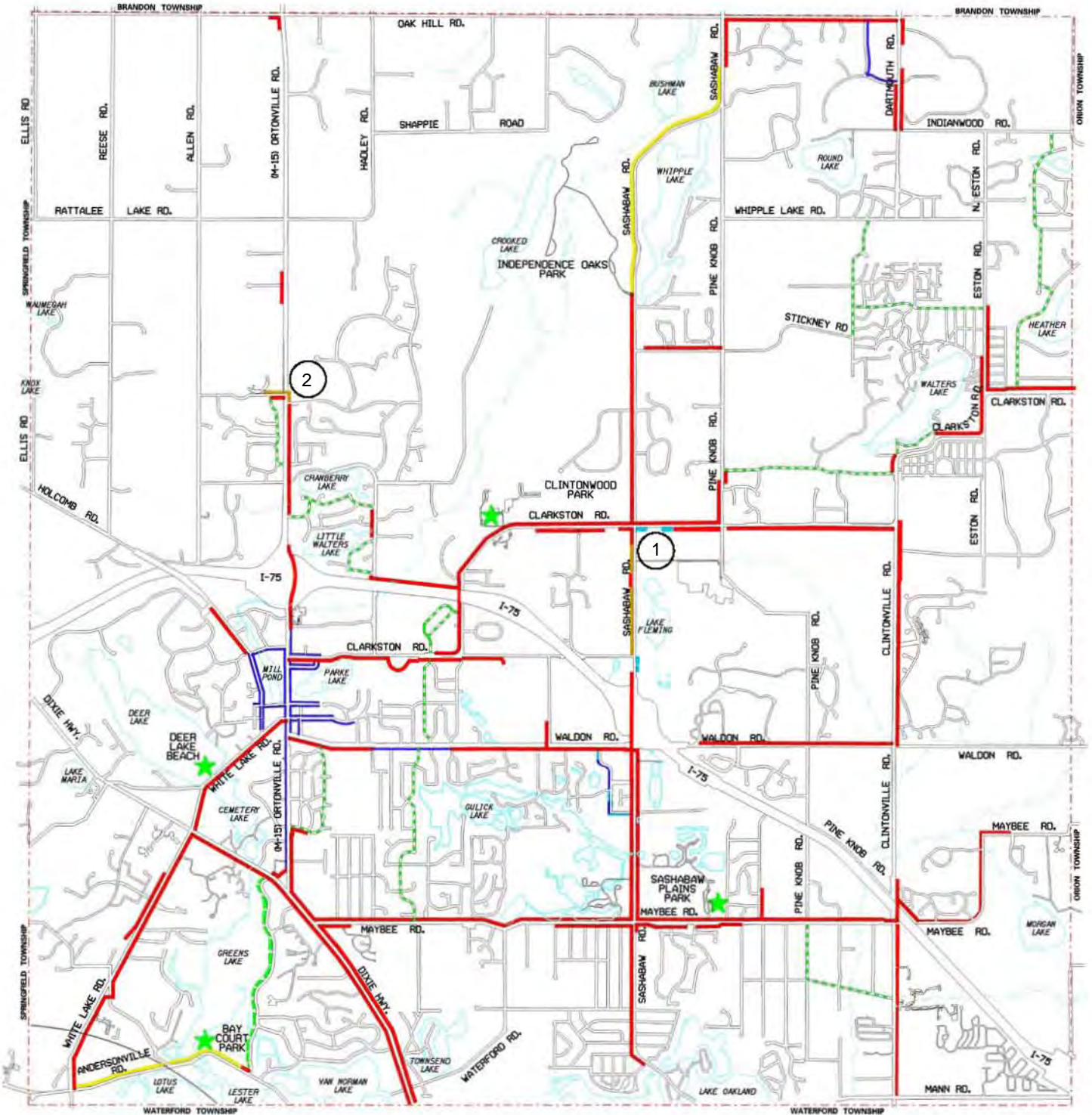
**OCPR PHASE #2** ———  
Connects Gravel Parking Lot  
& Estate w/ Farmhouse

**OCPR PHASE #3** ———  
Connects Morain Knoll  
Picnic Shelter & Farmhouse





# CHARTER TOWNSHIP OF INDEPENDENCE SAFETY PATH PROGRAM PROPOSED ROUTES



- Existing Safety Paths
- Existing Sidewalks
- - - Designated Safety Path Routes
- 2011 Safety Path Program
- - - Proposed Path by Others
- Potential 2012 Safety Path Routes