



City Council Special Meeting

Study Session Agenda

December 28, 2021

6:45 PM

1. **Roll Call**
2. **Agenda - Motion to accept Study Session Agenda as presented**
3. **Discussion: City of Romulus Non-Motorized Pathway Plan**
4. **Public Comment**
5. **Adjournment - Motion to adjourn the Special Meeting**



MEMORANDUM

To: Honorable City Council

From: D'Sjonaun Hockenhull, Deputy City Clerk
On behalf of: Ellen L. Craig Bragg, City Clerk

Date: December 22, 2021

Re: Special Meetings

There is one special meetings scheduled for Tuesday, December 28, 2021.

- 1. 6:45 p.m. Open Session Non-Motorized Pathway Plan**

Interoffice Memorandum

TO: Ellen Craig-Bragg, City Clerk
FROM: Kathryn Hood, Assistant DPW Director
CC: Roberto Scappaticci, DPW Director
DATE: November 29th, 2021
SUBJECT: Request to Schedule Study Session

I would like to request a Study Session to be held on, December 28, 2021, for a half hour duration with a start time of 6:45pm. The purpose of this Study Session will be to discuss the draft of the City of Romulus Non-Motorized Pathway Plan created with OHM assistance.

If you have any questions, please feel free to contact me.

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Romulus
Home of Opportunity

2021

NON-MOTORIZED TRANSPORTATION
MASTER PLAN
CITY OF ROMULUS

CITY OF ROMULUS: NON-MOTORIZED TRANSPORTATION MASTER PLAN

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Introduction

Plan Goals

The Non-Motorized Master Plan developed concepts for the non-motorized projects that are most needed in the City, and which could be implemented over the next five to ten years. The overall goal of the Plan is to better connect the City of Romulus, improve safety conditions, and encourage residents to bike and walk more often. The projects identified in this Plan will be those that connect the areas of the City most in need of non-motorized connections, help connect regional trails to City infrastructure, and provide the best access to popular destinations in Romulus. Throughout the planning process, the community, stakeholders, and City staff have been engaged and were able to provide input on recommended facilities.

Summary of Conditions

Romulus hosts a wide variety of land uses today; major commercial and industrial corridors connect regional open space, concentrations of multifamily complexes and older residential neighborhoods with public schools in between, and the Metro Airport with various hotels and eateries adjacent to the airport. Inside of city limits, I-275 and I-94 offer local and regional access to additional amenities in Wayne County and beyond. Strong connections to these diverse set of land uses is possible using the existing vehicle network. However, due to the central placement of the Metro Airport separating four main residential areas, residents may feel disconnected from the greater community because they lack access to a vehicle and may not feel safe walking or biking without dedicated routes. By providing non-motorized routes to connect the City, a greater sense of community can be cultivated for the population.

Solutions

There is a variety of types of non-motorized facilities available, each with their advantages and disadvantages. Currently, Romulus employs use of sidewalks, shared-use paths, and sharrows.

Sidewalks

Sidewalks are the primary facility used by pedestrians. They are typically 5' wide concrete paths that are commonly seen on both sides of the road and relatively easy to install. Users understand their primary use is for walking, however some slower bicyclists use them, especially those with smaller children. They require very little maintenance and typically last 15-20 years before needing replacement.

Shared-Use Paths

Shared-use paths are wider paths that, as their name suggests, are meant to be shared by most types of non-motorized transportation. They typically range from 8'-12' wide and are either HMA or concrete. HMA paths are cheaper but require more maintenance and don't have the long lifespan that concrete offers. They are normally provided on only one side of the road.

Bike Lanes

Bike lanes are portions of a road that are dedicated to use specifically by bicyclists. They are incorporated into the road structure and can be protected or simply painted onto the road surface. Protected bike lanes offer the user more safety features such as bollards or curbs; both help to alert drivers to their presence. They can be more expensive than shared use paths and are harder to incorporate into existing roads if space is limited.

Other Bikeways

Other facilities include rural paved shoulders, sharrows, and bike routes. Rural paved shoulders are simply an additional area on the side of a rural road that is paved to provide easier movement. Sharrows are like bike lanes in that they alert drivers to bicyclists but are merely painted onto an existing road; no additional space is provided. This helps in areas that do not have the space for a bike lane, but do not provide the additional safety many users seek. They are useful in slower vehicular traffic areas. Bike routes consist primarily of signage and a mixture of other paths that instructs bicyclists where facilities exist.

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Background Information

Overview

An existing conditions analysis was completed for the City and compared to the Master Plan for non-motorized routes. To determine potential locations of new non-motorized facilities, the City and OHM Advisors reviewed previous survey results and input maps from local stakeholders and the public. Overall, the following were taken into consideration: destinations people would like to go to by walking or biking, and where in the City are there gaps in safety, comfort, and facilities.

Through internal meetings, public surveys, and TIFA committee meetings, the project developed goals after understanding where people are currently walking and biking in the City. This report outlines the result of all data compilation and brainstorming sessions.

Demographic Conditions

The existing demographic in Romulus provides valuable insight into the transportation needs of the community and can help determine where in the City new non-motorized facilities would be most valuable. An analysis of the population, employment, equity areas, and demand areas was completed and mapped for the study area.

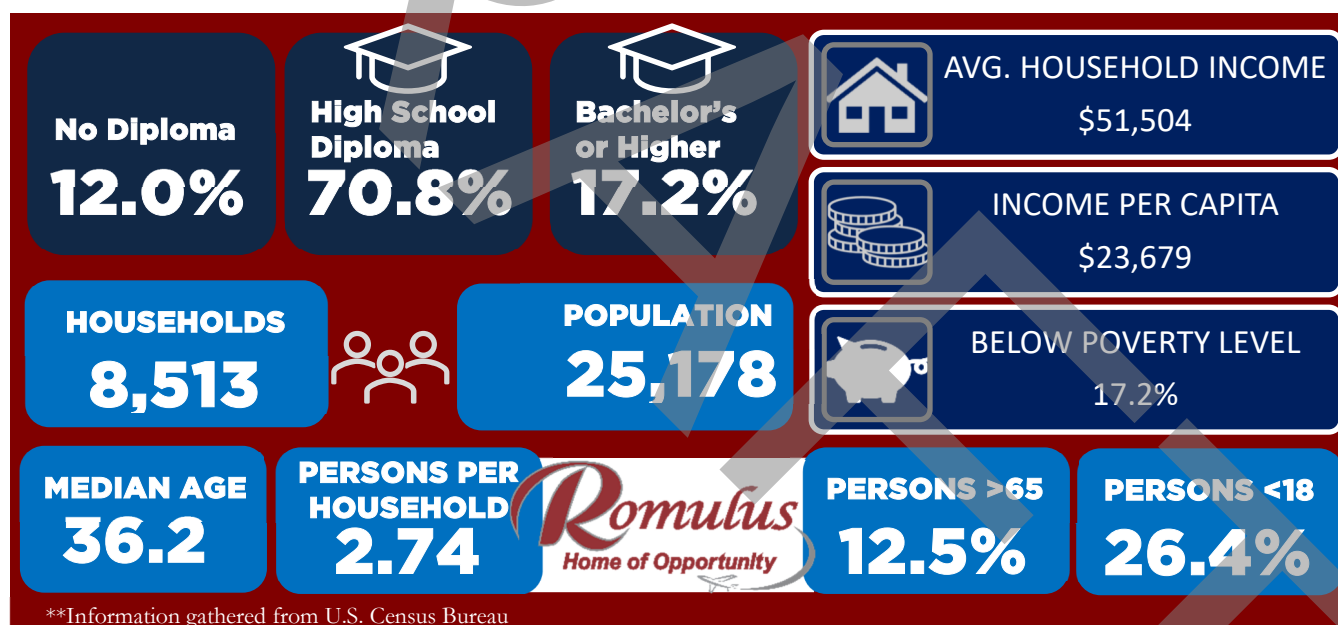


Figure 1: Demographics of Romulus

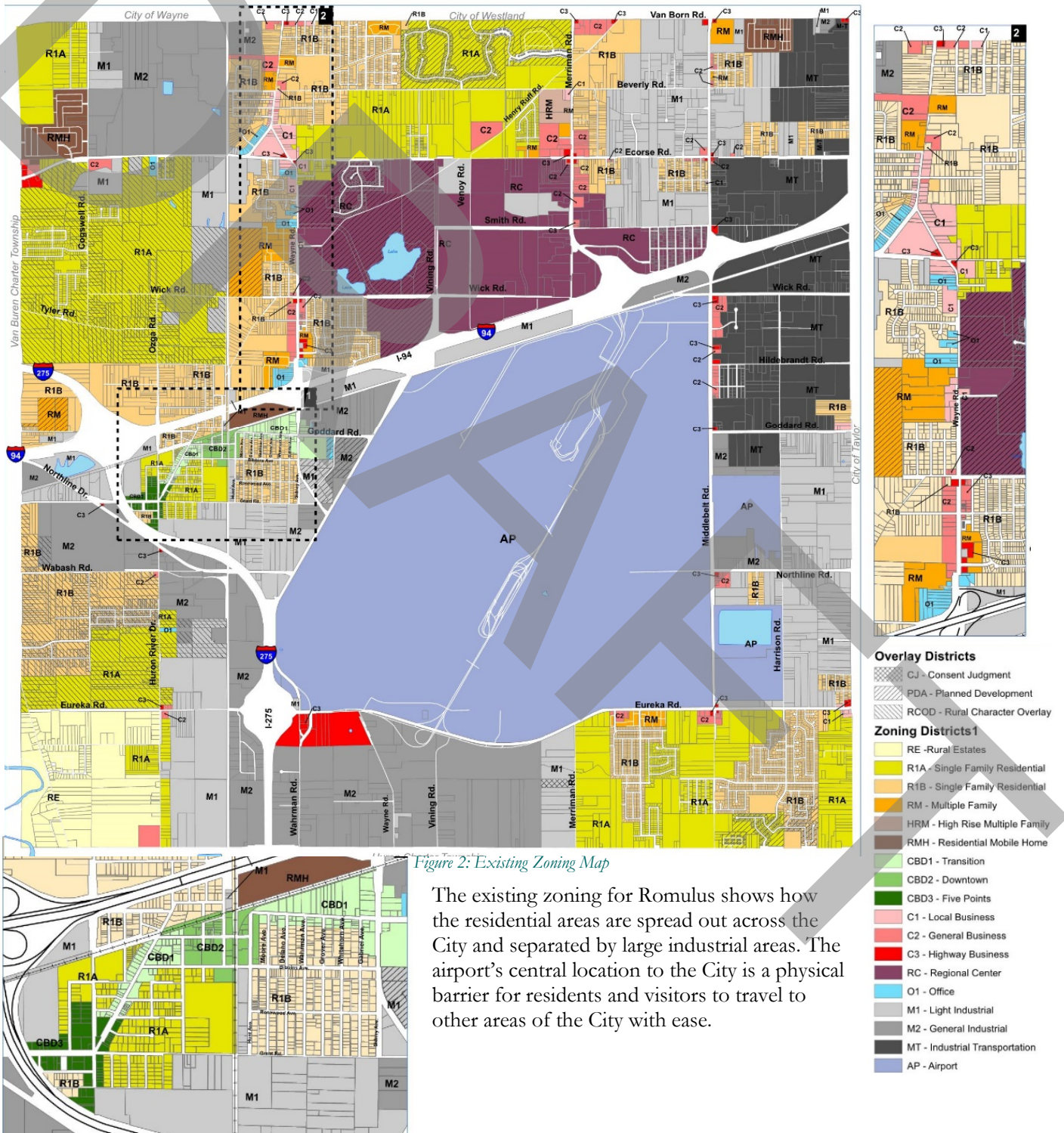
According to the 2020 census statistics, the City of Romulus is generally below average for a wide variety of favorable statistics within the state. Only 64.4% of homes in Romulus are owner-occupied compared to the state average of 71.2%. The median value of owner-occupied housing units in Romulus (\$97,300) is lower than that of the state of Michigan (\$154,900) and Wayne County as a whole (\$113,000). The median gross rent in Romulus is \$933 compared to \$871 (Michigan) and \$875 (Wayne County). On top of high costs of living, Romulus residents have one of the lower per capita income values (\$23,679) when compared to Michigan (\$31,713) and Wayne County (\$27,282). Lower income combined with more renters paying higher rent than average leaves significantly less income available for other expenditures such as transportation.

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Existing Conditions

An inventory was made of the existing Zoning Ordinances and Master Plans currently adopted by Romulus. An analysis of each applicable map follows below.

Existing Zoning Map



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Future Land Use Map

The Future Land Use Map of Romulus shows the intent for the development of future business districts to provide a better sense of community for the City. Four special development districts were identified. Details are provided for the different districts that are outlined below.

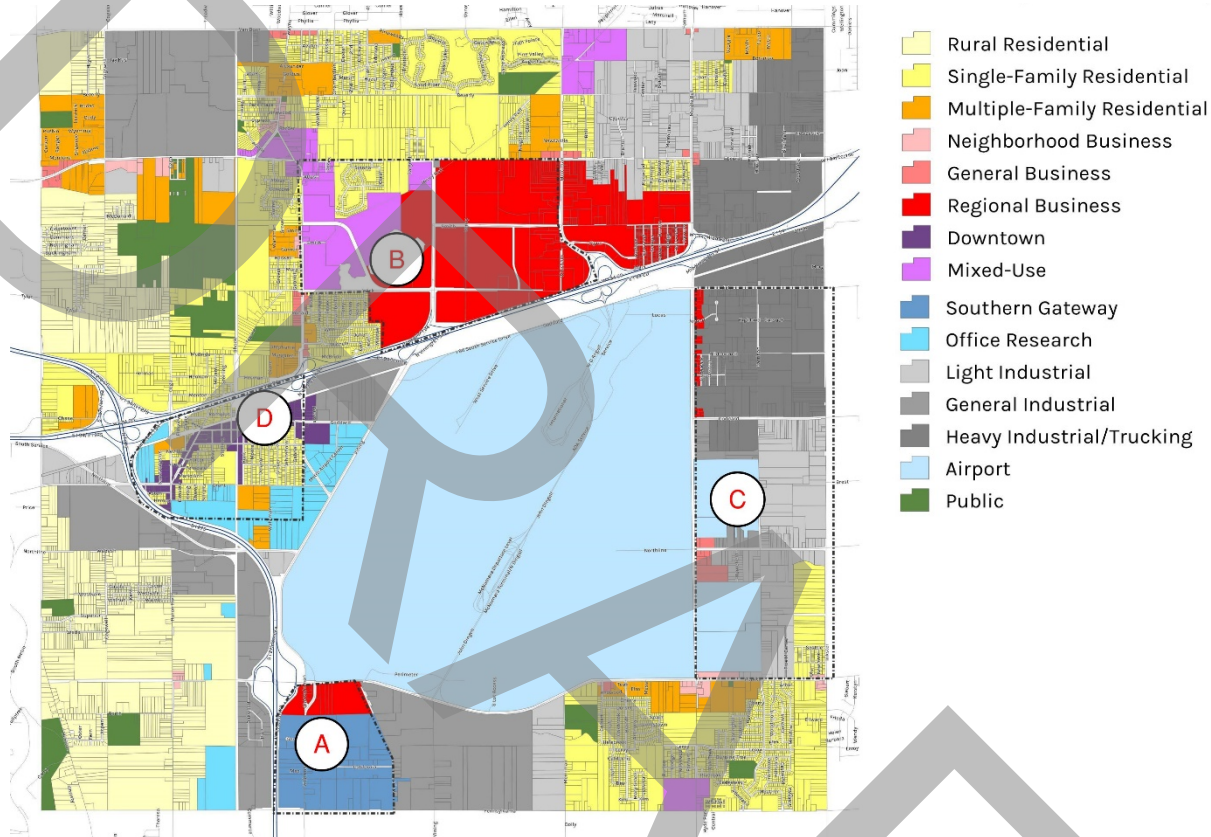


Figure 3: Future Land Use Map

A: Southern Gateway District

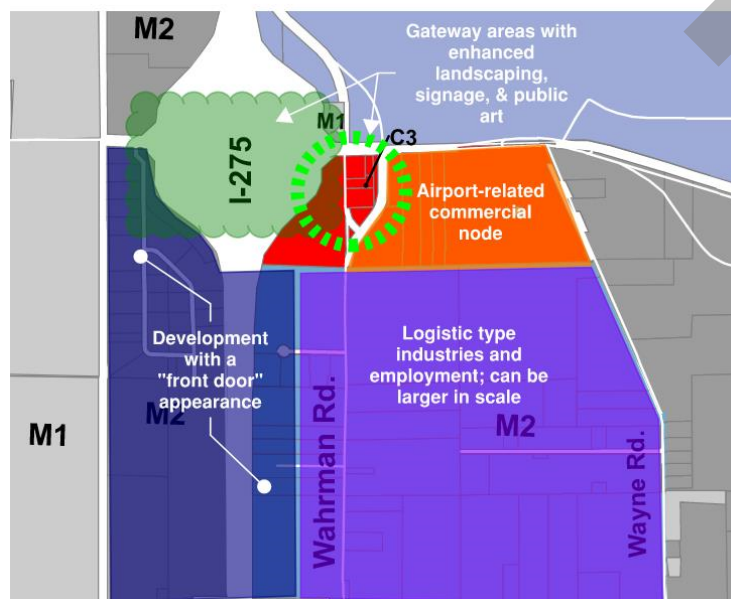


Figure 3.1: Future Land Use - Southern Gateway Subdistrict

This area is a prime location for airport-related businesses and industries. The intent of the Master Plan is to create a concentrated employment center that will compliment surrounding existing and planned land uses in this area of the City. Development will be a mixture of commercial and industrial uses. The entire area will be required to have more landscaping and visually appealing facades.

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Future Land Use Map

B: Vining Road Development District

Legend

- Medium Industrial Warehouse Overlay
- Light Industrial Center Overlay Option
- Mixed Use Campus Overlay Option
- Single-Family Residential
- Multiple-Family Residential
- Neighborhood Business
- General Business
- Regional Business
- Mixed-Use
- Light Industrial
- General Industrial

The Master Plan was amended in this area to broaden the list of uses allowed to facilitate development. The area is meant to allow for industrial uses but restricted to keep truck traffic on Vining Road and of overall lower volumes to encourage more commercial development. Required pathways and green space as part of the development plans would keep the area accessible to a variety of users for recreational use and overall access.

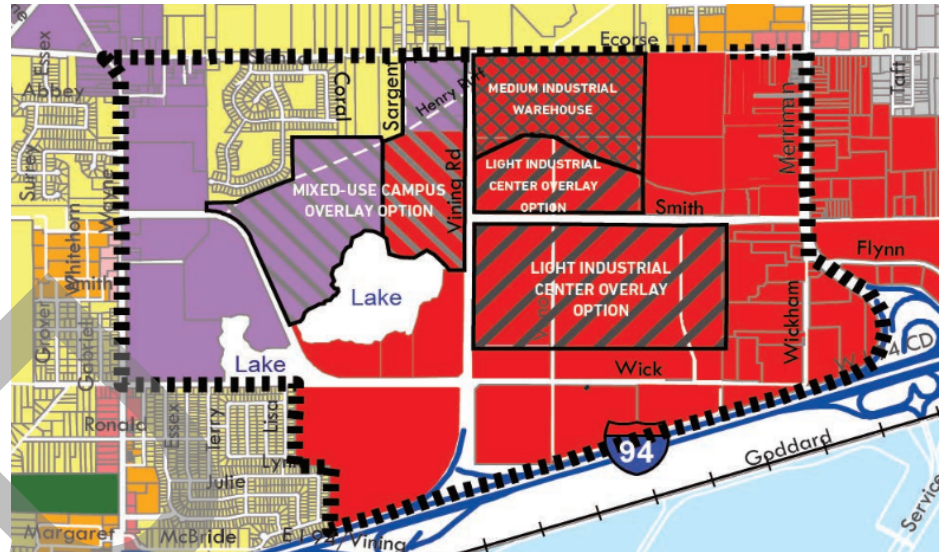
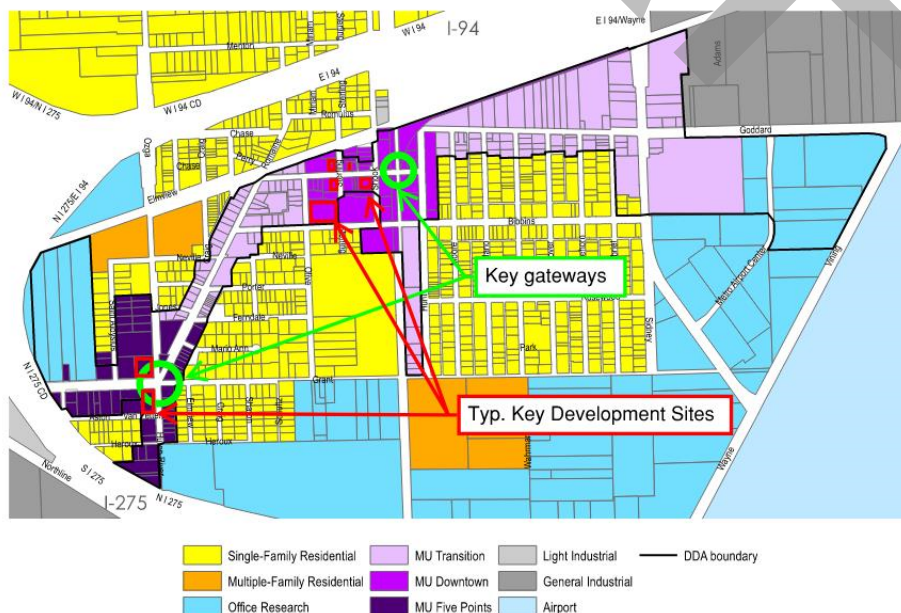


Figure 3.2: Future Land Use – Vining Road Development Subdistrict

C: East Airport District

The Master Plan designates this area as being located immediately east of the airport and encompassed by Middlebelt, Wick, Inkster, and Eureka Roads. This area is particularly attractive to trucking and heavy manufacturing uses, however, nearby residential areas should be appropriately buffered from the negative impacts associated with the industry and trucking. Uses that require more trucking activity shall be directed to the west side of Harrison Road and industrial uses shall be allowed on the east side of Harrison Road, provided they are smaller in scale and outdoor storage be limited and screened.

D: Downtown



The downtown area is a focus of the Master Plan to promote more desirable land uses and improve accessibility for residents and non-residents alike. The Five Points area (shown above in dark purple) will be an area with more emphasis on services for the surrounding neighborhoods including medical offices, salons, and other services. As such, it is imperative to facilitate non-motorized pathways to this area, especially for neighborhoods north of I-94.

Figure 3.3: Future Land Use – Downtown Subdistrict

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Potential Destinations

To determine what facilities are needed, it is essential to figure out not only where users are coming from but where they are going. Destinations for most users typically fall into one of four categories: jobs, parks and recreation, schools, or civic buildings. Due to the idiosyncratic development of Romulus around the Metro Airport, connections to the surrounding communities are also emphasized. The map below was created to highlight these destinations and look for patters and higher traffic locations.

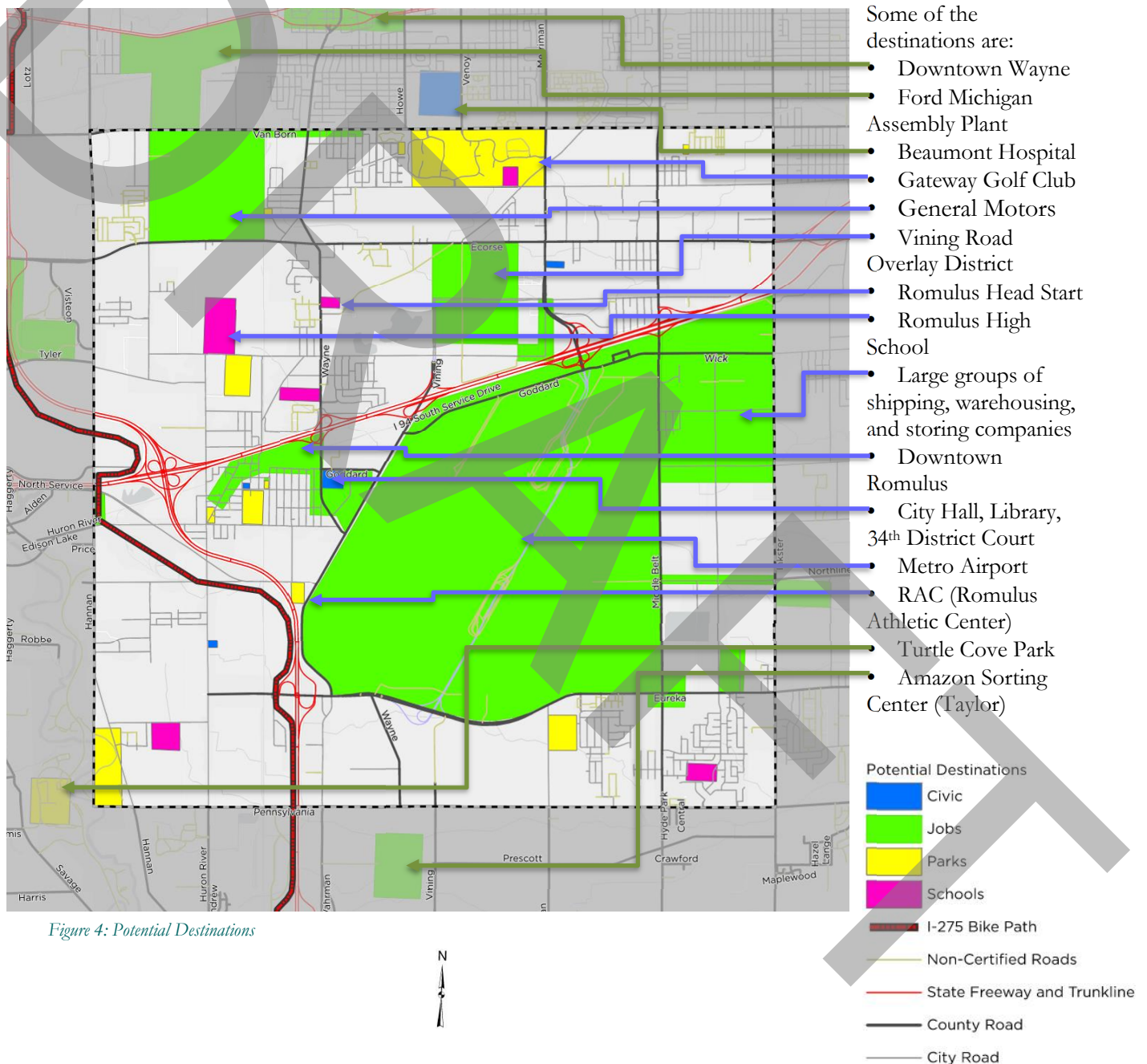


Figure 4: Potential Destinations

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Master Plan & Existing Sidewalk Conditions Map

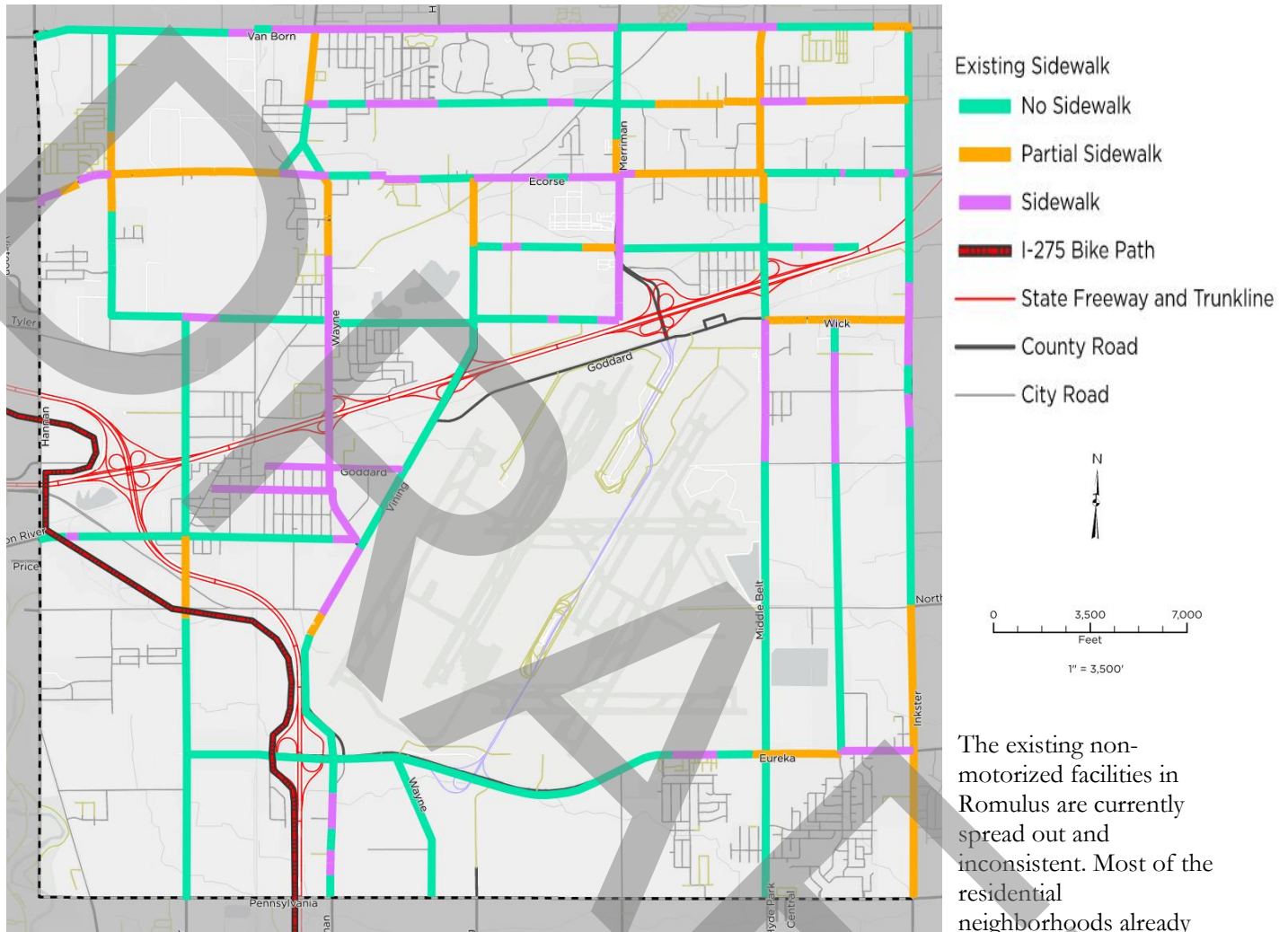


Figure 5: Existing Conditions

facilities on more major roads. The areas along major roads mainly consist of double- and single-sided 5' concrete sidewalks or 10' HMA shared-use pathways. There are many areas where these facilities do not connect or are unsuitable. In the downtown area, sidewalks exist on both sides of the road and sharrows were recently added along Goddard Road.

This map shows the City's Master Plan¹ for pedestrian facilities and the existing conditions of pedestrian facilities. This helps identify a few key problems with the facilities that exist. There is currently only one sidewalk that crosses over I-94 and no sidewalks that cross I-275. Virtually no pathways currently exist connecting to the heavily used I-275 Metro Trail. Few neighborhood areas have facilities connecting them to nearby industrial or commercial areas where they are possibly employed or need to shop at.

¹ The Master Plan used as the basis for this map was accepted by the City in 2017 and consisted of a variety of single- and double-sided five-foot wide sidewalks and ten-foot wide HMA shared use pathways. The existing facilities indicated above are based on existence of a finalized sidewalk, not necessarily the designated type as shown on the Master Plan.

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Areas of Equity and Demand

To ensure that the geographic areas in most need of walking and biking facilities are targeted for new non-motorized infrastructure, programs, and planning, the Southeast Michigan Council of Governments (SEMCOG) performed a set of analyses to identify equity area concentrations and demand areas in the region.

Concentration of Equity Populations

SEMCOG identified populations (and areas) of the region through an equity lens based on socioeconomic factors that may impact their mobility: the proportion of children, low-income populations, minority populations, seniors, and transit-dependent households.

Bicycle and Pedestrian Demand Areas

Walking and biking infrastructure can lead to many positive benefits for a community, and this analysis can be used to ensure that the system is accessible for people of all ages, abilities, and backgrounds. The analysis is based on the connectivity and demand for short trips in specific areas of each community.

Demand and Equity Analysis Overall Map

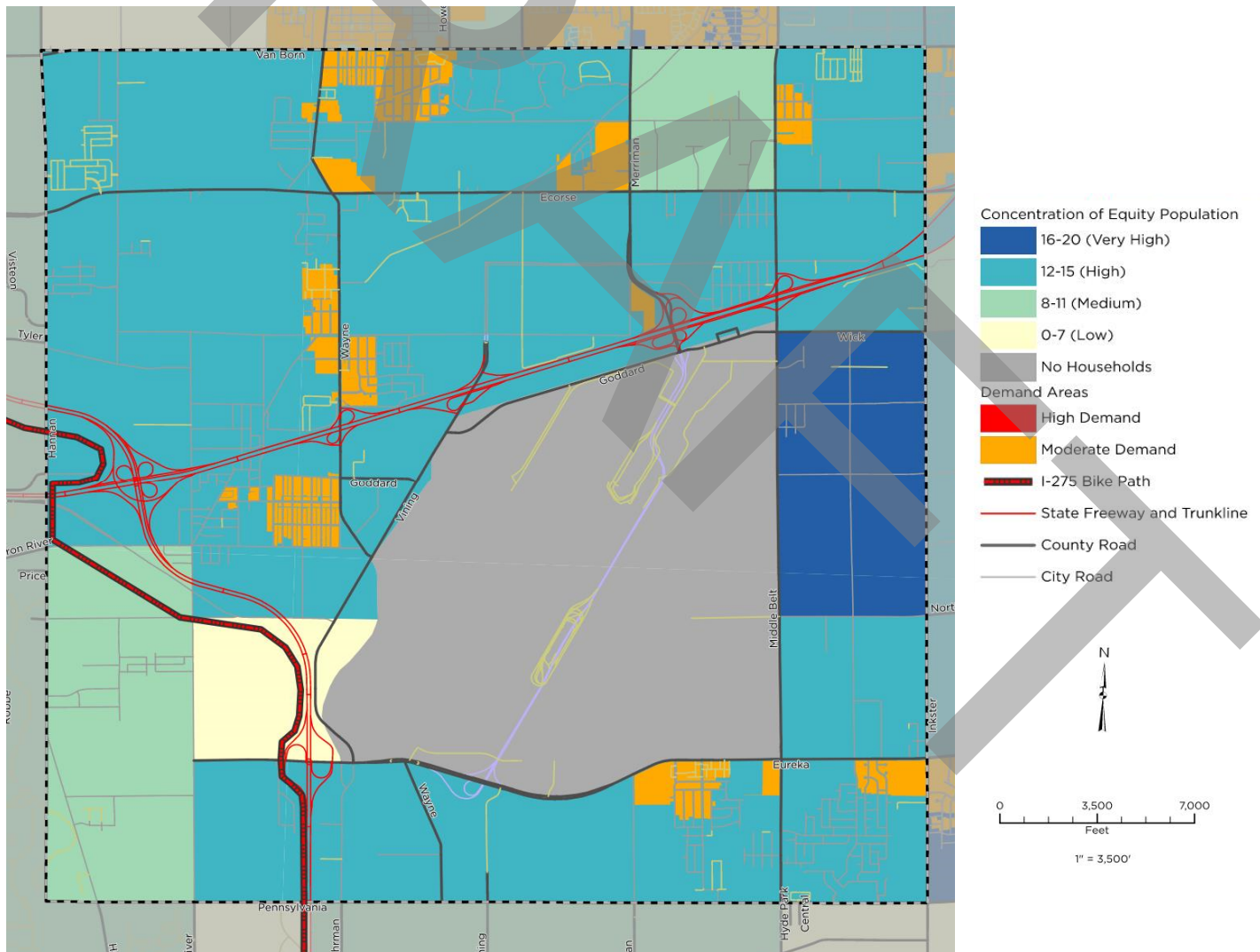


Figure 6: Demand and Equity Analysis

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The dark blue shaded areas indicate highest concentrations of populations who likely rely more heavily on walking or biking for their transportation needs. According to these data, almost 85% of the residential areas in the City have either High or Very High concentrations of Equity Populations and very little of that population has access to bicycle and pedestrian infrastructure within ½ mile from their homes.

Although Romulus does not have any “High Demand” areas as shown, it is important to understand the reasoning behind this. High Demand areas, as defined by SEMCOG, are typically the most densely populated areas, employment centers, or larger downtown commercial districts. Due to the way Romulus was developed, dissected around the airport, areas like that were not naturally established. This makes connections around the airport that much more important for residents.

These data were consulted to better understand the areas in Romulus that are in greatest need for walking and biking infrastructure. More information about this analysis can be found on SEMCOG’s website:

<https://semcog.org/bicycle-and-pedestrian-mobility>

Safety Analysis

A primary function of providing various non-motorized transportation options is to increase overall safety for the users. By increasing safety, more people become comfortable with the facilities which in turn, increases the usage of them.

Pedestrians and bicyclists are much more likely to sustain injuries or suffer a fatality in a crash than occupants of a motor vehicle. Although crashes involving pedestrians and bicyclists account for less than two percent of all crashes, they comprised of twenty-seven percent of all traffic fatalities in Southeast Michigan in 2020. Over the last five years, seven fatal crashes happened within Romulus City limits; over twenty other crashes resulted in injuries.

High-Priority Safety Locations

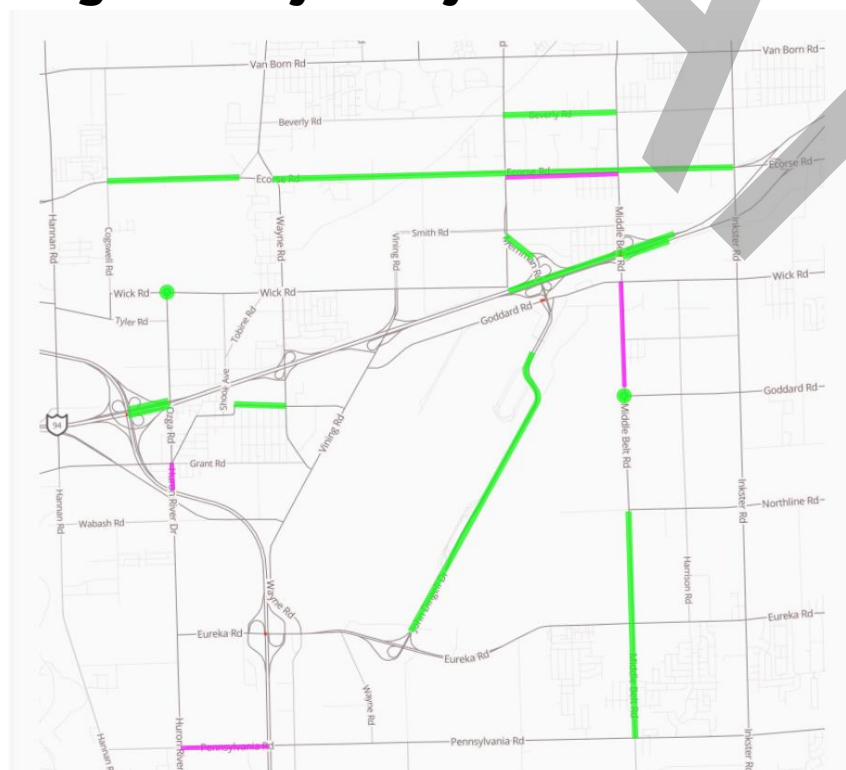


Figure 7: High Priority Safety Locations

SEMCOG has identified roadway facilities (including road segments, intersections, and roundabouts) that have a disproportionate number of crashes compared to similar roads. To the left, a map showing these locations is included. Altering these areas has the greatest potential to reduce traffic fatalities and serious injuries. The methodology used by SEMCOG to identify these locations is available at <https://maps.semcog.org/safety/methodology.pdf>

More information also available at: <https://semcog.org/safety>

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Traffic Volume

Due to the nature of many industrial areas within city limits, Romulus experiences some of the region's highest truck-trailer traffic volume daily. According to traffic count data available through SEMCOG, over 2-million vehicle miles travel daily through Romulus. The map to the right indicates the Average Annual Daily Traffic for heavy use streets.

Multiple large companies utilize Romulus for distribution centers due to its proximity to major freeways and the airport. These include Home Depot, Kroger, Vistar, and Amazon, in addition to multiple warehousing, shipping, and delivery companies. To support these businesses, Romulus focuses on restrictive guidelines for truck traffic within their Master Plan. This helps to facilitate industrial and warehousing development by providing better accommodations for trucks and keeping the undesirable effects of this traffic (increased sound, traffic volume, and pollution) away from residential areas. Providing safer alternatives for non-motorized traffic to and along these routes will help residents access employment opportunities in those industrial areas. Areas that the Master Plan intends to drive truck-traffic to are highlighted in the map below. For more information regarding the Master Plan, reference the Future Land Use Maps included in this report.

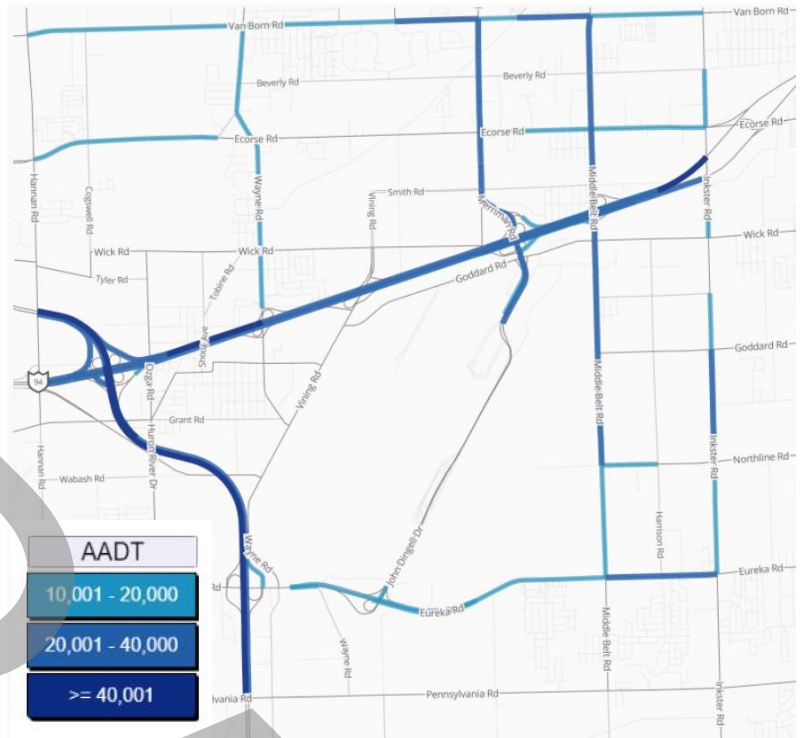


Figure 8: Traffic Volume

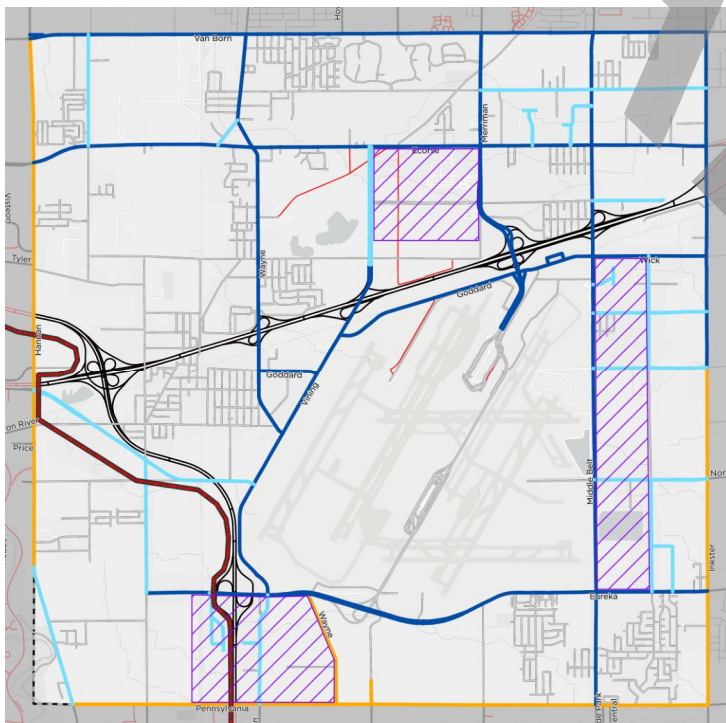


Figure 9: Truck Routes & Truck Traffic Designated Zones

Truck Route Map

- Truck Routes
 - City Designated Truck Route
 - County Class "A" Designation
 - County Class "B" Designation
 - Non-Truck Route
 - State Trunkline
 - I-275 Bike Path
 - State Freeway and Trunkline
 - County Road
 - City Road
 - Truck-trailer Traffic Designated Zone

As previously mentioned, increasing the safety of pedestrians and bicyclists increases their comfort level with using alternative transportation methods along those routes; this is especially true when it comes to roads utilized by truck-trailer traffic. Non-motorized transportation facilities along these routes should be physically separated from vehicular traffic; facilities such as sharrows and wider paved shoulders should not be utilized in these areas.

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Route Identification

Overall Process

Utilizing the input collected from the community and project stakeholders, and the existing conditions analysis, potential routes were identified. The consultant team performed an internal route brainstorming exercise that was presented to the City and compared against collected data. Routes and corridors identified by the public from previous surveys were also taken into consideration. A GIS map was created that combined these maps to identify key areas. In order to continue progress towards a more inclusive transportation network, pedestrian facilities or payment in lieu of construction will be required to be installed along the frontage of each development within the public ROW for each new development in the City.



Stakeholder Engagement Summary

The project priorities were defined by a group of individuals consisting of City of Romulus staff members, local planning agency staff members, and OHM Advisors. The goal of collecting this information was to help guide the project and provide input on the project's recommendations to prioritize construction order of proposed non-motorized facilities.

The goals and priorities of this master plan include the following:

- Fill sidewalk gaps and improve conditions for pedestrians and enhancing crosswalks
- Use new facilities to help connect the local system to the regional network
- Provide wayfinding to specific regional trails
- Ensure that trails and new non-motorized facilities are not negatively impacting the environment
- Prioritize safety for all users

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TIF Plan Update

In 2019, Romulus began the process of updating the TIF plan already in place. Online surveys were conducted, and a public workshop was held in October of that year. The majority of comments made during these outreach methods indicated that installing pedestrian facilities were one of the residents' primary priorities. Focus areas within the TIF district included a pedestrian facility linking the RAC to Inkster Road and areas in the north part of the district to connect and enhance existing facilities.

TIFA Jurisdiction Map

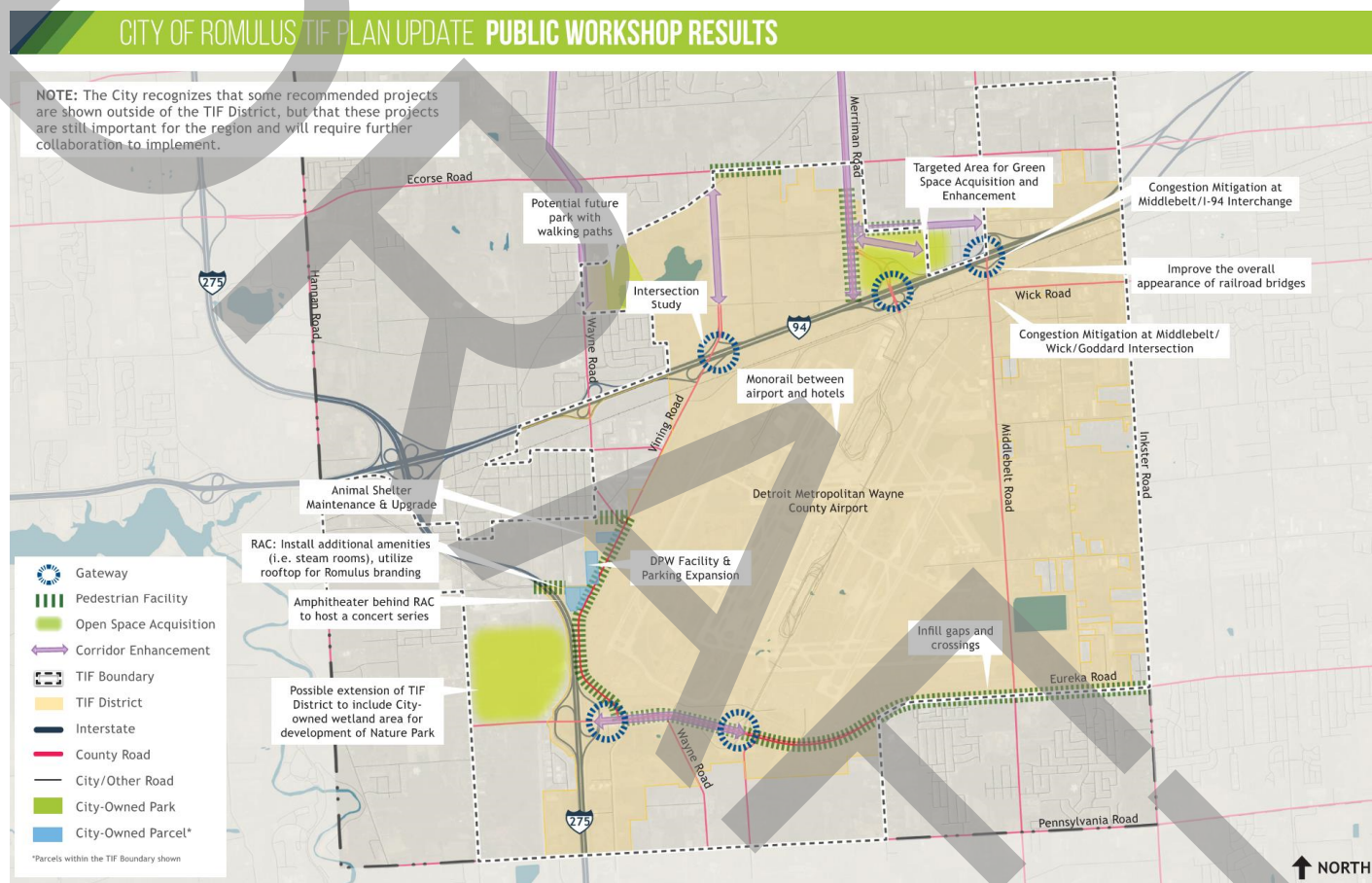


Figure 10: TIFA District & Projects

This map was created from the results of the Public Workshop. Projects within the vicinity of the district can (at least in part) be funded by TIFA. The projects shown above indicate the preferred projects being looked at for funding purposes. As shown, there are multiple areas totaling almost eight miles of pedestrian facilities included within District boundaries.

Non-motorized transportation related projects shown above are:

- Completing a path from the RAC (at Northline & Wayne Roads) south to Eureka Road and connecting to existing facilities along Eureka Road, east to Inkster Road.
- Filling in a gap along Ecorse Road, between Vining & Merriman Roads.
- Increasing the gateway enhancement and safety along Merriman Road and Wickham Road, providing more safe crossings

Combining Data

Combination Map - Destinations, Equity & Demand



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Project Team Brainstorming

Utilizing the existing conditions analysis, OHM Advisors identified areas that would benefit the most from improvements. It was important to identify key areas that needed to be accessible from high demand areas and to connect areas of jobs to high concentrations of equity populations. Identified areas of attraction included:

- Romulus Athletic Center (RAC)
- Romulus Middle School
- Romulus Head Start
- Five Points (Downtown) development area
- Vining and Wick Roads development area
- I-275 Metro Trail

Brainstorm Locations

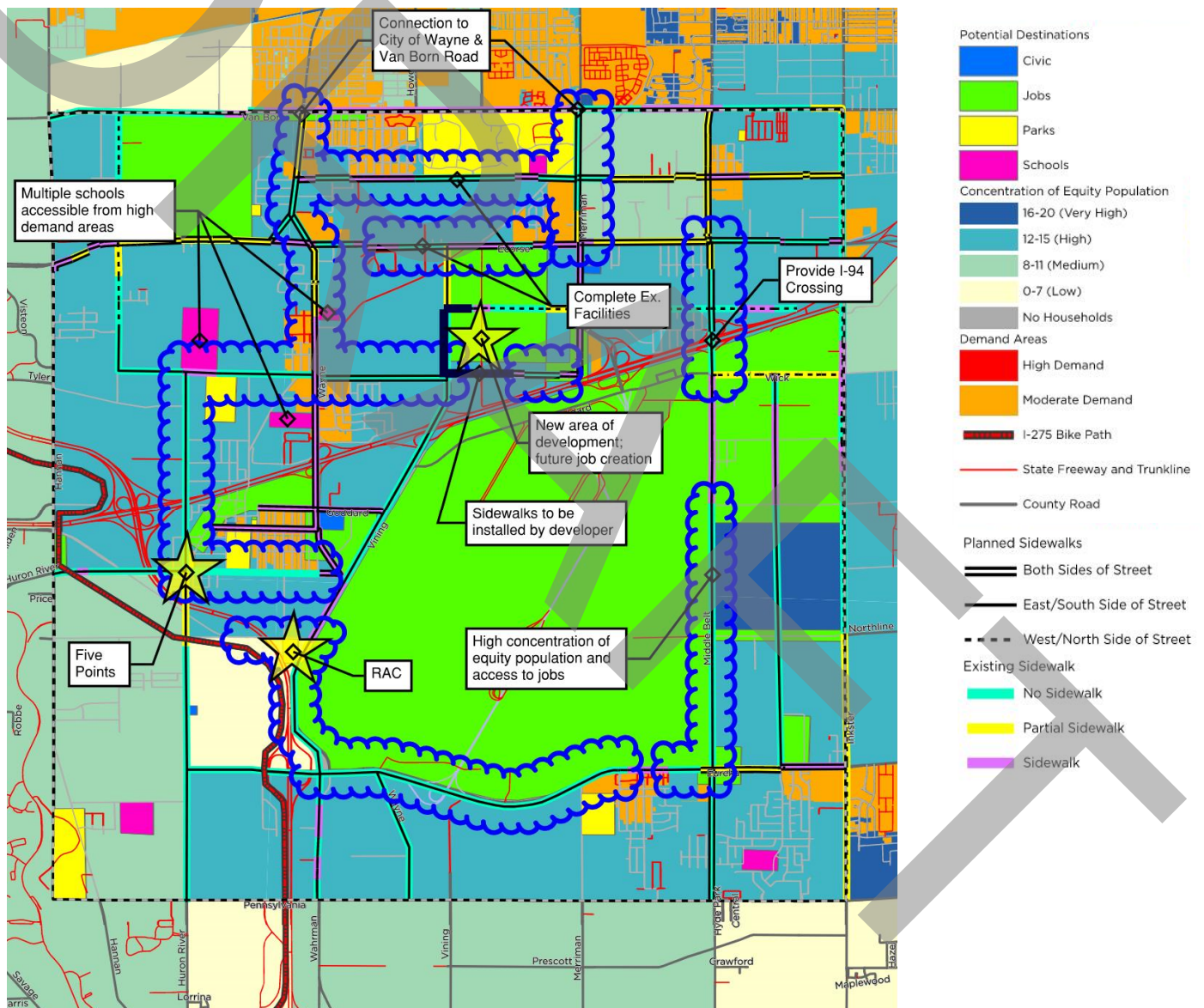


Figure 12: Brainstormed Locations Map

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Results of Brainstorming

From the broader brainstormed areas identified, primary and secondary routes and intersections were quantified. Priority was placed on those projects that would connect existing residential neighborhoods and facilities to major destinations. Notice was given to those areas that could be potentially developed (where the developer would provide those facilities) versus established areas where development was not likely. Thought was given to the continued development of Romulus in line with the Master Plan and the future likelihood of use for each corridor. Traffic volume, existing activity centers, and other important factors from the existing conditions analyses were used to identify potential non-motorized routes. The intersections most in need of safety improvements also appear within this master plan.

Primary and Secondary Corridors

Primary and secondary routes as quantified are listed below (Start/Stop Points are listed North to South or West to East):

	Route Name	Length	Start/Stop Point	Notes
PRIMARY ROUTES	(1) Merriman Road (three sections)	7,517 ft	Van Born to 7673 Merriman Road	5 Lane Road; patches of existing 5' sidewalk; Match existing
	(2) Merriman Road Crossings, 2 Locations	600 ft	Approx. addresses: 8000 Merriman Road & 8450 Merriman Road	Divided Highway – No clearly marked pedestrian crossings; facilities on both sides of Merriman Road
	(3) Wickham Road	2,050 ft	Merriman Road to Wick Road	Existing facilities in disrepair on west side; connects Merriman Rd to hotels & future development areas
	(4) Wayne Road (three sections)	17,840 ft	Van Born Road to Wick Road	Major thoroughfare; connects to schools & City of Wayne; existing facilities south of Wick Road
	(5) Wick Road	3,520 ft	Wayne Road to Vining Road	In conjunction w/ Wayne Road project; Mostly fills in gaps and connects to future development
	(6) Wick Road	4,000 ft	Ozga Street to Wayne Road	In conjunction w/ Wayne Road project; connects to high school
	(7) Grant Road	9,308 ft	Ozga Street to Wayne Road	Provides route from neighborhoods to downtown; connects to facilities & Ozga Street & Wayne Road
	(8) Eureka Road	1,272 ft	Gateway Townhomes to Middlebelt Road	5 Lane Road; Fills in gap between large residential district & Middlebelt Road
	(9) Eureka Road	10,150 ft	Wayne Road to 30589 Eureka Road	5 Lane Road; current path immediately adjacent to street & not safe; part of TIF district and plans
	(10) Wayne Road	4,960 ft	RAC to Eureka Road	Connects RAC to Eureka Road & large residential areas; in conjunction w/ Eureka development; TIF
	(11) Northline Road	1,625 ft	Metro Trail (I-275) to RAC	Connects RAC to Metro Trail; needs to be bike-friendly; TIF

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	Route Name	Total Length	Start/Stop Point	Notes
Secondary Routes	(1) Beverly Road	7,160 ft	Wayne Road to Merriman Road	Fills in gap between large neighborhood & Wayne Road
	(2) Ecorse Road	1,145 ft	North Side Gaps - either side of Niagara Street	Fills gap between existing walks; connects large neighborhood & apartments to Amazon facility
	(3) Middlebelt Road	4,950 ft	Ecorse Road to Wick Road	5 Lanes; shared use; provides connection across I-94
	(4) Wick Road	350 ft	Along the frontage of the Comfort Inn	Connects existing sidewalk to large new development & hotels
	(5) Middlebelt Road	9,596 ft	Goddard Road to Eureka Road	5 Lanes; shared use; connects to multiple businesses along Middlebelt
	(6) Ozga Street	7,880 ft	Wick Road and Grant Road	Connects other projects and multiple neighborhoods to downtown area
	(7) Mary Ann Banks Memorial Park Upgrades	1 Location	5 Points Intersection (North side)	Upgrades existing park to accommodate more users
	(8) Wayne Road	580 ft	DPW Office to Northline Road (West Side Gap)	Fills gap between DPW office and RAC

	N-S Cross Street	E-W Cross Street	Current Config.
Interstate Intersections *	Inkster Road	I-94	No pedestrian crossing currently
	Merriman Road	I-94	No pedestrian crossing currently
	Middlebelt Road	I-94	None currently; proposed
	Ozga Street	I-94	None currently; proposed
	Vining Road	I-94	No pedestrian crossing currently
	Wayne Road	I-94	Painted crosswalks and pedestrian crossing under freeway

**No maps provided for individual intersections, but identified on overall map for Secondary Routes*

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Primary Corridor Written Descriptions

A description of each proposed project segment for both primary routes follow. Appendix A includes a map and estimate for each segment outlined below.

1. Merriman Road from Van Born to Ecorse Road (Split into three segments, listed below)
 - a. Van Born Road to Beverly Road: A 10-foot HMA shared-use pathway is proposed along the east side of Merriman Road from Van Born Road to Beverly Road. ADA compliant street crossings and a mid-block HAWK crossing are included, as well as associated restoration efforts and open ditch enclosure for stormwater.
 - b. Beverly Road to Ecorse Road: Two 5-foot concrete sidewalks are proposed along both sides of Merriman Road from Beverly Road to Ecorse Road. ADA compliant street crossings as well as associated restoration efforts are included.
 - c. Ecorse Road to 7673 Merriman Road: A 5-foot concrete sidewalk is proposed along the west side of Merriman Road from Ecorse Road to 7673 Merriman Road. An ADA compliant street crossing and associated restoration efforts are included.
2. Merriman Road Crossings at 8000 & 8450 Merriman Road
 - a. Two crossing locations have been identified for RRFB installation to safely cross Merriman Road. ADA compliant ramps will be installed as well as associated restoration efforts.
3. Wickham Road from Merriman Road to Wick Road
 - a. A 5-foot sidewalk is proposed on the west side of Wickham from Merriman to Wick Road. Sidewalk currently exists on the east side of the roadway. Existing sidewalk on west side of the roadway is to be removed due to deteriorating conditions. Landscaping features and associated restoration, as well as ADA compliant roadway crossings are included.
4. Wayne Road from Van Born Road to Wick Road (Split into three segments, listed below)
 - a. Van Born Road to Waynecourse Road: Two 5-foot concrete sidewalks are proposed along both sides of Wayne Road from Van Born Road to Waynecourse Road. ADA compliant street crossings are included, as well as associated restoration efforts and culvert crossings.
 - b. Waynecourse Road to Romulus Head Start: A 10-foot HMA shared-use pathway is proposed along the east side of Wayne Road from Waynecourse Street to the Romulus Head Start facility. ADA compliant street crossings as well as associated restoration efforts and culvert crossings are included.
 - c. Romulus Head Start to Wick Road: A 5-foot concrete sidewalk is proposed along the east side of Wayne Road from Romulus Head Start to Wick Road. ADA compliant street crossings and associated restoration efforts are included.
5. Wick Road from Wayne Road to Vining²
 - a. A 5-foot sidewalk is proposed along the south side of Wick Road from Wayne Road to Chamberlain Street and a 10-foot wide HMA pathway is proposed from the end of sidewalk at Lisa Street to Vining Road. A developer will be required to install pedestrian facilities from Vining to 31800 Wick Road along Wick Road. ADA compliant roadway crossings are included, as well as associated restoration efforts and open ditch enclosure for stormwater.
6. Wick Road from Ozga Street to Wayne Road
 - a. A 5-foot sidewalk is proposed along the north side of Wick Road from existing sidewalk end east of Ozga Street to Wayne Road. ADA compliant roadway crossings, a HAWK mid-block crossing for the elementary school and a pedestrian railroad crossing are included, as well as associated restoration efforts and open ditch enclosure for stormwater.

² Vining to Merriman is being completed by a developer

CITY OF ROMULUS: NON-MOTORIZED TRANSPORTATION MASTER PLAN

7. Grant Road from Ozga Street to Wayne Road
 - a. Two 5-foot-wide concrete sidewalks are proposed along both sides of Grant Road from Ozga Street to Wayne Road. ADA compliant street crossings, a pedestrian railroad crossing, and restoration efforts are included.
8. Eureka Road from Gateway Townhomes to Middlebelt Road
 - a. A 5-foot concrete sidewalk is proposed on the south side of Eureka Road to connect two existing segments of sidewalk. No crossings are part of this portion, but restoration efforts are included.
9. Eureka Road from Wayne Road to Middlebelt Road
 - a. A 10-foot wide HMA shared-use pathway is proposed on the south side of Eureka from the existing end of sidewalk east of Wayne Road to the existing end of sidewalk west of Middlebelt. This fills an existing gap in pedestrian connections and safety measures will be installed for pedestrian crossings under the John D. Dingell entrance ramp, as well as associated restoration efforts.
10. Wayne Road from RAC to Eureka Road
 - a. A 10-foot wide HMA shared-use pathway is proposed along the east side of Wayne Road from the RAC (Romulus Athletic Center) to Eureka Road. An RRFB pedestrian crossing, ADA compliant roadway crossings, and restoration efforts are included.
11. Northline Road Metro Trail to RAC
 - a. A 10-foot wide HMA shared-use pathway is proposed along the south side of Northline Road from the I-275 Metro Trail to the RAC (Romulus Athletic Center). Open ditch enclosure for storm drainage and restoration efforts are included.

CITY OF ROMULUS: NON-MOTORIZED TRANSPORTATION MASTER PLAN

Secondary Corridor Written Descriptions

Additional secondary connections are outlined in Appendix B and include:

1. Beverly Road
 - a. A 5-foot sidewalk is proposed along various points on the north and south side of Beverly Road from Wayne Road to Merriman Road. Required ADA compliant roadway crossings and three RRFB crossings are included, as well as associated restoration efforts.
2. Ecorse Road on either side of Niagara Street
 - a. Two 5-foot-wide sidewalk portions are proposed along Ecorse Road on the north side near Niagara Street to fill in gaps west of Merriman Road; this includes restoration efforts.
3. Middlebelt Road from Ecorse Road to Wick Road
 - a. A 10-foot wide HMA pathway is proposed along the east side of Middlebelt Road from Ecorse to Wick Road. ADA compliant roadway crossings, a pedestrian railroad crossing and RRFB crossings for under I-94 are included, as well as associated restoration efforts.
4. Wick Road along the frontage of the Comfort Inn and Vacant lot
 - a. A 5-foot sidewalk is proposed along Wick Road to fill a gap west of Wickham Road in front of the Comfort Inn and Vacant Lot and associated restoration efforts are included.
5. Middlebelt Road from Goddard Road to Eureka Road
 - a. A 10-foot wide HMA pathway is proposed along the east side of Middlebelt Road from Goddard to Eureka Road. ADA compliant roadway crossings are included as well as associated restoration efforts.
6. Ozga Street from Wick Road to Grant Road
 - a. A 10-foot wide HMA pathway is proposed along the west side of Ozga Street from Wick Road to Grant Street. Included are: a cantilever bridge pedestrian crossing over I-94, a pedestrian crossing for the railroad, ADA compliant roadway crossings and associated restoration efforts.
7. Mary Ann Banks Memorial Park Upgrades
 - a. A 10-foot wide HMA pathway and a 6-foot-wide concrete sidewalk portion are proposed to enhance ADA accessibility at Mary Ann Banks Memorial Park and restoration efforts are also included.
8. Wayne Road from DPW Office to Northline Road
 - a. A 5-foot wide sidewalk is proposed on Wayne Road from Northline Road to the DPW office, this includes restoration efforts.

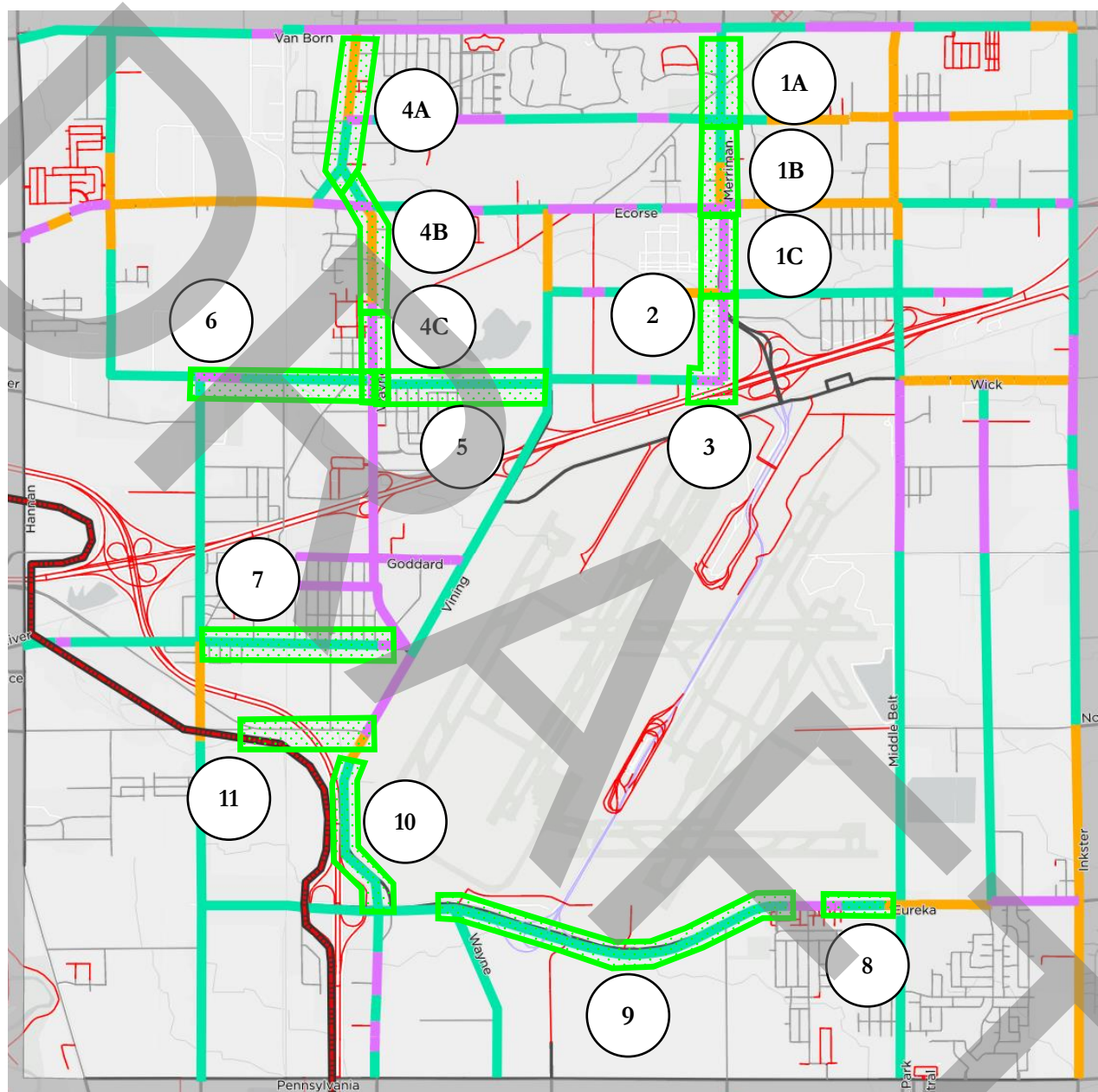
Appendix A

Primary Route Maps & Estimates

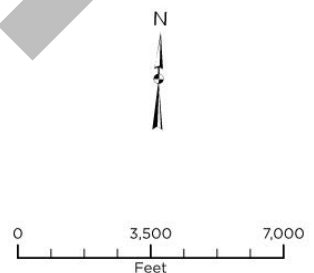
Overall Map	23
(1) Merriman Road from Van Born Road to 7673 Merriman Road	24
(2) Merriman Road Crossings	29
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(6) Wick Road from Ozga Street to Wayne Road	43
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(8) Eureka Road from Gateway Townhomes to Middlebelt Road	49
(9) Eureka Road from Wayne Road to 30589 Eureka Road	51
(10) Wayne Road from RAC to Eureka Road	56
(11) Northline Road from Metro Trail to RAC	59

CITY OF ROMULUS: NON-MOTORIZED TRANSPORTATION MASTER PLAN

Overall Map - Primary Routes



- No Sidewalk
- Partial Sidewalk
- Sidewalk
- I-275 Bike Path
- State Freeway and Trunkline
- County Road
- City Road
- Primary Area of Development





Project Cost Summary Merriman Road from Van Born to Ecorse

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility Additions
5 ft Sidewalks and 10 ft HMA Pathway

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: J. Witt
CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
1A Merriman Road Sidewalk - Van Born to Beverly (Prop. East 10')				
Mobilization	LSUM	1	\$ 35,100.00	\$ 35,100.00
Clearing	LSUM	1	\$ 5,000.00	\$ 5,000.00
Tree, Rem	Ea	1	\$ 1,000.00	\$ 1,000.00
Sidewalk, Rem	Syd	50	\$ 14.00	\$ 700.00
Pavt, Rem	Syd	1063	\$ 6.00	\$ 6,380.00
Culvert, Rem	Ft	60	\$ 50.00	\$ 3,000.00
Mailbox Remove & Reset	Ea	1	\$ 100.00	\$ 100.00
Sign Salvage & Removal	Ea	5	\$ 100.00	\$ 500.00
Post, Steel, 3 lb	Ft	72	\$ 7.50	\$ 540.00
Sign, Type 1A	Sft	20	\$ 25.00	\$ 500.00
Station Grading	Sta	26.8	\$ 1,000.00	\$ 26,800.00
12-inch Class IV RCP	Ft	225	\$ 100.00	\$ 22,500.00
Storm Structure, 4 foot	Ea	3	\$ 4,500.00	\$ 13,500.00
Aggregate Base, 4 inch	Syd	709	\$ 14.00	\$ 9,924.44
Driveway, Nonreinf Conc, 6 inch	Syd	416	\$ 42.00	\$ 17,453.33
HMA Approach	Ton	107	\$ 140.00	\$ 14,980.00
Detectable Warning Surface	Ft	30	\$ 50.00	\$ 1,500.00
Curb Ramp Opening, Conc	Ft	48	\$ 15.00	\$ 720.00
Shared Use Path, HMA	Ton	704	\$ 125.00	\$ 88,000.00
Sidewalk Ramp, Conc, 6 inch	Sft	400	\$ 10.00	\$ 4,000.00
Black Creek Crossing	LSUM	1	\$ 45,000.00	\$ 45,000.00
HAWK Mid-block Crossing	LSUM	1	\$ 45,000.00	\$ 45,000.00
Hand Patching	Sft	90	\$ 5.00	\$ 450.00
Surface Restoration, Seeding	Syd	3148	\$ 12.00	\$ 37,776.00
SUBTOTAL FOR MERRIMAN 1A				\$ 385,423.78
1B Merriman Road Sidewalk - Beverly to Ecorse (Prop. East + West 5')				
Mobilization	LSUM	1	\$ 35,400.00	\$ 35,400.00
Clearing	LSUM	1	\$ 10,000.00	\$ 10,000.00
Tree, Rem	Ea	1	\$ 1,000.00	\$ 1,000.00
Pavt, Rem	Syd	1900	\$ 6.00	\$ 11,400.00
Mailbox Remove & Reset	Ea	7	\$ 100.00	\$ 700.00
Sign Salvage & Removal	Ea	4	\$ 100.00	\$ 400.00
Post, Steel, 3 lb	Ft	48	\$ 7.50	\$ 360.00
Sign, Type 1A	Sft	16	\$ 25.00	\$ 400.00

1B Merriman Road Sidewalk - Beverly to Ecorse (Prop. East + West 5') (Cont.)					
Station Grading	Sta	39.7	\$	1,000.00	\$ 39,700.00
Aggregate Base, 4 inch	Syd	1440	\$	14.00	\$ 20,160.00
Driveway, Nonreinf Conc, 6 inch	Syd	878	\$	42.00	\$ 36,866.67
HMA Approach	Ton	205	\$	140.00	\$ 28,700.00
Detectable Warning Surface	Ft	25	\$	50.00	\$ 1,250.00
Curb Ramp Opening, Conc	Ft	35	\$	15.00	\$ 525.00
Sidewalk Ramp, Conc, 6 inch	Sft	100	\$	10.00	\$ 1,000.00
Sidewalk, Conc, 4 inch	Sft	16430	\$	7.00	\$ 115,010.00
Sidewalk, Conc, 6 inch	Sft	3420	\$	8.00	\$ 27,360.00
Beverly Rd Ped Crossing	LSUM	1	\$	5,000.00	\$ 5,000.00
Hand Patching	Sft	60	\$	10.00	\$ 600.00
Surface Restoration, Seeding	Syd	4429	\$	12.00	\$ 53,152.00
SUBTOTAL FOR MERRIMAN 1B					\$ 388,983.67
1C Merriman Road Sidewalk - Ecorse to 7673 Merriman (Prop. West - 5')					
Mobilization	LSUM	1	\$	11,300.00	\$ 11,300.00
Clearing	LSUM	1	\$	5,000.00	\$ 5,000.00
Tree, Rem	Ea	5	\$	1,000.00	\$ 5,000.00
Pavt, Rem	Syd	707	\$	6.00	\$ 4,240.00
Mailbox Remove & Reset	Ea	2	\$	100.00	\$ 200.00
Sign Salvage & Removal	Ea	4	\$	100.00	\$ 400.00
Post, Steel, 3 lb	Ft	48	\$	7.50	\$ 360.00
Sign, Type 1A	Sft	16	\$	25.00	\$ 400.00
Station Grading	Sta	10.2	\$	1,000.00	\$ 10,200.00
Aggregate Base, 6 inch	Syd	589	\$	14.00	\$ 8,244.44
Driveway, Nonreinf Conc, 6 inch	Syd	83	\$	42.00	\$ 3,500.00
HMA Approach	Ton	184	\$	140.00	\$ 25,760.00
Sidewalk, Conc, 6 inch	Sft	1060	\$	8.00	\$ 8,480.00
Surface Restoration, Seeding	Syd	1077	\$	12.00	\$ 12,928.00
SUBTOTAL FOR MERRIMAN 1C					\$ 124,292.44

Construction Subtotal	\$	898,700.00
30% Contingency =	\$	269,700.00
10% Design Cost =	\$	89,900.00
15% Construction Engineering =	\$	134,900.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 1,400,000.00

Assumptions:

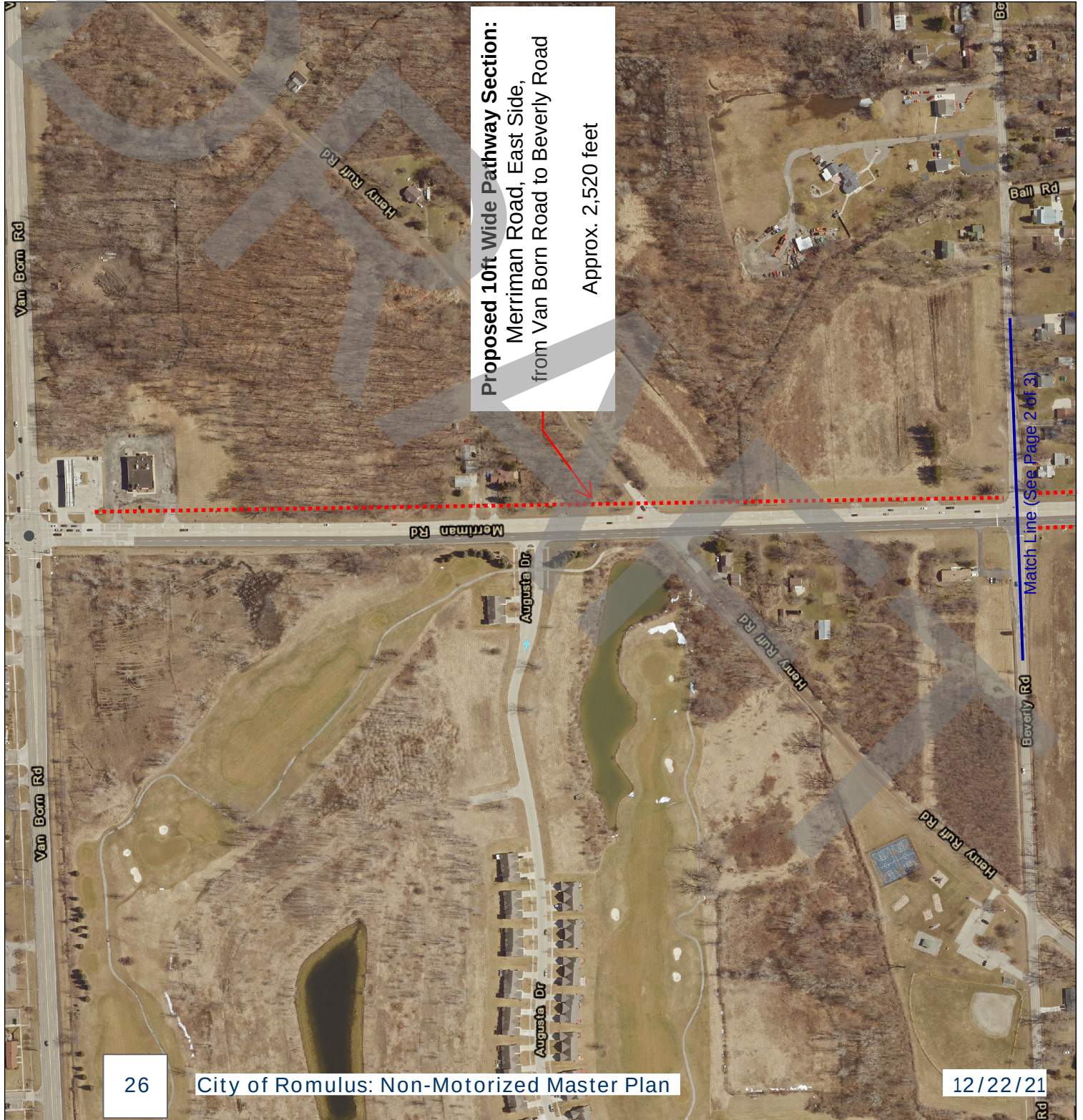
- 1) No design work has been completed and these estimates are conceptual
- 2) Hand Patching must match existing roadway depth
- 3) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 4) Permit and study fees are not included within this estimate

Merriman Rd Pathway

Legend

Proposed Path

1A



0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



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Merriman Rd Sidewalk

Legend

Proposed Sidewalk

1B

Proposed 5ft Wide Sidewalk Section:

Merriman Road, East Side,
from Beverly Road to Ecorse Rd

Approx. 2,440 feet

Proposed 5ft Wide Sidewalk Section:

Merriman Road, West Side,
from Beverly Road to Ecorse Rd

Approx. 1,530 feet

Match Line (See Page 1 of 3)

Match Line (See Page 3 of 3)

N

0 140 280 420 ft

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Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



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Merriman Road Sidewalk

1C

Legend

Proposed Sidewalk

Proposed 5ft Wide Sidewalk Section:
Merriman Road, West Side,
from Ecorse Road to 7673 Merriman Rd

Approx. 1,020 feet

Match Line (See Page 2 of 3)

N

0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021





Project Cost Summary Wickham and Merriman Upgrades

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility and crossing upgrades

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: K. Klieber
CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
2. MERRIMAN REMOVALS AND SITE PREPARATION				
Mobilization	LSUM	1	\$ 75,000.00	\$ 75,000.00
Curb and Gutter, Rem	Ft	30	\$ 7.50	\$ 225.00
Pavt, Rem	Syd	65	\$ 10.00	\$ 650.00
Sidewalk, Rem	Syd	10	\$ 7.50	\$ 75.00
Excavation, Earth	Cyd	26	\$ 20.00	\$ 520.00
Erosion Control, Inlet Protection, Fabric Drop	Ea	5	\$ 65.00	\$ 325.00
Erosion Control, Silt Fence	Ft	2000	\$ 1.00	\$ 2,000.00
Project Cleanup	LSUM	1	\$ 5,000.00	\$ 5,000.00
SUBTOTAL FOR MERRIMAN REMOVALS & SITE PREPARATION				\$ 83,795.00
2. MERRIMAN LANDSCAPE SUMMARY				
Ornamental Plantings	Sft	1700	\$ 5.00	\$ 8,500.00
Deciduous Tree, 3" Caliper	Ea	22	\$ 550.00	\$ 12,100.00
Ornamental Tree, Multi stem	Ea	11	\$ 450.00	\$ 4,950.00
Lighting	Ea	20	\$ 10,000.00	\$ 200,000.00
Irrigation Sleeves	Ft	200	\$ 15.00	\$ 3,000.00
Irrigation	Sft	1700	\$ 2.00	\$ 3,400.00
Double Shredded Hardwood Bark Mulch, 4" depth	Cyd	21	\$ 50.00	\$ 1,050.00
Planting Mix, 12" depth	Cyd	63	\$ 50.00	\$ 3,150.00
Bike Rack	Ea	2	\$ 1,000.00	\$ 2,000.00
Litter Receptacle	Ea	2	\$ 2,000.00	\$ 4,000.00
Recycle Receptacle	Ea	2	\$ 2,000.00	\$ 4,000.00
Pedestrian Crosswalk Across Merriman (N. of Smith)	LSUM	1	\$ 50,000.00	\$ 50,000.00
Brick Pavers	Sft	400	\$ 25.00	\$ 10,000.00
Turf Establishment, Performance	Syd	1400	\$ 5.00	\$ 7,000.00
Steel Edging (4' x 3/16")	Ft	185	\$ 10.00	\$ 1,850.00
Decorative Gravel	Cyd	25	\$ 150.00	\$ 3,750.00
Geotextile Fabric	Syd	1200	\$ 1.00	\$ 1,200.00
Detectable Warning Surface	Ft	40	\$ 40.00	\$ 1,600.00
Sidewalk Ramp, Conc, 6 inch	Sft	400	\$ 7.50	\$ 3,000.00
Sidewalk, Conc, 6 inch	Sft	2250	\$ 5.00	\$ 11,250.00
Private Site Improvements	LSUM	1	\$ 10,000.00	\$ 10,000.00
RRFB Crosswalk Sign	Ea	2	\$ 5,000.00	\$ 10,000.00
SUBTOTAL FOR MERRIMAN LANDSCAPE SUMMARY				\$ 355,800.00

3. WICKHAM REMOVALS AND SITE PREPARATION						
Mobilization	LSUM	1	\$	345,000.00	\$	345,000.00
Tree, Rem	Ea	133	\$	325.00	\$	43,225.00
Shrub, Rem	LSUM	1	\$	5,000.00	\$	5,000.00
Curb and Gutter, Rem	Ft	60	\$	7.50	\$	450.00
Pavt, Rem	Syd	100	\$	10.00	\$	1,000.00
Sidewalk, Rem	Syd	180	\$	7.50	\$	1,350.00
Excavation, Earth	Cyd	630	\$	20.00	\$	12,600.00
Erosion Control, Inlet Protection, Fabric Drop	Ea	20	\$	65.00	\$	1,300.00
Erosion Control, Silt Fence	Ft	4500	\$	1.00	\$	4,500.00
Project Cleanup	LSUM	1	\$	25,000.00	\$	25,000.00
SUBTOTAL FOR WICKHAM REMOVALS & SITE PREPARATION						\$ 439,425.00

3. WICKHAM LANDSCAPE SUMMARY						
Ornamental Plantings	Sft	17000	\$	5.00	\$	85,000.00
Deciduous Tree, 3" Caliper	Ea	86	\$	550.00	\$	47,300.00
Ornamental Tree, Multi stem	Ea	11	\$	450.00	\$	4,950.00
Lighting	Ea	50	\$	10,000.00	\$	500,000.00
Irrigation Sleeves	Ft	1000	\$	15.00	\$	15,000.00
Irrigation	Sft	1700	\$	2.00	\$	3,400.00
Double Shredded Hardwood Bark Mulch, 4" depth	Cyd	210	\$	50.00	\$	10,500.00
Planting Mix, 12" depth	Cyd	630	\$	50.00	\$	31,500.00
Bike Rack	Ea	3	\$	1,000.00	\$	3,000.00
Litter Receptacle	Ea	2	\$	2,000.00	\$	4,000.00
Recycle Receptacle	Ea	2	\$	2,000.00	\$	4,000.00
Brick Pavers	Sft	1750	\$	25.00	\$	43,750.00
Conc. Base (below brick, 4")	Sft	1750	\$	7.00	\$	12,250.00
HMA Setting Bed (below brick, 1")	Ton	11	\$	100.00	\$	1,100.00
Conc. Border (8" depth)	Sft	570	\$	12.00	\$	6,840.00
Seat Wall (18" ht, Brick face w/ conc. Cap)	Lf	70	\$	100.00	\$	7,000.00
Turf Establishment, Performance	Syd	10000	\$	5.00	\$	50,000.00
Aggregate Base 6"	Syd	3718	\$	10.00	\$	37,180.00
Aggregate Base 8"	Syd	221	\$	12.00	\$	2,652.00
Steel Edging (4' x 3/16")	Ft	2100	\$	10.00	\$	21,000.00
Decorative Gravel	Cyd	15	\$	300.00	\$	4,500.00
Geotextile Fabric	Syd	600	\$	1.00	\$	600.00
Detectable Warning Surface	Ft	75	\$	40.00	\$	3,000.00
Sidewalk Ramp, Conc, 6 inch	Sft	970	\$	7.50	\$	7,275.00
Sidewalk, Conc, 6 inch	Sft	3570	\$	5.00	\$	17,850.00
Private Site Improvements	LSUM	1	\$	50,000.00	\$	50,000.00
RRFB Crosswalk Sign	Ea	6	\$	5,000.00	\$	30,000.00
SUBTOTAL FOR WICKHAM LANDSCAPE SUMMARY						\$ 1,003,647.00

Construction Subtotal \$ 1,882,667.00

30% Contingency = \$ 564,900.00

10% Design Cost = \$ 188,300.00

15% Construction Engineering = \$ 282,500.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 2,918,367.00

Assumptions:

- 1) Does not include benches, boardwalks, pergola, signage or gateway features from previous TAP grant application
- 2) Hand Patching must match existing roadway depth
- 3) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 4) Permit and study fees are not included within this estimate
- 5) No design work has been completed and these estimates are conceptual

Merriman Rd Sidewalk

Legend

Proposed Path

2



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



Wickham Sidewalk

Legend

Proposed Sidewalk

3

Proposed 5ft Wide Sidewalk Section:
Wickham Road, West Side,
from Merriman to Wick Road

Approx. 2,170 feet



0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



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Project Cost Summary

Wayne Road Pathway from Van Born Road to Wick Road

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
 LOCATION: City of Romulus
 WORK: Pedestrian Infrastructure Addition
 5-foot sidewalk and 10-foot pathway

DATE: November 8, 2021
 PROJECT #: 0155-21-0030
 ESTIMATOR: K. Klieber
 CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
4A Wayne Road Sidewalk - Van Born to Waynecourse (Prop. West + East 5')				
Mobilization, Max	LSUM	1.00	\$ 71,200.00	\$ 71,200.00
Clearing	Acre	0.45	\$ 15,000.00	\$ 6,750.00
Tree, Rem, 19 inch to 36 inch	Ea	4	\$ 3,000.00	\$ 12,000.00
Tree, Rem, 37 inch or Larger	Ea	3	\$ 4,000.00	\$ 12,000.00
Tree, Rem, 6 inch to 18 inch	Ea	5	\$ 2,000.00	\$ 10,000.00
Curb and Gutter, Rem	Ft	176	\$ 25.00	\$ 4,400.00
Guardrail, Rem	Ft	80	\$ 3.00	\$ 240.00
Pavt, Rem	Syd	434	\$ 15.00	\$ 6,510.00
Sidewalk, Rem	Syd	84	\$ 10.00	\$ 840.00
Excavation, Earth	Cyd	17	\$ 50.00	\$ 850.00
Erosion Control, Filter Bag	Ea	1	\$ 500.00	\$ 500.00
Erosion Control, Gravel Filter Berm	Ft	15	\$ 30.00	\$ 450.00
Erosion Control, Inlet Protection, Fabric Drop	Ea	15	\$ 300.00	\$ 4,500.00
Erosion Control, Maintenance, Sediment Removal	Cyd	4	\$ 50.00	\$ 200.00
Erosion Control, Silt Fence	Ft	1500	\$ 2.00	\$ 3,000.00
Aggregate Base, 6 inch, Modified	Syd	5334	\$ 12.00	\$ 64,008.00
Culv End Sect, Conc, 36 inch	Ea	1	\$ 2,000.00	\$ 2,000.00
Culv, CI A, Conc, 36 inch	Ft	8	\$ 300.00	\$ 2,400.00
Sanitary Sewer Cover, Adj, Case 2	Ea	5	\$ 600.00	\$ 3,000.00
Lane Tie, Epoxy Anchored	Ea	72	\$ 20.00	\$ 1,440.00
Detectable Warning Surface	Ft	140	\$ 50.00	\$ 7,000.00
Curb Ramp Opening, Conc	Ft	156	\$ 30.00	\$ 4,680.00
Sidewalk Ramp, Conc, 4 inch	Sft	420	\$ 9.00	\$ 3,780.00
Sidewalk Ramp, Conc, 6 inch	Sft	340	\$ 10.00	\$ 3,400.00
Sidewalk, Conc, 4 inch	Sft	48000	\$ 5.00	\$ 240,000.00
Sidewalk, Conc, 6 inch	Sft	6550	\$ 6.00	\$ 39,300.00
Sidewalk Grading, Modified	Ft	8000	\$ 15.00	\$ 120,000.00
Guardrail, Type B	Ft	100	\$ 25.00	\$ 2,500.00
Guardrail Approach Terminal, Type 2M	Ea	2	\$ 3,000.00	\$ 6,000.00
Guardrail Departing Terminal, Type B	Ea	2	\$ 900.00	\$ 1,800.00
Guardrail Reflector	Ea	8	\$ 6.00	\$ 48.00
Post, Mailbox	Ea	45	\$ 200.00	\$ 9,000.00
Fence, Chain Link, 48 inch, Vinyl Coated	Ft	150	\$ 80.00	\$ 12,000.00
Riprap, Plain, LM	Cyd	23	\$ 50.00	\$ 1,150.00
Turf Establishment, Performance, Modified	Syd	11556	\$ 7.00	\$ 80,892.00
Traffic Items	Dlr	45000	\$ 1.00	\$ 45,000.00
SUBTOTAL FOR VAN BORN TO WAYNECOURSE				\$ 782,838.00

4B Wayne Road Pathway - Waynecourse to Romulus Head Start (Prop. West 10')					
Mobilization, Max	LSUM	1	\$	60,600.00	\$ 60,600.00
Clearing	Acre	0.35	\$	15,000.00	\$ 5,250.00
Tree, Rem, 19 inch to 36 inch	Ea	6	\$	3,000.00	\$ 18,000.00
Tree, Rem, 37 inch or Larger	Ea	9	\$	4,000.00	\$ 36,000.00
Tree, Rem, 6 inch to 18 inch	Ea	19	\$	2,000.00	\$ 38,000.00
Curb and Gutter, Rem	Ft	98	\$	25.00	\$ 2,450.00
Guardrail, Rem	Ft	160	\$	3.00	\$ 480.00
Pavt, Rem	Syd	178	\$	15.00	\$ 2,670.00
Sidewalk, Rem	Syd	39	\$	10.00	\$ 390.00
Excavation, Earth	Cyd	39	\$	50.00	\$ 1,950.00
Erosion Control, Filter Bag	Ea	3	\$	500.00	\$ 1,500.00
Erosion Control, Gravel Filter Berm	Ft	45	\$	30.00	\$ 1,350.00
Erosion Control, Inlet Protection, Fabric Drop	Ea	30	\$	300.00	\$ 9,000.00
Erosion Control, Maintenance, Sediment Removal	Cyd	8	\$	50.00	\$ 400.00
Erosion Control, Silt Fence	Ft	1500	\$	2.00	\$ 3,000.00
Aggregate Base, 6 inch, Modified	Syd	5623	\$	12.00	\$ 67,476.00
Culv End Sect, Conc, 36 inch	Ea	1	\$	2,000.00	\$ 2,000.00
Culv End Sect, Conc, 48 inch	Ea	2	\$	3,000.00	\$ 6,000.00
Culv, CI A, Conc, 36 inch	Ft	8	\$	300.00	\$ 2,400.00
Culv, CI A, Conc, 48 inch	Ft	16	\$	400.00	\$ 6,400.00
Sanitary Sewer Cover, Adj, Case 2	Ea	7	\$	600.00	\$ 4,200.00
Lane Tie, Epoxy Anchored	Ea	60	\$	20.00	\$ 1,200.00
Detectable Warning Surface	Ft	120	\$	50.00	\$ 6,000.00
Curb Ramp Opening, Conc	Ft	120	\$	30.00	\$ 3,600.00
Sidewalk Ramp, Conc, 4 inch	Sft	200	\$	9.00	\$ 1,800.00
Sidewalk Ramp, Conc, 6 inch	Sft	700	\$	10.00	\$ 7,000.00
Sidewalk, Conc, 4 inch	Sft	1150	\$	5.00	\$ 5,750.00
Sidewalk, Conc, 6 inch	Sft	500	\$	6.00	\$ 3,000.00
Shared use Path, HMA	Ton	1379	\$	150.00	\$ 206,850.00
Shared Use Path, Grading, Modified	Ft	5800	\$	20.00	\$ 116,000.00
Guardrail, Type B	Ft	140	\$	25.00	\$ 3,500.00
Guardrail Approach Terminal, Type 2M	Ea	3	\$	3,000.00	\$ 9,000.00
Guardrail Departing Terminal, Type B	Ea	3	\$	900.00	\$ 2,700.00
Guardrail Reflector	Ea	11	\$	6.00	\$ 66.00
Post, Mailbox	Ea	35	\$	200.00	\$ 7,000.00
Fence, Chain Link, 48 inch, Vinyl Coated	Ft	260	\$	80.00	\$ 20,800.00
Riprap, Plain, LM	Cyd	45	\$	50.00	\$ 2,250.00
Turf Establishment, Performance, Modified	Syd	4978	\$	9.00	\$ 44,802.00
Traffic Items	Dlr	45000	\$	1.00	\$ 45,000.00
SUBTOTAL FOR WAYNECOURSE TO SMITH				\$	755,834.00

4C Wayne Road Sidewalk - Smith to Wick (Prop. East 5')					
Mobilization	LSUM	1		\$	-
Excavation, Earth	Cyd	351	\$	30.00	\$ 10,530.00
Aggregate Base, 6 inch, Modified	Syd	1053	\$	12.00	\$ 12,636.00
Sidewalk, Conc, 4 inch	Sft	9375	\$	5.00	\$ 46,875.00
Sidewalk, Conc, 6 inch	Sft	100	\$	6.00	\$ 600.00
Station Grading	Ft	1875	\$	20.00	\$ 37,500.00
Detectable Warning Surface	Ft	5	\$	40.00	\$ 200.00
Turf Establishment, Performance, Modified	Syd	10	\$	9.00	\$ 90.00
SUBTOTAL FOR SMITH TO WICK				\$	108,431.00

Construction Subtotal	\$	1,557,301.00
Misc Project Costs (Easements and Legal) =	\$	40,000.00
30% Contingency =	\$	467,200.00
10% Design Cost =	\$	155,800.00
15% Construction Engineering =	\$	233,600.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 2,453,901.00

Assumptions:

- 1) Hand Patching must match existing roadway depth
- 2) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 3) Permit and study fees are not included within this estimate
- 4) No design work has been completed and these estimates are conceptual bleachers and recreation equipment

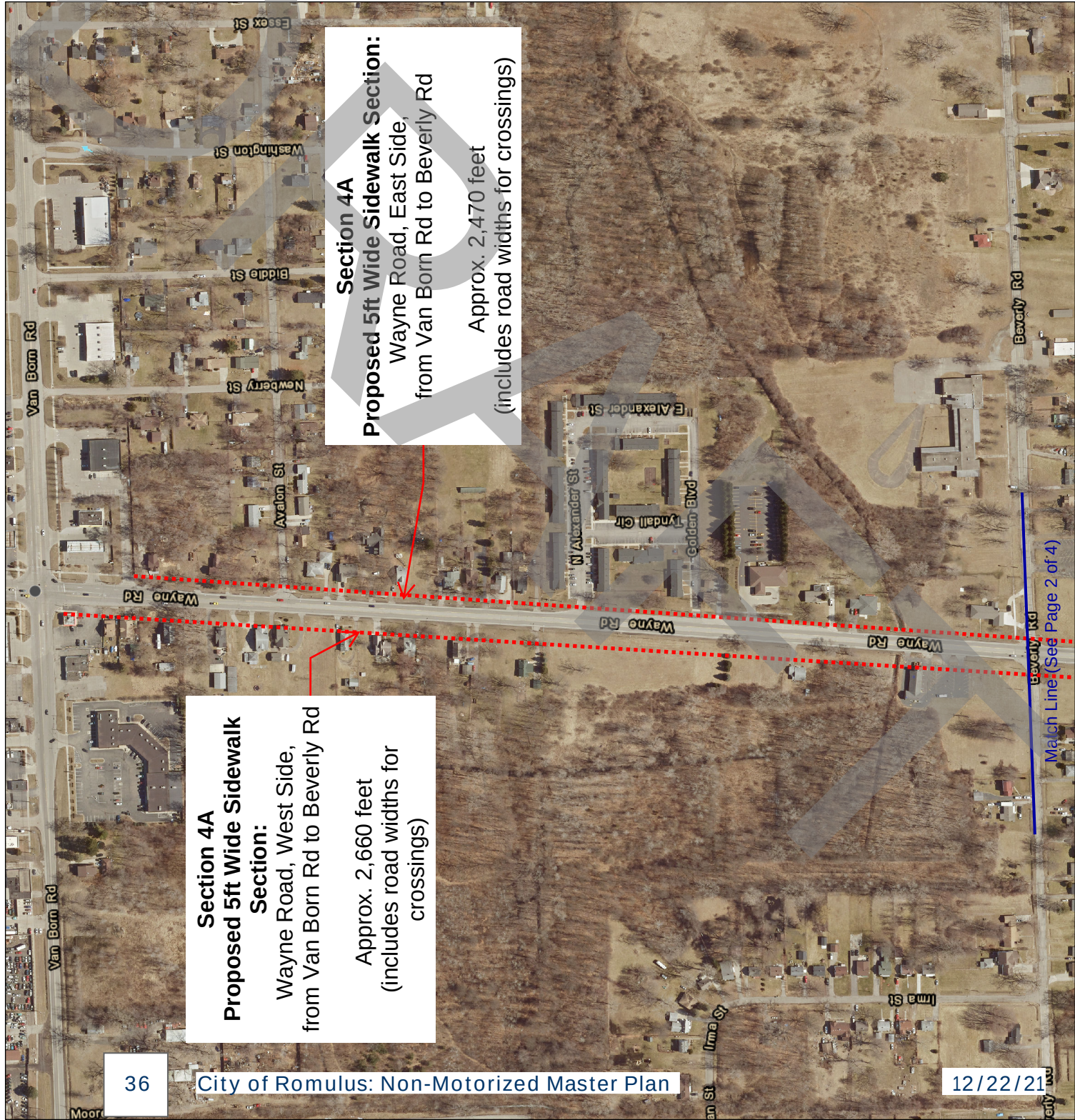
Wayne Rd Pathway & Sidewalk

Legend

Proposed Sidewalk

Proposed Pathway

4A

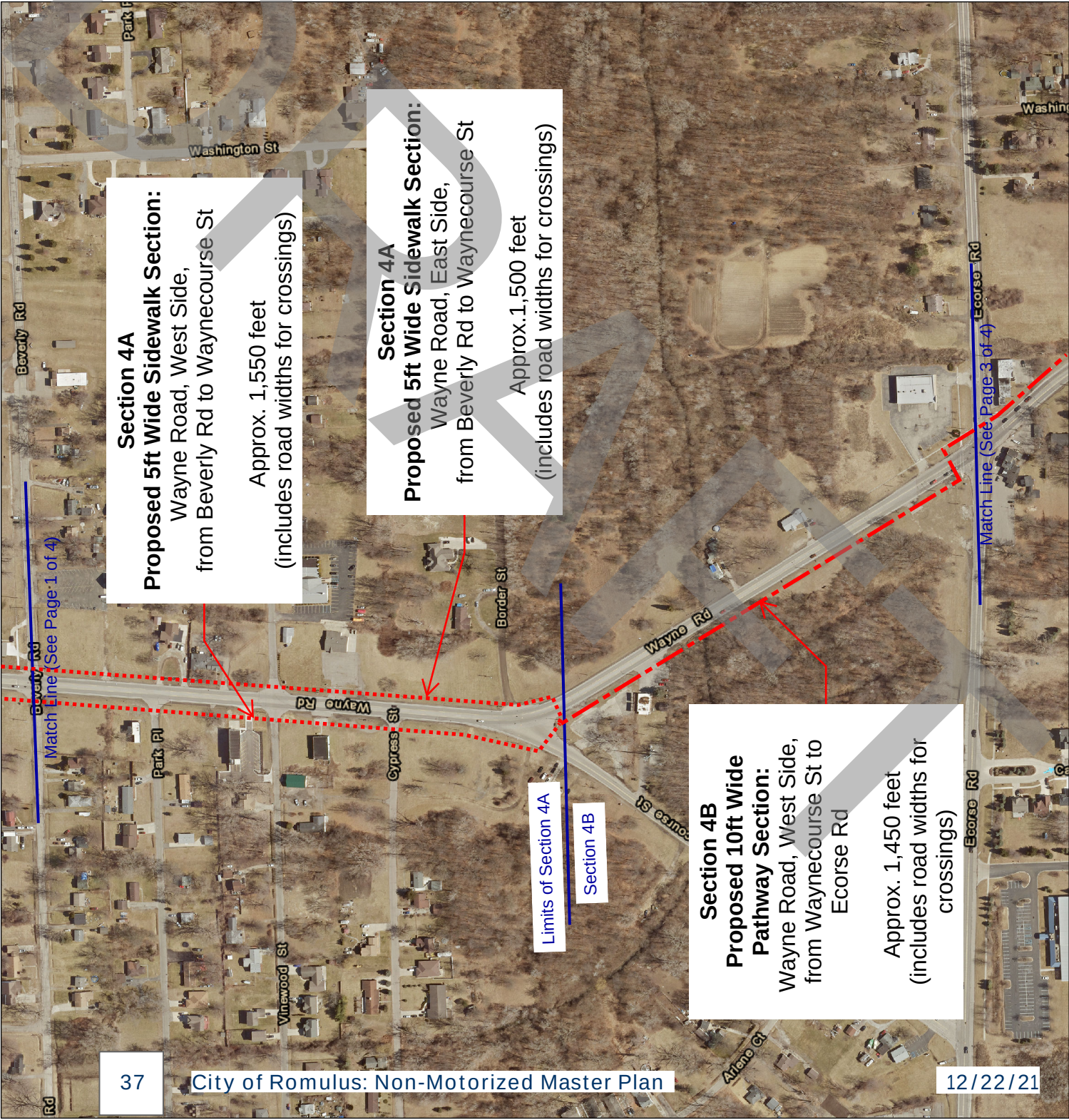


Wayne Rd Pathway & Sidewalk

4A

4B

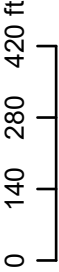
- Legend
- Proposed Sidewalk
 - Proposed Pathway



Section 4A
Proposed 5ft Wide Sidewalk Section:
 Wayne Road, West Side,
 from Beverly Rd to Waynecourse St
 Approx. 1,550 feet
 (includes road widths for crossings)

Section 4A
Proposed 5ft Wide Sidewalk Section:
 Wayne Road, East Side,
 from Beverly Rd to Waynecourse St
 Approx. 1,500 feet
 (includes road widths for crossings)

Section 4B
Proposed 10ft Wide Pathway Section:
 Wayne Road, West Side,
 from Waynecourse St to
 Ecorse Rd
 Approx. 1,450 feet
 (includes road widths for crossings)



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int
 Map Published: October 13, 2021



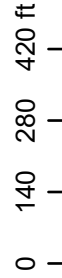
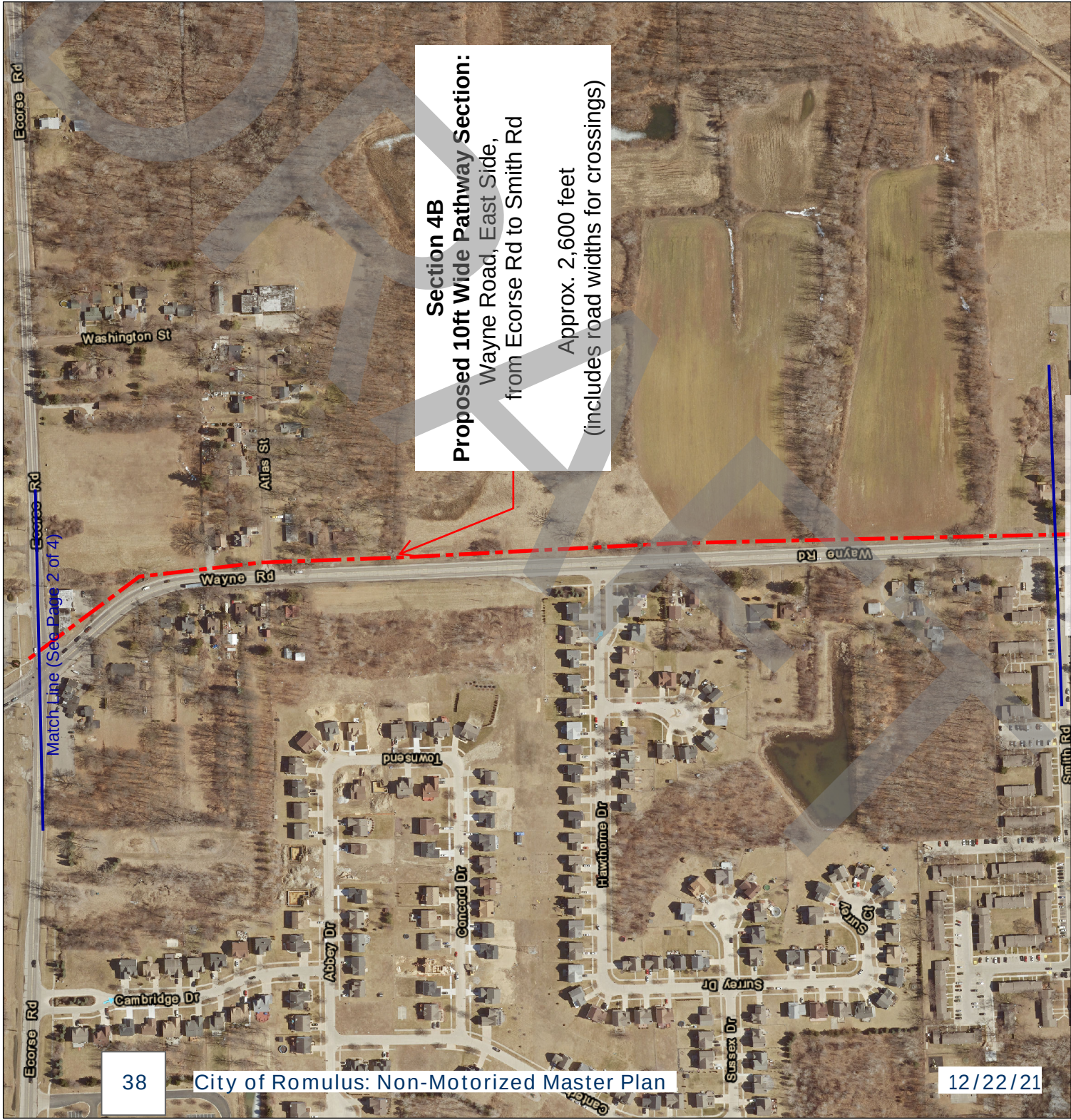
Wayne Rd Pathway & Sidewalk

Legend

Proposed Sidewalk

Proposed Pathway

4B



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 13, 2021



Match Line (See Page 4 of 4)

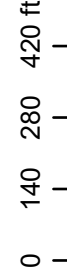
Wayne Rd Pathway & Sidewalk

4C

Legend

Proposed Sidewalk

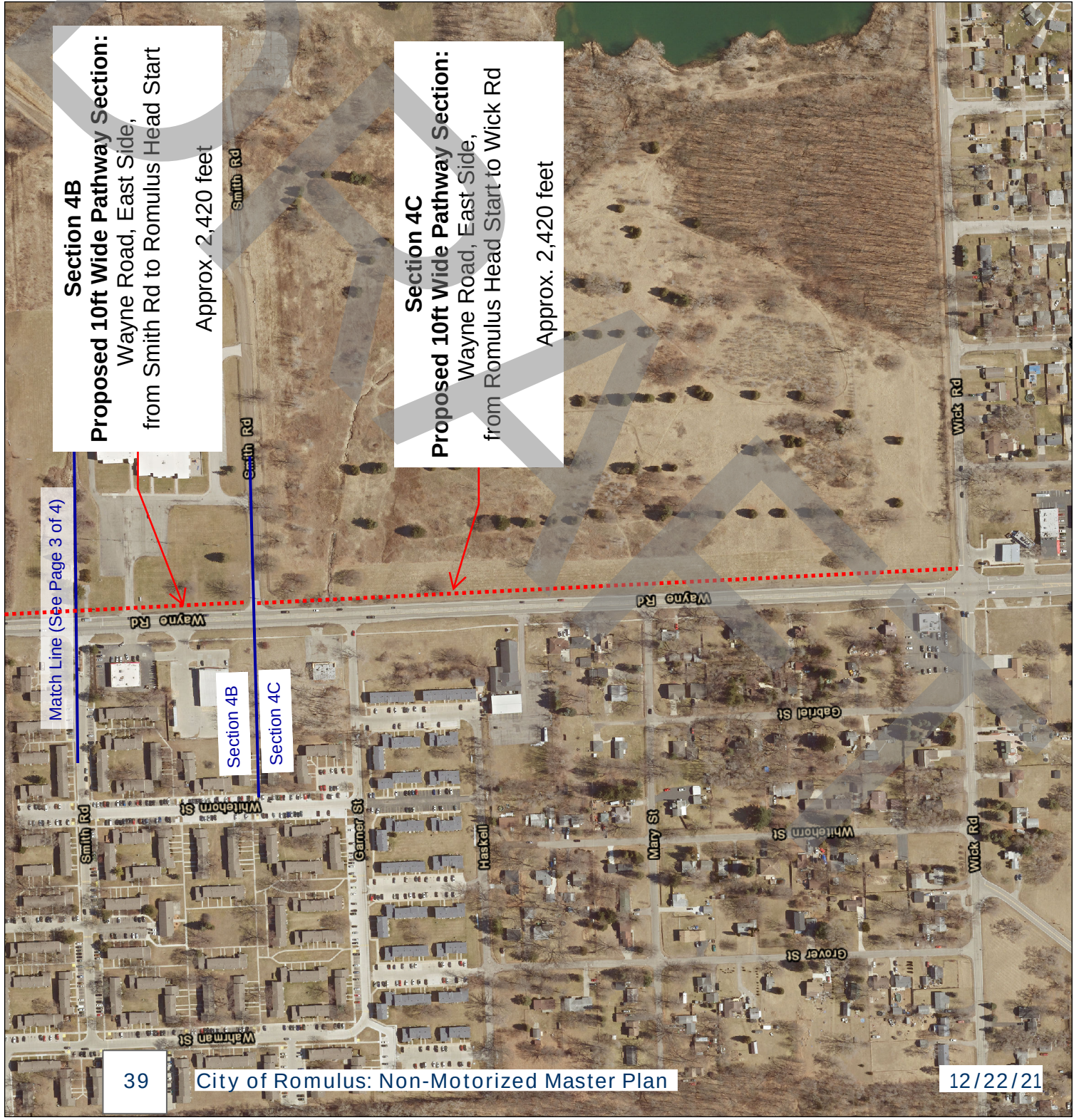
Proposed Pathway



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 13, 2021





Project Cost Summary Wick Road Pathway from Wayne to Vining

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility Additions
5 ft Sidewalk and 10 ft HMA Pathway

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: J. Witt
CHECKED BY: J.Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 103,000.00	\$ 103,000.00
Utility Pole Remove & Reset	Ea	1	\$ 10,000.00	\$ 10,000.00
Clearing	LSUM	1	\$ 10,000.00	\$ 10,000.00
Tree, Rem	Ea	4	\$ 1,000.00	\$ 4,000.00
Sidewalk, Rem	Syd	752	\$ 14.00	\$ 10,531.11
Pavt, Rem	Syd	1427	\$ 6.00	\$ 8,560.00
Mailbox Remove & Reset	Ea	15	\$ 100.00	\$ 1,500.00
Sign Salvage & Removal	Ea	6	\$ 100.00	\$ 600.00
Post, Steel, 3 lb	Ft	72	\$ 7.50	\$ 540.00
Sign, Type 1A	Sft	24	\$ 25.00	\$ 600.00
Station Grading	Sta	52	\$ 1,000.00	\$ 51,700.00
Stormwater Drainage Improvements	LSUM	1	\$ 500,000.00	\$ 500,000.00
Aggregate Base, 4 inch	Syd	951	\$ 14.00	\$ 13,315.56
Driveway, Nonreinf Conc, 6 inch	Syd	202	\$ 42.00	\$ 8,493.33
HMA Approach	Ton	272	\$ 140.00	\$ 38,080.00
Detectable Warning Surface	Ft	65	\$ 50.00	\$ 3,250.00
Curb Ramp Opening, Conc	Ft	144	\$ 15.00	\$ 2,160.00
Sidewalk Ramp, Conc, 6 inch	Sft	550	\$ 10.00	\$ 5,500.00
Sidewalk, Conc, 4 inch	Sft	5900	\$ 7.00	\$ 41,300.00
Shared Use Path, HMA	Ton	710	\$ 120.00	\$ 85,200.00
Wayne & Wick Traffic Signal Improvements	LSUM	1	\$ 150,000.00	\$ 150,000.00
Hand Patching	Sft	330	\$ 10.00	\$ 3,300.00
Surface Restoration, Seeding	Syd	6323	\$ 12.00	\$ 75,872.00

Construction Subtotal	\$ 1,127,600.00
30% Contingency =	\$ 338,300.00
10% Design Cost =	\$ 112,800.00
15% Construction Engineering =	\$ 169,200.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 1,750,000.00

Assumptions:

- 1) No design work has been completed and these estimates are conceptual
- 2) Hand Patching must match existing roadway depth
- 3) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 4) Permit and study fees are not included within this estimate

Wick Rd Sidewalk & Pathway

5

Legend

Proposed Sidewalk & Pathway

Proposed 5ft Wide Sidewalk Section:
Wick Road, South Side,
from Wayne Road to Chamberlain Street

Approx. 1,180 feet

Match Line (See Page 2 of 2)

N

0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



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Wick Rd Sidewalk & Pathway

5

Legend

Proposed Path



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021





Project Cost Summary

Wick Road Sidewalk from Ozga to Wayne

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
 LOCATION: City of Romulus
 WORK: Pedestrian Facility Additions
 5 ft Sidewalk

DATE: November 8, 2021
 PROJECT #: 0155-21-0030
 ESTIMATOR: J. Witt
 CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 116,000.00	\$ 116,000.00
Storm Structure, 4 foot	Ea	24	\$ 4,500.00	\$ 108,000.00
Aggregate Base, 6 inch	Syd	1828	\$ 14.00	\$ 25,596.67
HMA Approach	Ton	664	\$ 140.00	\$ 92,960.00
Detectable Warning Surface	Ft	108	\$ 50.00	\$ 5,400.00
Curb Ramp Opening, Conc	Ft	70	\$ 15.00	\$ 1,050.00
Sidewalk Ramp, Conc, 6 inch	Sft	300	\$ 10.00	\$ 3,000.00
Sidewalk, Conc, 4 inch	Sft	14515	\$ 7.00	\$ 101,605.00
Sidewalk, Conc, 6 inch	Sft	5485	\$ 8.00	\$ 43,880.00
HAWK Mid-block Crossing (for Wick Elementary)	LSUM	1	\$ 45,000.00	\$ 45,000.00
Railroad Pedestrian Crossing	LSUM	1	\$ 30,000.00	\$ 30,000.00
County Drain Crossing	LSUM	2	\$ 45,000.00	\$ 90,000.00
Hand Patching	Sft	180	\$ 10.00	\$ 1,800.00
Surface Restoration, Seeding	Syd	10937	\$ 12.00	\$ 131,248.00
Clearing	Sta	11.8	\$ 3,500.00	\$ 41,300.00
Tree, Rem	Ea	5	\$ 1,000.00	\$ 5,000.00
Pavt, Rem	Syd	2438	\$ 6.00	\$ 14,626.67
Culvert, Rem	Ft	479	\$ 50.00	\$ 23,950.00
Dr Structure Cover, Adj	Ea	3	\$ 650.00	\$ 1,950.00
Mailbox Remove & Reset	Ea	25	\$ 100.00	\$ 2,500.00
Sign Salvage & Removal	Ea	10	\$ 100.00	\$ 1,000.00
Post, Steel, 3 lb	Ft	144	\$ 7.50	\$ 1,080.00
Sign, Type 1A	Sft	40	\$ 25.00	\$ 1,000.00
Station Grading	Sta	93	\$ 1,000.00	\$ 93,000.00
12-inch Class IV RCP	Ft	2860	\$ 100.00	\$ 286,000.00

Construction Subtotal \$ 1,946,500.00
 30% Contingency = \$ 584,000.00
 10% Design Cost = \$ 194,700.00
 15% Construction Engineering = \$ 292,000.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 3,020,000.00

Assumptions:

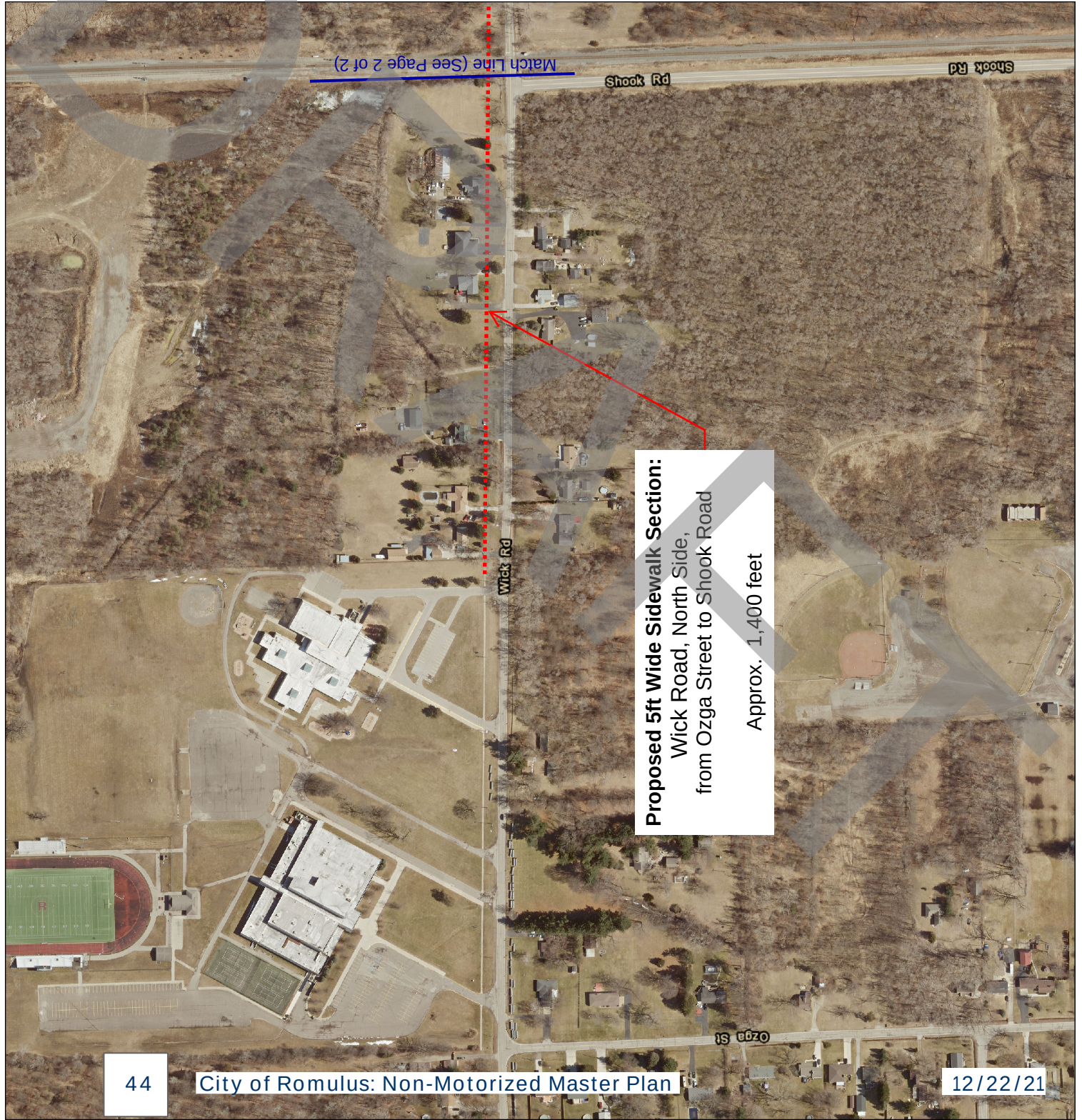
- 1) No design work has been completed and these estimates are conceptual
- 2) Hand Patching must match existing roadway depth
- 3) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 4) Permit and study fees are not included within this estimate

Wick Rd Sidewalk

6

Legend

Proposed Sidewalk



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



Wick Rd Sidewalk

6

Legend

Proposed Sidewalk

Proposed 5ft Wide Sidewalk Section:
Wick Road, North Side,
from Shook Road to Wayne Road

Approx. 2,650 feet



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021





34000 Plymouth Road, Livonia, Michigan, 48150

PROJECT: Non-Motorized Transportation Master Plan

LOCATION: City of Romulus

WORK: Pedestrian Facility Additions

5 ft wide concrete sidewalk

Project Cost Summary Grant Street from Ozga to Wayne

Telephone: (734) 522-6711 FAX: (734) 522-6427

DATE: November 8, 2021

PROJECT #: 0155-21-0030

ESTIMATOR: S. Barrett

CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 100,000.00	\$ 100,000.00
Tree, Rem, 19 inch to 36 inch	Ea	12	\$ 1,000.00	\$ 12,000.00
Pavt, Rem	Syd	381	\$ 6.00	\$ 2,286.00
Station Grading	Sta	54	\$ 1,000.00	\$ 54,150.00
Aggregate Base, 4 inch	Syd	5488	\$ 14.00	\$ 76,832.00
HMA Surface at RR	Ton	97	\$ 125.00	\$ 12,125.00
Detectable Warning Surface	Ft	150	\$ 50.00	\$ 7,500.00
Sidewalk Ramp, Conc, 6 inch	Sft	750	\$ 10.00	\$ 7,500.00
Sidewalk, Conc, 4 inch	Sft	45210	\$ 7.00	\$ 316,470.00
Sidewalk, Conc, 6 inch	Sft	3425	\$ 8.00	\$ 27,400.00
Pavt Mrkg, Polyurea, Railroad Sym	Ea	4	\$ 200.00	\$ 800.00
Surface Restoration, Seeding	Syd	3610	\$ 12.00	\$ 43,320.00
Flsh Beacon, Pedestrian Railroad Crossing	Ea	4	\$ 4,000.00	\$ 16,000.00

Construction Subtotal \$ 676,383.00

30% Contingency = \$ 203,000.00

10% Design Cost = \$ 67,700.00

15% Construction Engineering = \$ 101,500.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 1,048,583.00

Assumptions:

- 1) Hand Patching must match existing roadway depth
- 2) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 3) Permit and study fees are not included within this estimate
- 4) No design work has been completed and these estimates are conceptual

Grant St Sidewalk (Ozga to Wayne)

Legend

7 Proposed Sidewalk

Proposed 5ft Wide Sidewalk Section:
Grant Street, North & South Side,
from Ozga Street to Hunt St
Approx. 2,880 feet

N

0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

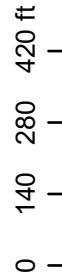
Map Published: October 12, 2021



Grant St Sidewalk (Ozga to Wayne)

Legend
----- Proposed Sidewalk
7

Proposed 5ft Wide Sidewalk Section:
 Grant Street, North & South Side,
 from Hunt St to Wayne Rd
 Approx. 2,440 feet



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021





Project Cost Summary Eureka Road from Gateway Townhomes to Middlebelt

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility Additions
5 ft Sidewalk

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: K. Klieber
CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 75,000.00	\$ 75,000.00
Tree, Rem, 6 inch to 18 inch	Ea	2	\$ 750.00	\$ 1,500.00
Pavt, Rem	Syd	232	\$ 6.00	\$ 1,392.00
Station Grading	Sta	12.72	\$ 1,000.00	\$ 12,720.00
Aggregate Base, 4 inch	Syd	670	\$ 14.00	\$ 9,380.00
HMA Approach	Ton	102	\$ 140.00	\$ 14,280.00
Sidewalk, Conc, 4 inch	Sft	6025	\$ 7.00	\$ 42,175.00
Sidewalk, Conc, 6 inch	Sft	335	\$ 8.00	\$ 2,680.00
Surface Restoration, Seeding	Syd	1414	\$ 12.00	\$ 16,968.00

Construction Subtotal	\$ 176,095.00
30% Contingency =	\$ 52,900.00
10% Design Cost =	\$ 17,700.00
15% Construction Engineering =	\$ 26,500.00

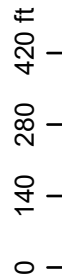
TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 273,195.00

Assumptions:

- 1) No design work has been completed and these estimates are conceptual
- 2) Hand Patching must match existing roadway depth
- 3) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 4) Permit and study fees are not included within this estimate

Legend
Proposed Sidewalk

Proposed 5ft Wide Sidewalk Section:
Eureka Road, South Side,
from Gateway Townhomes to Middlebelt Road
Approx. 1,300 feet



OHM Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

OHM-QM-WHP Feet Int NAD 1983 StatePlane Michigan South FIPS 2113

OHM-WHP October 13, 2021





Project Cost Summary Eureka Road from Wayne to Middlebelt

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
 LOCATION: City of Romulus
 WORK: Pedestrian Facility Additions
 10 ft wide HMA Pathway

DATE: November 8, 2021
 PROJECT #: 0155-21-0030
 ESTIMATOR: S. Barrett
 CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 100,000.00	\$ 100,000.00
Clearing	LSUM	1	\$ 7,000.00	\$ 7,000.00
Pavt, Rem	Syd	8128	\$ 6.00	\$ 48,768.00
Station Grading	Sta	102	\$ 1,000.00	\$ 102,000.00
Aggregate Base, 4 inch	Syd	9084	\$ 14.00	\$ 127,176.00
Dr Structure Cover, Adj	Ea	1	\$ 1,000.00	\$ 1,000.00
Detectable Warning Surface	Ft	60	\$ 50.00	\$ 3,000.00
Curb Ramp Opening, Conc	Ft	72	\$ 15.00	\$ 1,080.00
Shared Use Path, HMA	Ton	2199	\$ 125.00	\$ 274,875.00
Pavt Mrkg, Type NR, Paint, 6 inch, Crosswalk	Ft	43	\$ 15.00	\$ 645.00
Surface Restoration, Seeding	Syd	13578	\$ 12.00	\$ 162,936.00
Flsh Beacon, Controller and Cabinet, Solid State	Ea	4	\$ 2,700.00	\$ 10,800.00

Construction Subtotal \$ 839,280.00

30% Contingency = \$ 251,800.00

10% Design Cost = \$ 84,000.00

15% Construction Engineering = \$ 125,900.00

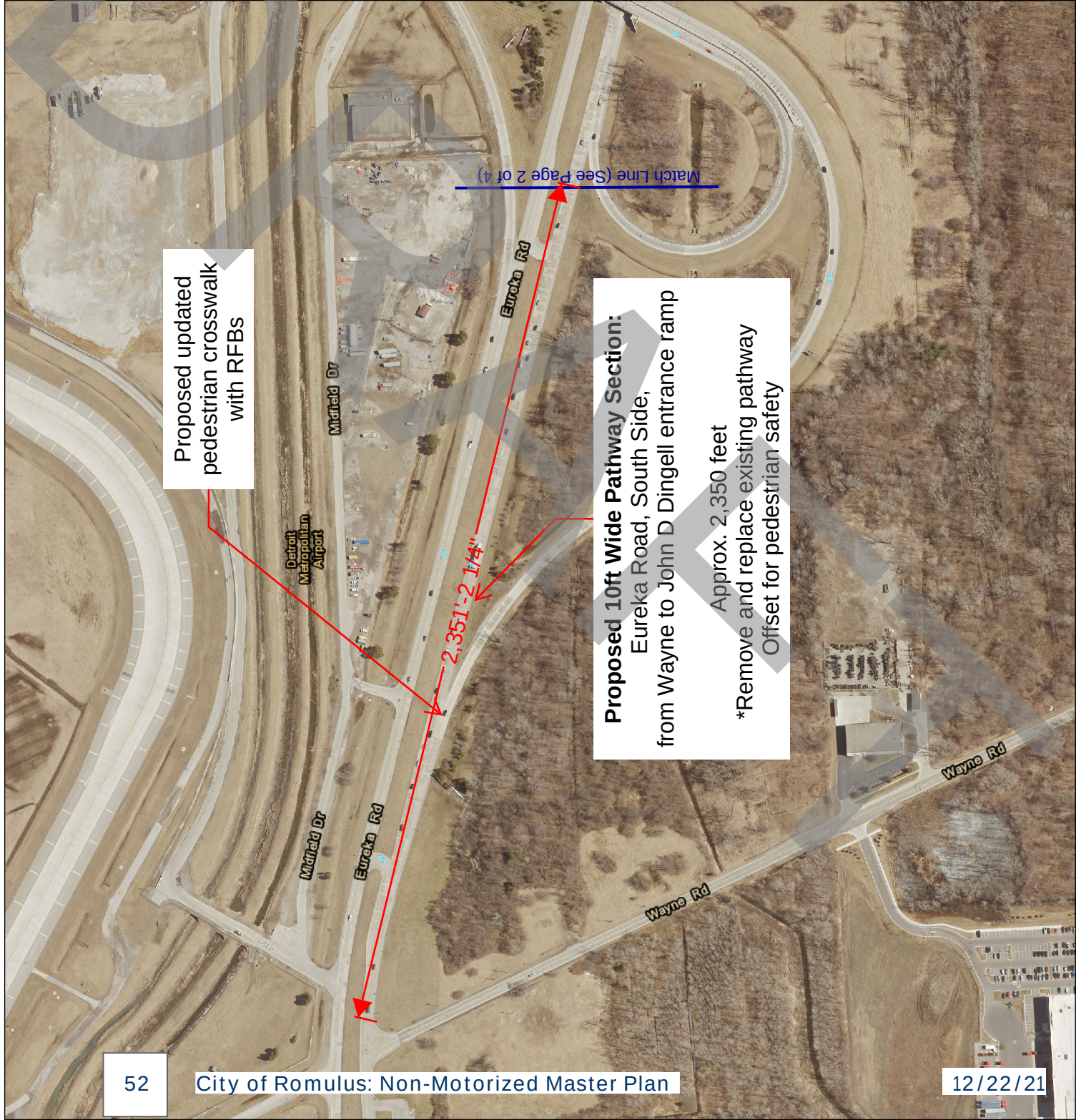
TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 1,300,980.00

Assumptions:

- 1) No design work has been completed and these estimates are conceptual
- 2) Hand Patching must match existing roadway depth
- 3) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 4) Permit and study fees are not included within this estimate

Eureka Road Pathway (Wayne to Middlebelt)

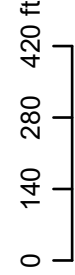
Legend
 Proposed Path
9



Proposed updated
pedestrian crosswalk
with RFBs

Proposed 10ft Wide Pathway Section:
 Eureka Road, South Side,
 from Wayne to John D Dingell entrance ramp
 Approx. 2,350 feet
 *Remove and replace existing pathway
 Offset for pedestrian safety

Match Line (See Page 2 of 4)



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

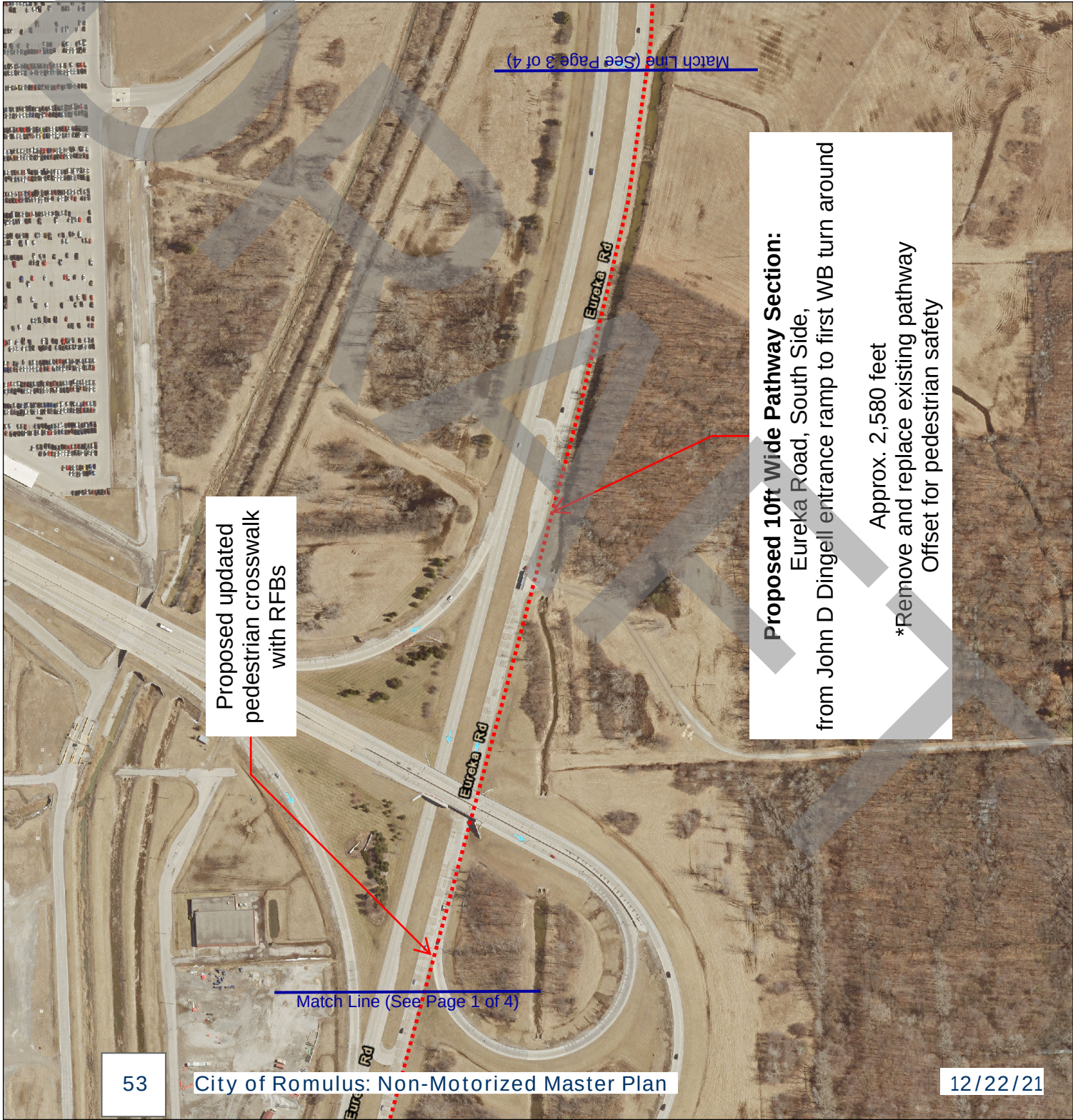
Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 20, 2021



Eureka Road Pathway (Wayne to Middlebelt)

Legend
..... Proposed Path
9



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 20, 2021

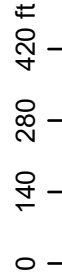
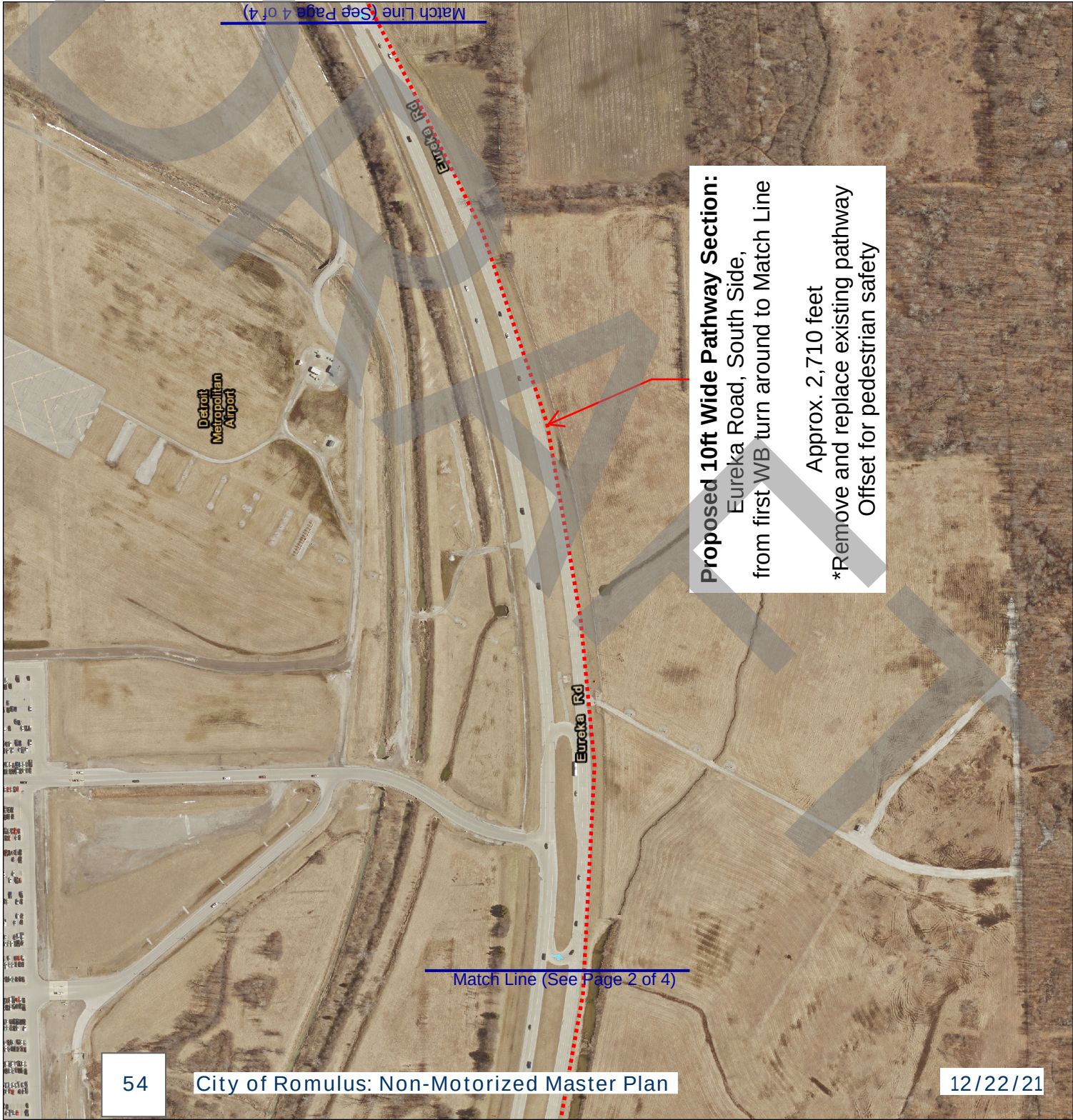


Eureka Road Pathway (Wayne to Middlebelt)

Legend

..... Proposed Path

9



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 20, 2021

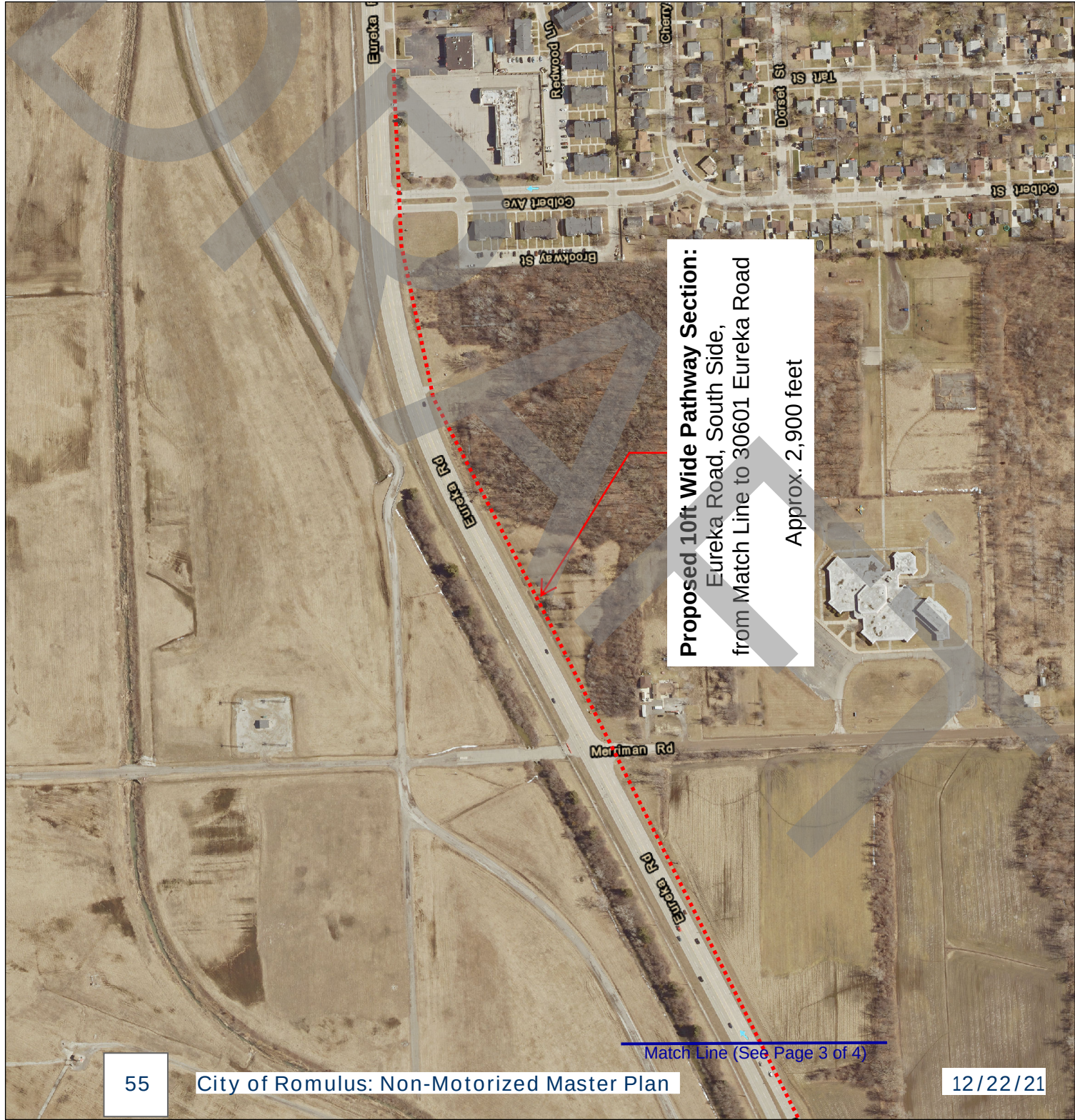


Eureka Road Pathway (Wayne to Middlebelt)

Legend

Proposed Path

9



Proposed 10ft Wide Pathway Section:
 Eureka Road, South Side,
 from Match Line to 30601 Eureka Road
 Approx. 2,900 feet

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int
 Map Published: October 12, 2021





Project Cost Summary Wayne Road from RAC to Eureka Road

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
 LOCATION: City of Romulus
 WORK: Pedestrian Facility Additions
 10 ft wide HMA Pathway

DATE: November 8, 2021
 PROJECT #: 0155-21-0030
 ESTIMATOR: S. Barrett
 CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 100,000.00	\$ 100,000.00
Station Grading	Sta	49	\$ 1,000.00	\$ 48,800.00
Aggregate Base, 4 inch	Syd	5402	\$ 14.00	\$ 75,628.00
Detectable Warning Surface	Ft	20	\$ 50.00	\$ 1,000.00
Curb Ramp Opening, Conc	Ft	24	\$ 15.00	\$ 360.00
Shared Use Path, HMA	Ton	1308	\$ 120.00	\$ 156,960.00
Pavt Mrkg, Type NR, Paint, 6 inch, Crosswalk	Ft	40	\$ 15.00	\$ 600.00
Surface Restoration, Seeding	Syd	3254	\$ 12.00	\$ 39,048.00
Flsh Beacon, Controller and Cabinet, Solid State	Ea	2	\$ 2,700.00	\$ 5,400.00

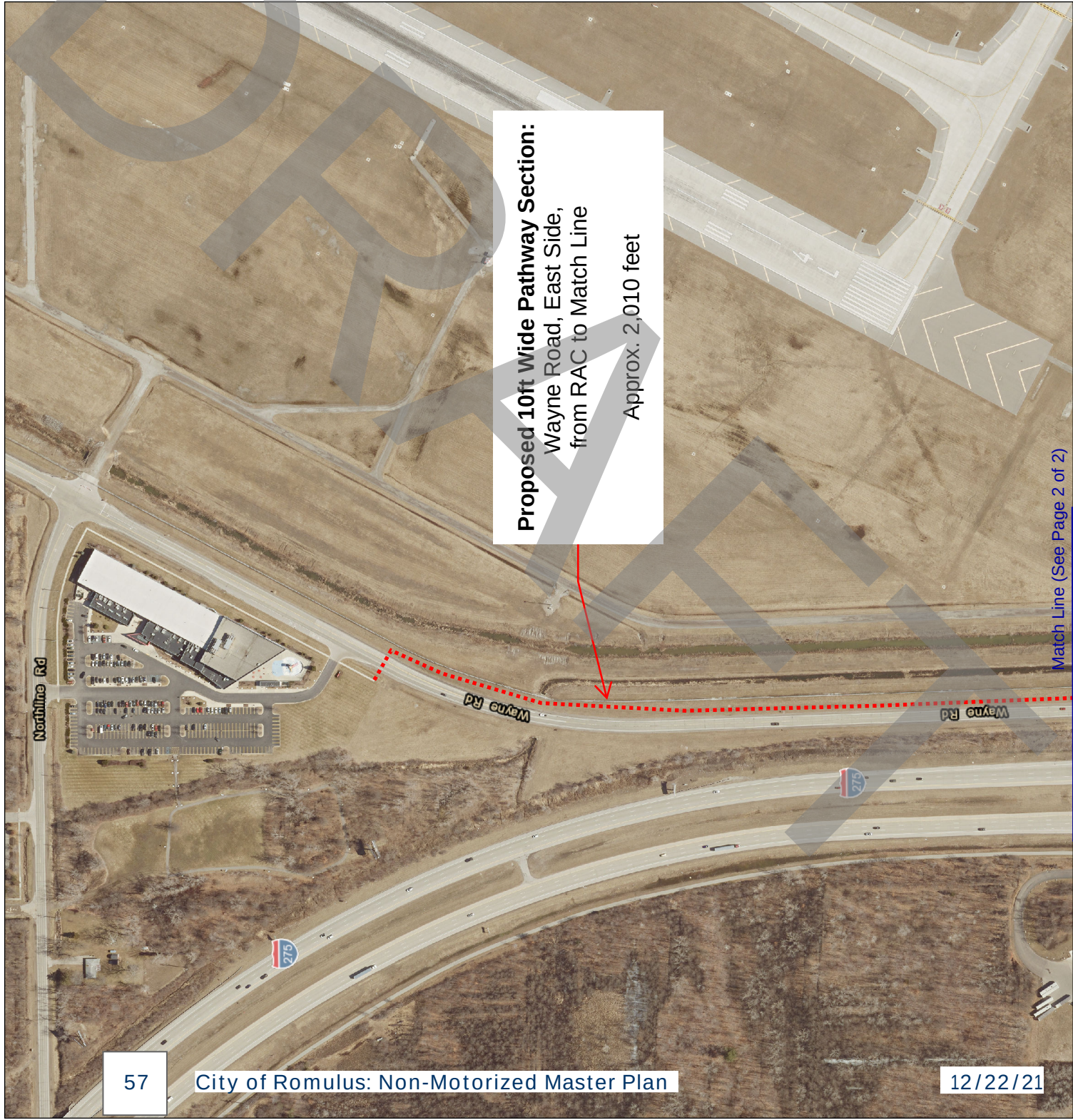
Construction Subtotal \$ 427,796.00
 30% Contingency = \$ 128,400.00
 10% Design Cost = \$ 42,800.00
 15% Construction Engineering = \$ 64,200.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 663,196.00

Assumptions:

- 1) Hand Patching must match existing roadway depth
- 2) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 3) Permit and study fees are not included within this estimate
- 4) No design work has been completed and these estimates are conceptual

Legend
..... Proposed Path



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



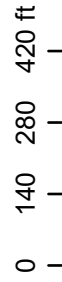
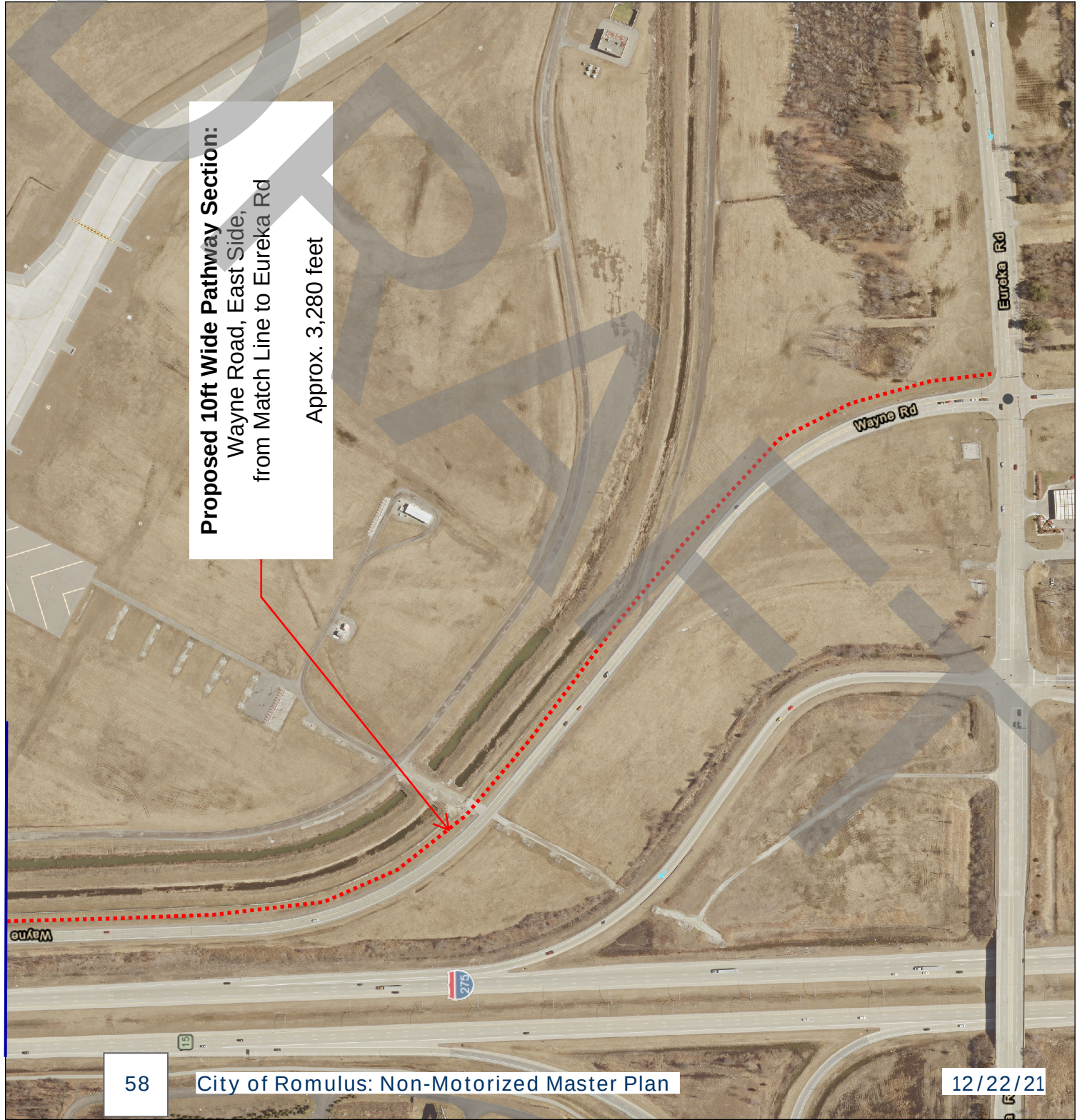
Wayne Rd Pathway

10

Legend

Proposed Path

Proposed 10ft Wide Pathway Section:
Wayne Road, East Side,
from Match Line to Eureka Rd
Approx. 3,280 feet



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021





34000 Plymouth Road, Livonia, Michigan, 48150

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility Additions
10 ft wide HMA Pathway

Project Cost Summary Northline Road - Metro Trail to RAC

Telephone: (734) 522-6711 FAX: (734) 522-6427

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: S. Barrett
CHECKED BY: J.Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 50,000.00	\$ 50,000.00
Clearing	LSUM	1	\$ 15,000.00	\$ 15,000.00
Culv, Rem 24 to 48 inch	Ea	3	\$ 650.00	\$ 1,950.00
Pavt, Rem	Syd	42	\$ 6.00	\$ 252.00
Station Grading	Sta	16	\$ 1,000.00	\$ 16,300.00
Aggregate Base, 4 inch	Syd	1769	\$ 14.00	\$ 24,766.00
Sewer, Cl A, 12 inch, Tr Det A	Ft	1780	\$ 65.00	\$ 115,700.00
Dr Structure, 48 inch dia	Ea	6	\$ 2,500.00	\$ 15,000.00
Dr Structure, Tap, 12 inch	Ea	1	\$ 600.00	\$ 600.00
Shared Use Path, HMA	Ton	429	\$ 120.00	\$ 51,480.00
Guardrail, Type B	Ft	190	\$ 30.00	\$ 5,700.00
Guardrail Post, Furn and Install	Ea	24	\$ 300.00	\$ 7,200.00
Fence, Chain Link, 48 inch	Ft	110	\$ 30.00	\$ 3,300.00
Surface Restoration, Seeding	Syd	1062	\$ 12.00	\$ 12,744.00

Construction Subtotal	\$	323,992.00
30% Contingency =	\$	97,200.00
10% Design Cost =	\$	32,400.00
15% Construction Engineering =	\$	48,600.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 502,192.00

Assumptions:

- 1) Hand Patching must match existing roadway depth
- 2) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 3) Permit and study fees are not included within this estimate
- 4) No design work has been completed and these estimates are conceptual

Legend

Proposed Path

Proposed 10ft Wide Pathway Section:
Northline Road, South Side,
from I-275 Metro Trail to RAC

Approx. 1,610 feet



0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



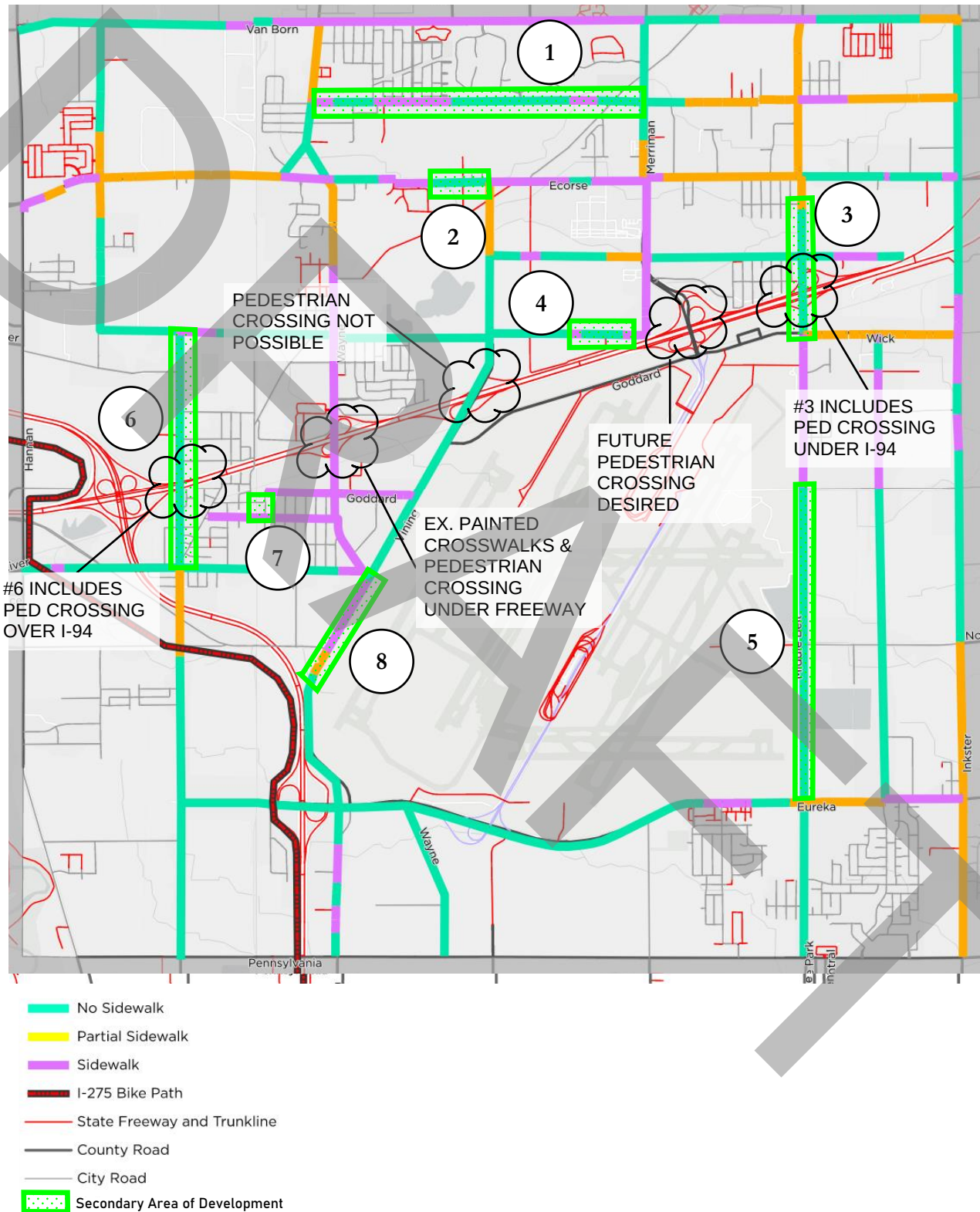
Appendix B

Secondary Route Maps & Estimates

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CITY OF ROMULUS: NON-MOTORIZED TRANSPORTATION MASTER PLAN

Overall Map - Secondary Routes





34000 Plymouth Road, Livonia, Michigan, 48150

Project Cost Summary Beverly Road from Wayne to Merriman

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility Additions
5 ft wide concrete sidewalk

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: S. Barrett
CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 100,000.00	\$ 100,000.00
Clearing	LSUM	1	\$ 15,000.00	\$ 15,000.00
Station Grading	Sta	113	\$ 1,000.00	\$ 112,500.00
Aggregate Base, 4 inch	Syd	4025	\$ 14.00	\$ 56,350.00
Detectable Warning Surface	Ft	60	\$ 50.00	\$ 3,000.00
Curb Ramp Opening, Conc	Ft	84	\$ 15.00	\$ 1,260.00
Sidewalk Ramp, Conc, 6 inch	Sft	300	\$ 10.00	\$ 3,000.00
Sidewalk, Conc, 4 inch	Sft	34045	\$ 7.00	\$ 238,315.00
Sidewalk, Conc, 6 inch	Sft	1880	\$ 8.00	\$ 15,040.00
Pavt Mrkg, Type NR, Paint, 6 inch, Crosswalk	Ft	43	\$ 15.00	\$ 645.00
Surface Restoration, Seeding	Syd	2270	\$ 12.00	\$ 27,240.00
Flsh Beacon, Controller and Cabinet, Solid State	Ea	6	\$ 2,700.00	\$ 16,200.00

Construction Subtotal \$ 572,350.00

30% Contingency = \$ 171,800.00

10% Design Cost = \$ 57,300.00

15% Construction Engineering = \$ 85,900.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 887,350.00

Assumptions:

- 1) No design work has been completed and these estimates are conceptual
- 2) Hand Patching must match existing roadway depth
- 3) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 4) Permit and study fees are not included within this estimate

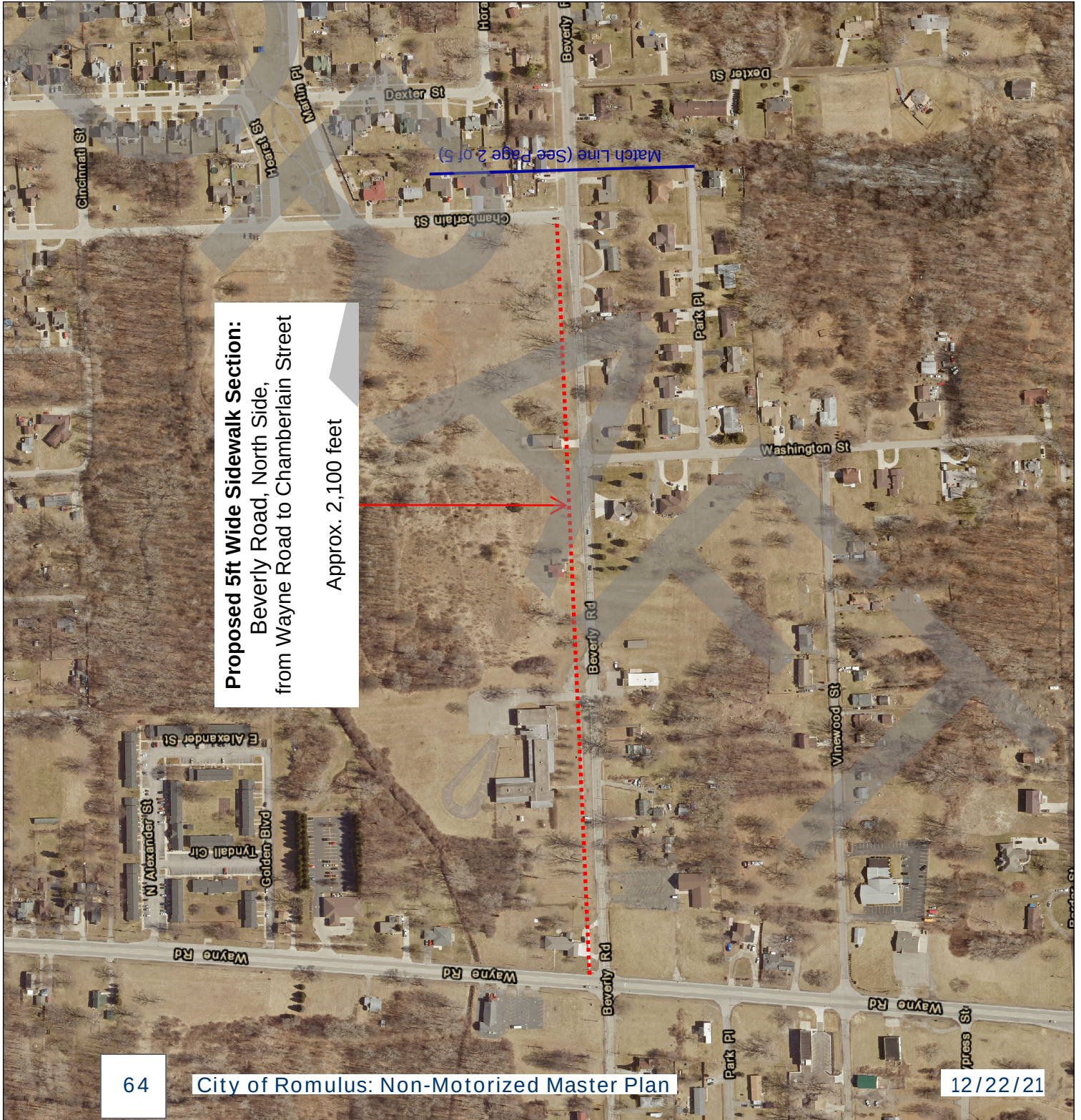
Beverly Road Sidewalk

1

Legend

Proposed Path

Proposed 5ft Wide Sidewalk Section:
Beverly Road, North Side,
from Wayne Road to Chamberlain Street
Approx. 2,100 feet



N

0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 22, 2021



Beverly Road Sidewalk

1

Legend

Proposed Path

Match Line (See Page 3 of 5)

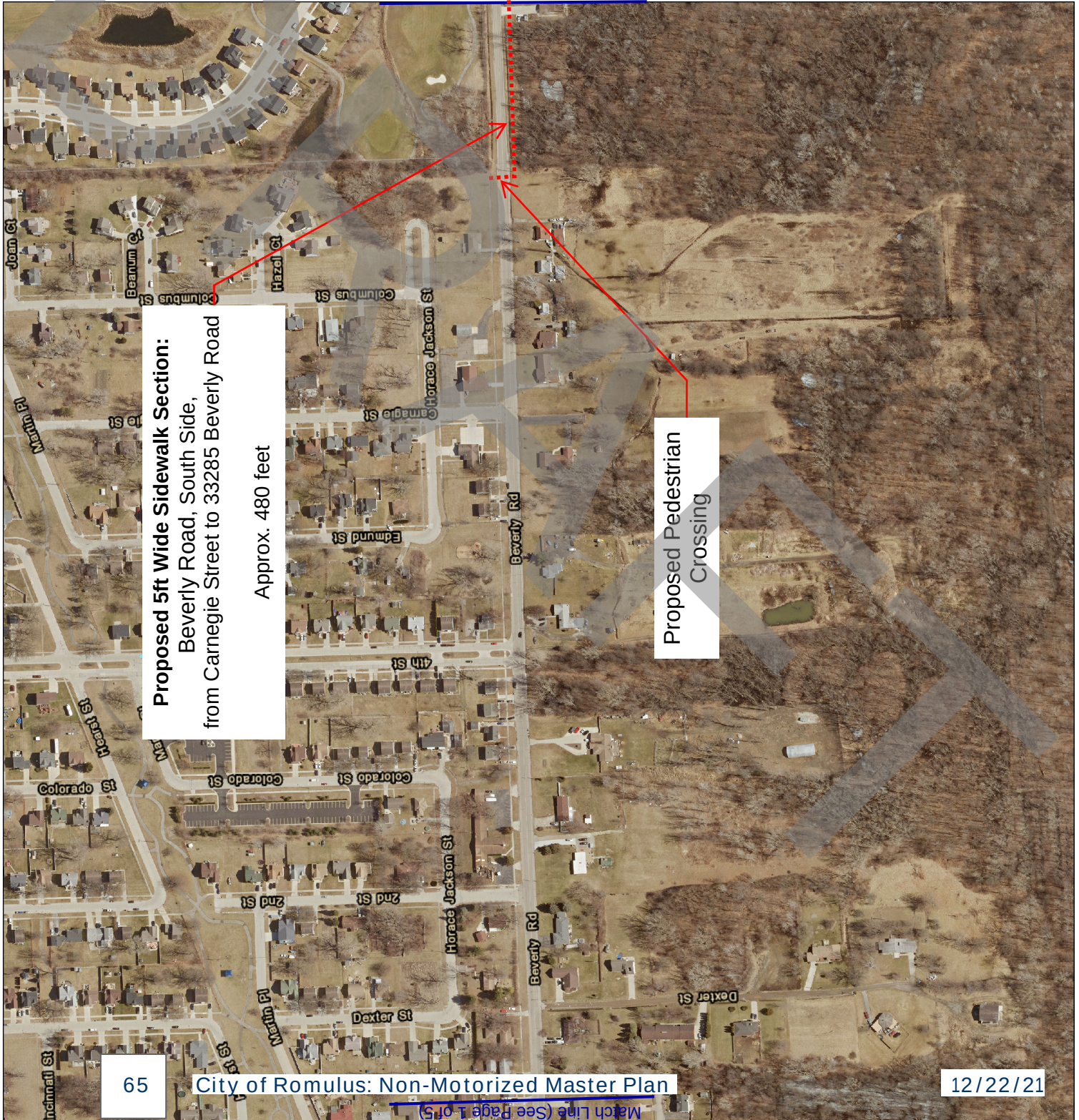


0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 22, 2021

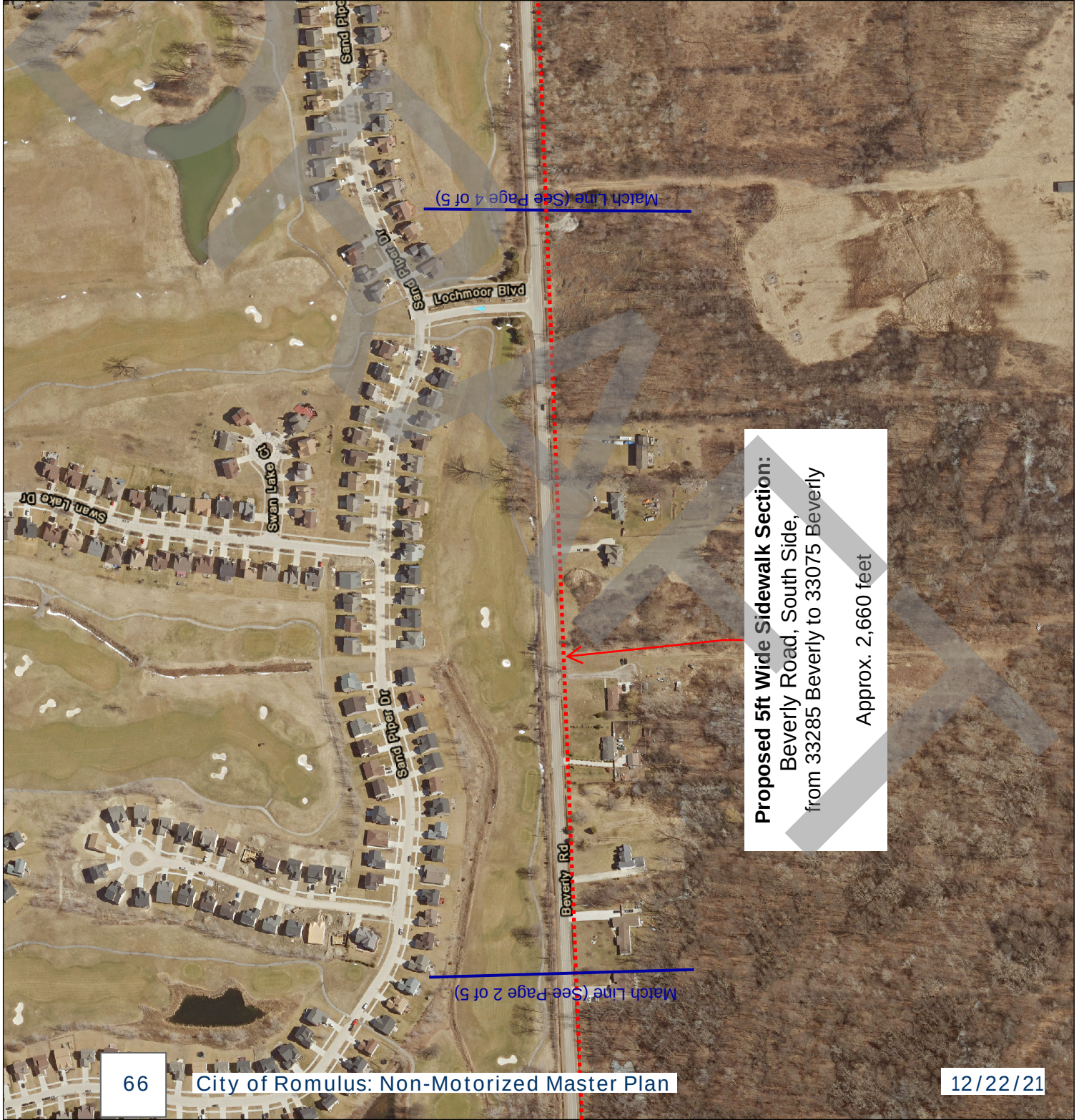


Beverly Road Sidewalk

1

Legend

Proposed Path



0 140 280 420 ft

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Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 22, 2021



Beverly Road Sidewalk

1

Legend

Proposed Path

Proposed 5ft Wide Sidewalk Section:

Beverly Road, North Side,
from Romulus Elementary to Henry Ruff Road

Approx. 700 feet

Proposed Pedestrian
Crossing

Proposed Pedestrian
Crossing

Proposed 5ft Wide Sidewalk Section:

Beverly Road, South Side,
from 33075 Beverly to Romulus Elementary

Approx. 1,630 feet

Match Line (See Page 5 of 5)

N

0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 22, 2021



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4 of 5

Beverly Road Sidewalk

1

Legend

Proposed Path

Proposed 5ft Wide Sidewalk Section:
Beverly Road, South Side,
from Henry Ruff Road to Merriman Road

Approx. 970 feet

Match Line (See Page 4 of 5)

N

0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 22, 2021





Project Cost Summary Ecorse Road on Either Side of Niagara Street

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility Additions
5 ft Sidewalk

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: K. Klieber
CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 75,000.00	\$ 75,000.00
Station Grading	Sta	13	\$ 1,000.00	\$ 13,000.00
Aggregate Base, 4 inch	Syd	1012	\$ 14.00	\$ 14,168.00
Detectable Warning Surface	Ft	10	\$ 50.00	\$ 500.00
Sidewalk, Conc, 4 inch	Sft	5750	\$ 7.00	\$ 40,250.00
Sidewalk, Conc, 6 inch	Sft	100	\$ 8.00	\$ 800.00
Surface Restoration, Seeding	Syd	723	\$ 12.00	\$ 8,676.00

Construction Subtotal	\$ 152,394.00
30% Contingency =	\$ 45,800.00
10% Design Cost =	\$ 15,300.00
15% Construction Engineering =	\$ 22,900.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 236,394.00

Assumptions:

- 1) No design work has been completed and these estimates are conceptual
- 2) Hand Patching must match existing roadway depth
- 3) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 4) Permit and study fees are not included within this estimate

Ecorse Rd Sidewalk

2

Legend

Proposed Sidewalk

Proposed 5ft Wide Sidewalk Section:

Ecorse Road,
Gap on North

Approx. 460 feet

Proposed 5ft Wide Sidewalk Section:

Ecorse Road,
Gap on North w/ pedestrian crossing

Approx. 720 feet

0 140 280 420 ft

N

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 13, 2021



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34000 Plymouth Road, Livonia, Michigan, 48150

Project Cost Summary Middlebelt Road from Ecorse to Wick

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility Additions
10 ft wide HMA Pathway

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: K. Klieber
CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 50,000.00	\$ 50,000.00
Clearing	LSUM	1	\$ 15,000.00	\$ 15,000.00
Station Grading	Sta	52	\$ 1,000.00	\$ 52,000.00
Aggregate Base, 4 inch	Syd	5852	\$ 14.00	\$ 81,928.00
HMA Surface	Ton	11	\$ 125.00	\$ 1,375.00
Shared Use Path, HMA	Ton	1406	\$ 120.00	\$ 168,720.00
Detectable Warning Surface	Ft	130	\$ 50.00	\$ 6,500.00
Curb Ramp Opening, Conc	Ft	132	\$ 15.00	\$ 1,980.00
Pavt Mrkg, Polyurea, Railroad Sym	Ea	2	\$ 200.00	\$ 400.00
Pavt Mrkg, Type NR, Paint, 6 inch, Crosswalk	Ft	37	\$ 15.00	\$ 555.00
Surface Restoration, Seeding	Syd	3558	\$ 12.00	\$ 42,696.00
Flsh Beacon, Pedestrian Railroad Crossing	Ea	2	\$ 4,000.00	\$ 8,000.00
Flsh Beacon, Controller and Cabinet, Solid State	Ea	2	\$ 2,700.00	\$ 5,400.00

Construction Subtotal \$ 434,554.00

30% Contingency = \$ 130,400.00

10% Design Cost = \$ 43,500.00

15% Construction Engineering = \$ 65,200.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 673,654.00

Assumptions:

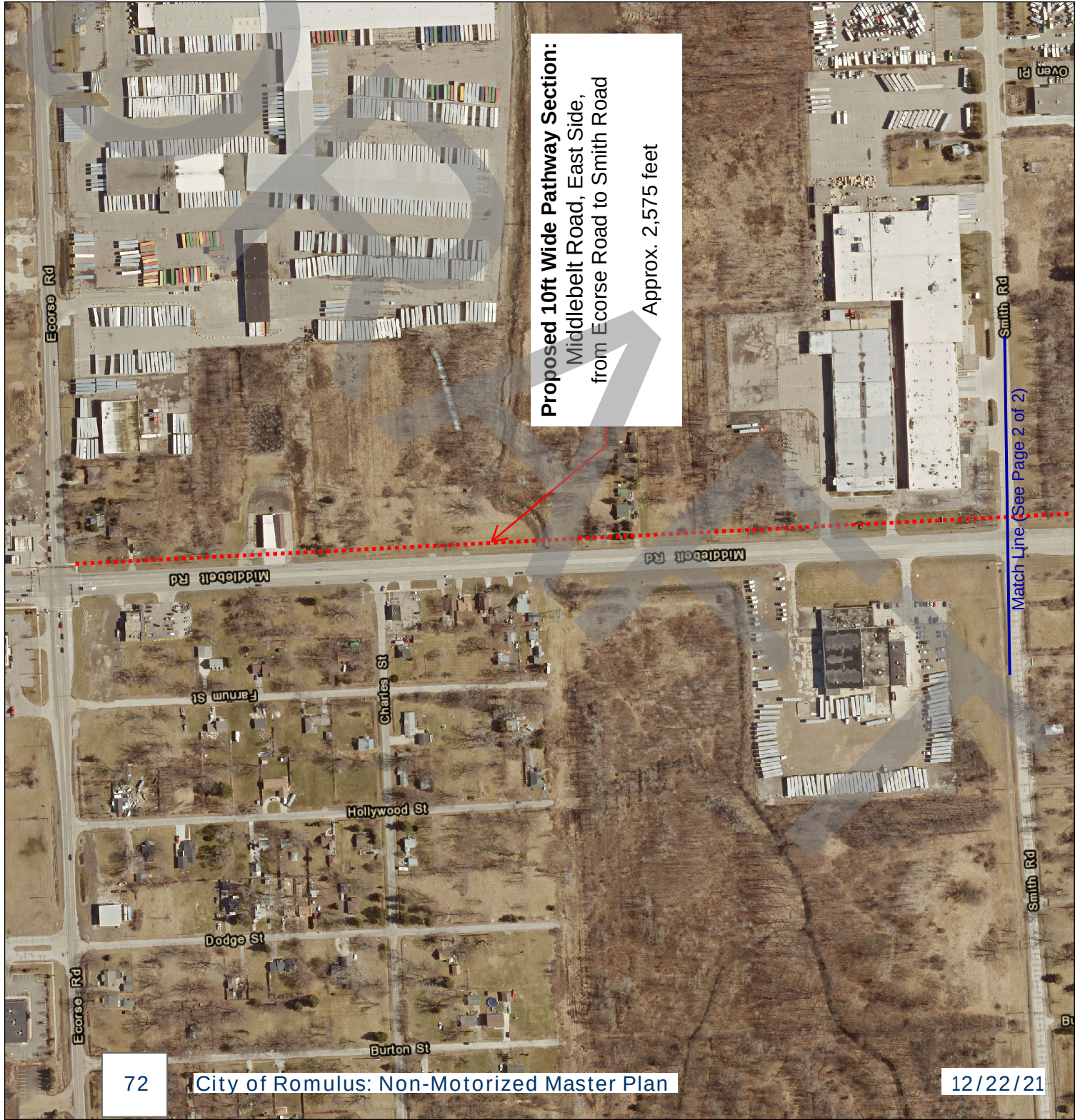
- 1) Hand Patching must match existing roadway depth
- 2) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 3) Permit and study fees are not included within this estimate
- 4) No design work has been completed and these estimates are conceptual

Middlebelt Rd Pathway

3

Legend

Proposed Path



N

0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021

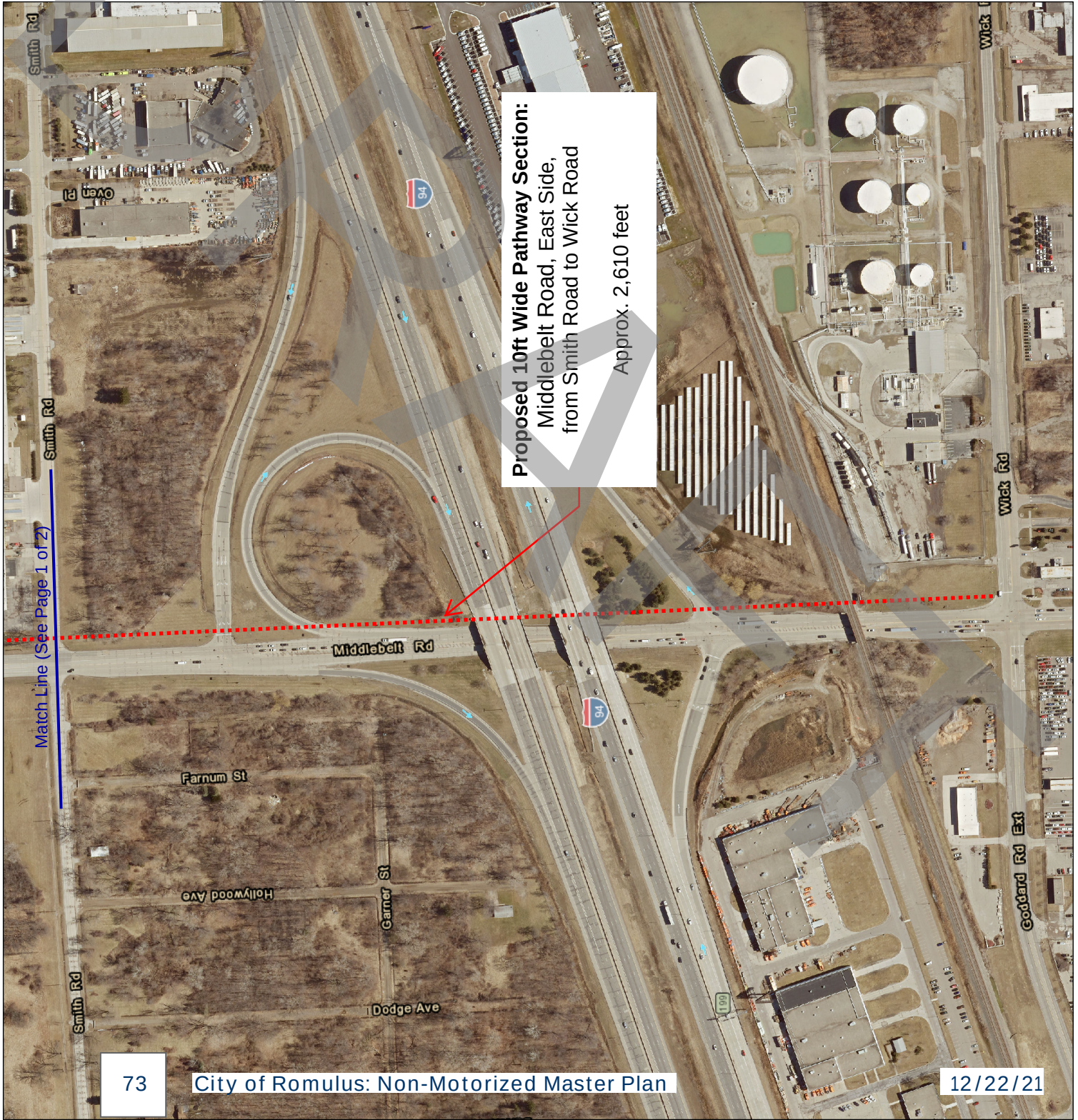
Match Line (See Page 2 of 2)



Middlebelt Rd Pathway

3

Legend
..... Proposed Path



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



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Project Cost Summary Wick Road from 31800 Wick Rd. to Vacant Lot

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility Additions
5 ft wide concrete sidewalk

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: S. Barrett
CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 30,000.00	\$ 30,000.00
Clearing	LSUM	1	\$ 5,000.00	\$ 5,000.00
Tree, Rem, 6 inch to 18 inch	Ea	1	\$ 750.00	\$ 750.00
Station Grading	Sta	0.35	\$ 1,000.00	\$ 350.00
Aggregate Base, 4 inch	Syd	306	\$ 14.00	\$ 4,284.00
Sidewalk, Conc, 4 inch	Sft	2750	\$ 7.00	\$ 19,250.00
Surface Restoration, Seeding	Syd	367	\$ 12.00	\$ 4,404.00

Construction Subtotal \$ 64,038.00

30% Contingency = \$ 19,300.00

10% Design Cost = \$ 6,500.00

15% Construction Engineering = \$ 9,700.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 99,538.00

Assumptions:

- 1) Hand Patching must match existing roadway depth
- 2) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 3) Permit and study fees are not included within this estimate
- 4) No design work has been completed and these estimates are conceptual

Wick Rd Sidewalk

4

Legend

Proposed Sidewalk



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



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Project Cost Summary Middlebelt from Goddard to Eureka

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility Additions
10 ft wide HMA Pathway

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: S. Barrett
CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 100,000.00	\$ 100,000.00
Clearing	LSUM	1	\$ 15,000.00	\$ 15,000.00
Station Grading	Sta	103	\$ 1,000.00	\$ 103,000.00
Aggregate Base, 4 inch	Syd	12957	\$ 14.00	\$ 181,398.00
Shared Use Path, HMA	Ton	3066	\$ 120.00	\$ 367,920.00
Detectable Warning Surface	Ft	30	\$ 50.00	\$ 1,500.00
Curb Ramp Opening, Conc	Ft	36	\$ 15.00	\$ 540.00
Surface Restoration, Seeding	Syd	6866	\$ 12.00	\$ 82,392.00

Construction Subtotal	\$ 851,750.00
30% Contingency =	\$ 255,600.00
10% Design Cost =	\$ 85,200.00
15% Construction Engineering =	\$ 127,800.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 1,320,350.00

Assumptions:

- 1) Hand Patching must match existing roadway depth
- 2) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 3) Permit and study fees are not included within this estimate
- 4) No design work has been completed and these estimates are conceptual

Middlebelt Rd Pathway

Legend
 Proposed Path

5

Proposed 10ft Wide Pathway Section:
 Middlebelt Road, East Side,
 from Goddard Road to Gate M200
 Approx. 2,480 feet

N

0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



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Match Line (See Page 2 of 4)

Middlebelt Rd Pathway

Legend



5

Proposed 10ft Wide Pathway Section:
Middlebelt Road, East Side,
from Gate M200 to Northline Rd

Approx. 2,730 feet

Middlebelt Rd

Northline Rd

Not Match Line (See Page 3 of 4)

Match Line (See Page 1 of 4)



0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021





Match Line (See Page 2 of 4)

Proposed 10ft Wide Pathway Section:
Middlebelt Road, East Side,
from Northline Road to Gate M203

Approx. 2,550 feet

Middlebelt Rd Pathway

Legend

..... Proposed Path

5

N

0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



Match Line (See Page 4 of 4)

Middlebelt Rd Pathway

Legend

Proposed Path

5

Match Line (See Page 3 of 4)

Proposed 10ft Wide Pathway Section:
Middlebelt Road, East Side,
from Gate M203 to Eureka Rd

Approx. 2,200 feet

N

0 140 280 420 ft

Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021





Project Cost Summary Ozga Street from Wick Rd to Grant Street

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
 LOCATION: City of Romulus
 WORK: Pedestrian Facility Additions
 10 ft wide HMA Pathway

DATE: November 8, 2021
 PROJECT #: 0155-21-0030
 ESTIMATOR: S. Barrett
 CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 100,000.00	\$ 100,000.00
Clearing	LSUM	1	\$ 15,000.00	\$ 15,000.00
Station Grading	Sta	79	\$ 1,000.00	\$ 78,700.00
Aggregate Base, 4 inch	Syd	8046	\$ 14.00	\$ 112,644.00
HMA Surface at RR crossing	Ton	154	\$ 125.00	\$ 19,250.00
Detectable Warning Surface	Ft	100	\$ 50.00	\$ 5,000.00
Shared Use Path, HMA	Ton	1948	\$ 120.00	\$ 233,760.00
Pavt Mrkg, Polyurea, Railroad Sym	Ea	2	\$ 200.00	\$ 400.00
Surface Restoration, Seeding	Syd	4828	\$ 12.00	\$ 57,936.00
Flsh Beacon, Pedestrian Railroad Crossing	Ea	2	\$ 4,000.00	\$ 8,000.00
Single Span Pedestrian Bridge	Lft	482	\$ 3,933.00	\$ 1,895,706.00

Construction Subtotal \$ 630,690.00
 30% Contingency = \$ 189,300.00
 10% Design Cost = \$ 63,100.00
 15% Construction Engineering = \$ 94,700.00

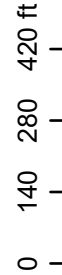
TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 977,790.00

Assumptions:

- 1) Hand Patching must match existing roadway depth
- 2) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 3) Permit and study fees are not included within this estimate
- 4) No design work has been completed and these estimates are conceptual

Legend
Proposed Path

Proposed 10ft Wide Pathway Section:
Ozga Street, West Side,
from Wick Road to McBride Street
Approx. 2,580 feet



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



Ozga St Pathway

6

Legend

Proposed Path

Proposed 10ft Wide Pathway Section:
Ozga Street, West Side,
from McBride Street to I-94
Approx. 2,800 feet with
Pedestrian Bridge over I-94

Match Line (See Page 1 of 3)

Match Line (See Page 3 of 3)

N

0 140 280 420 ft

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Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



Ozga St Pathway

6

Legend

Proposed Path

Proposed 10ft Wide Pathway Section:

Ozga Street, West Side,
from I-94 to Grant Street

Approx. 2,500 feet

Match Line (See Page 2 of 3)

N

0 140 280 420 ft

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Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021



888.522.6711 | ohm.advisors.com



Project Cost Summary Mary Ann Banks Memorial Park Upgrades

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility Additions
5-foot sidewalk and 10-foot pathway

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: K. Klieber
CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization, Max	LSUM	1	\$ 10,000.00	\$ 10,000.00
Erosion Control	LSUM	1	\$ 2,500.00	\$ 2,500.00
Sidewalk, Conc, 4 inch	Sft	825	\$ 10.00	\$ 8,250.00
Station Grading	Sta	6	\$ 1,000.00	\$ 6,000.00
Shared Use Path, HMA	Ton	118	\$ 120.00	\$ 14,160.00
Aggregate Base, 6 inch	Syd	670	\$ 12.00	\$ 8,040.00
Ornamental Plantings	Sft	170	\$ 6.00	\$ 1,020.00
Surface Restoration, Seeding	Syd	88	\$ 5.00	\$ 440.00
Planting Mix, 12 inch Deep	Cyd	7	\$ 50.00	\$ 350.00

Construction Subtotal \$ 50,760.00
30% Contingency = \$ 15,300.00
10% Design Cost = \$ 5,100.00
15% Construction Engineering = \$ 7,700.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 78,860.00

Assumptions:

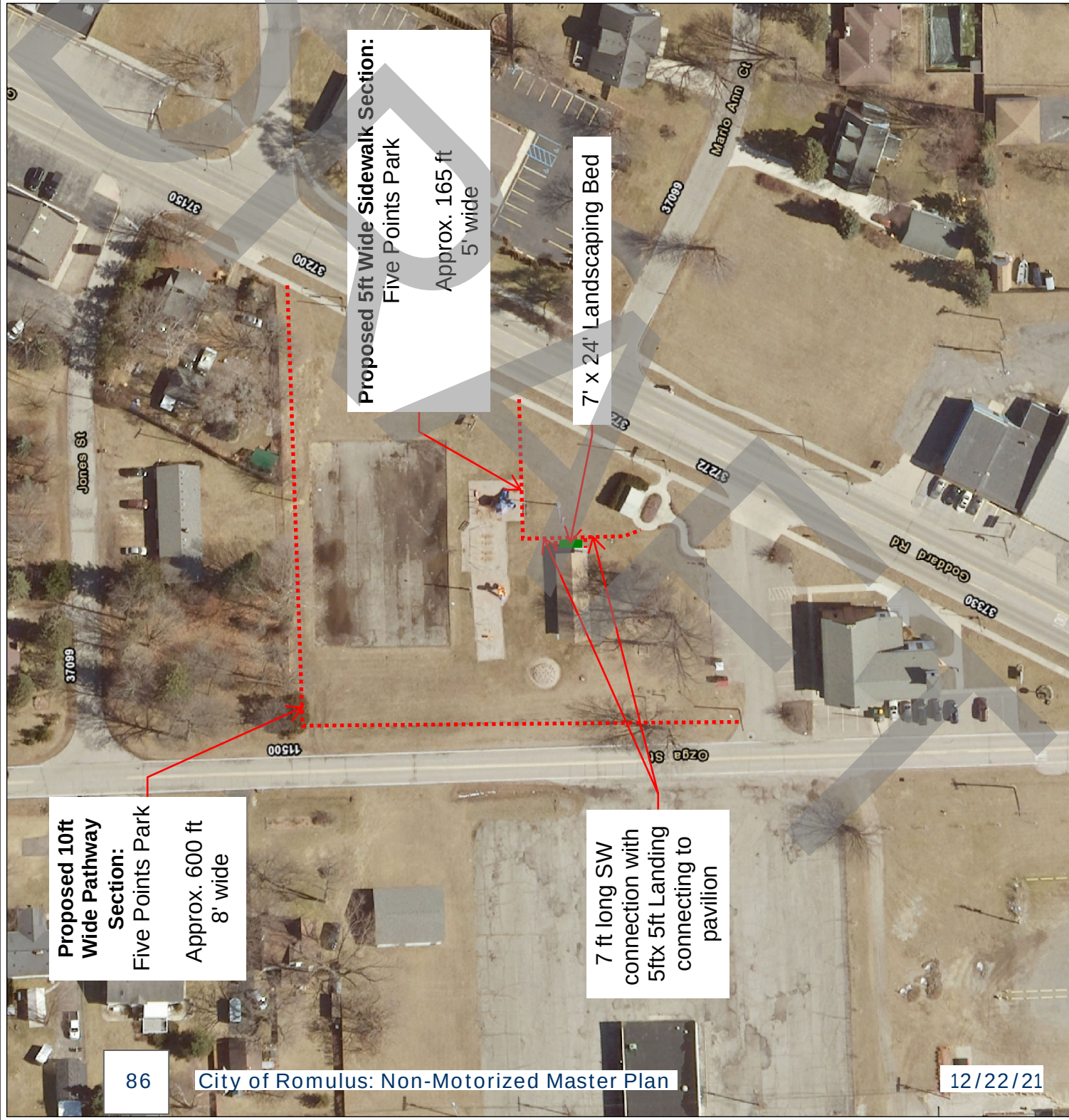
- 1) Does not include items that are not pedestrian infrastructure, such as accessible picnic tables, spectator bleachers and recreation equipment
- 2) Hand Patching must match existing roadway depth
- 3) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 4) Permit and study fees are not included within this estimate
- 5) No design work has been completed and these estimates are conceptual

Mary Ann Banks Memorial Park Pathway and Sidewalk

7

Legend

Proposed Path & Sidewalk

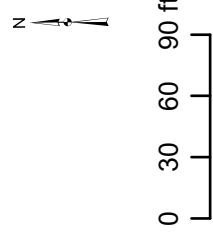


Proposed 10ft Wide Pathway Section:
Five Points Park
Approx. 600 ft
8' wide

Proposed 5ft Wide Sidewalk Section:
Five Points Park
Approx. 165 ft
5' wide

7' x 24' Landscaping Bed

7 ft long SW connection with 5ft x 5ft Landing connecting to pavilion



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

Map Published: October 12, 2021





Project Cost Summary Wayne Road from DPW Office to Northline

34000 Plymouth Road, Livonia, Michigan, 48150

Telephone: (734) 522-6711 FAX: (734) 522-6427

PROJECT: Non-Motorized Transportation Master Plan
LOCATION: City of Romulus
WORK: Pedestrian Facility Additions
5-foot sidewalk, west side

DATE: November 8, 2021
PROJECT #: 0155-21-0030
ESTIMATOR: K. Klieber
CHECKED BY: J. Katers

DESCRIPTION	UNIT	TOTAL	UNIT PRICE	COST
Mobilization	LSUM	1	\$ 50,000.00	\$ 50,000.00
Tree, Rem, 6 inch to 18 inch	Ea	2	\$ 750.00	\$ 1,500.00
Station Grading	Sta	6	\$ 1,000.00	\$ 6,000.00
Aggregate Base, 4 inch	Syd	334	\$ 14.00	\$ 4,676.00
Sidewalk, Conc, 4 inch	Sft	2900	\$ 7.00	\$ 20,300.00
Sidewalk, Conc, 6 inch	Sft	100	\$ 8.00	\$ 800.00
Surface Restoration, Seeding	Syd	667	\$ 12.00	\$ 8,004.00

Construction Subtotal	\$ 91,280.00
30% Contingency =	\$ 27,400.00
10% Design Cost =	\$ 9,200.00
15% Construction Engineering =	\$ 13,700.00

TOTAL OPINION OF PROBABLE CONSTRUCTION COST = \$ 141,580.00

Assumptions:

- 1) No design work has been completed and these estimates are conceptual
- 2) Hand Patching must match existing roadway depth
- 3) The Contractor shall reset all removed and salvaged signs, unless given other direction from the City
- 4) Permit and study fees are not included within this estimate

Wayne Rd Sidewalk

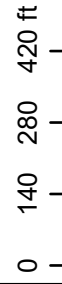
8

Legend

Proposed Path



Proposed 5ft Wide Sidewalk Section:
Wayne Road, West Side,
from Northline Rd to DPW Office
Approx. 580 feet



Source: Data provided by OHM Advisors and other entities depending on the community/subject matter. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Int

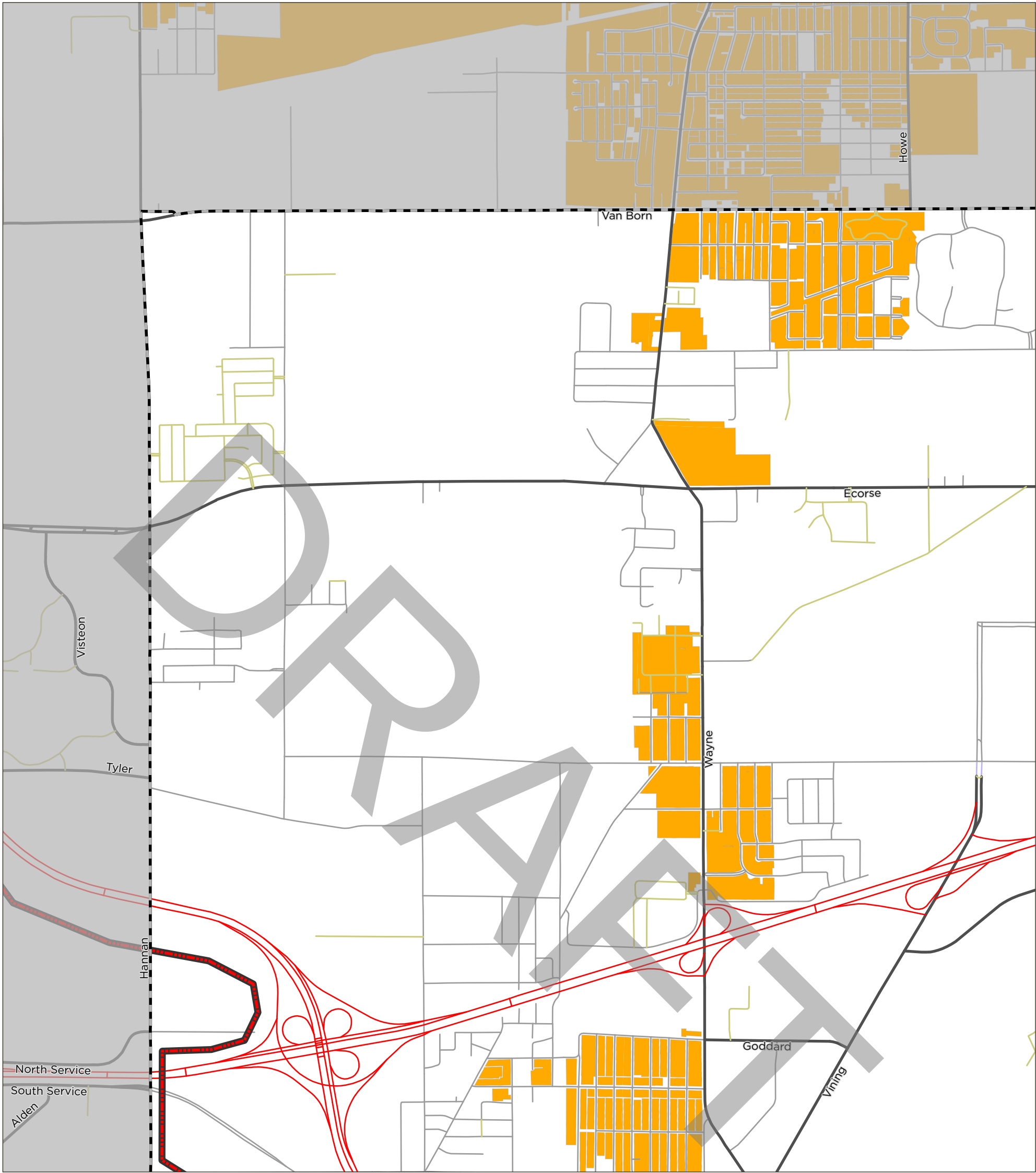
Map Published: October 13, 2021



Appendix C

SEMOG Demand Area & Equity Population Maps

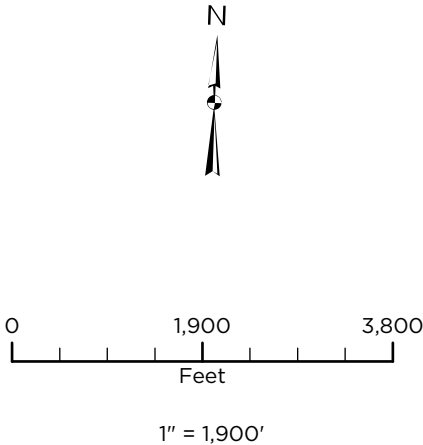
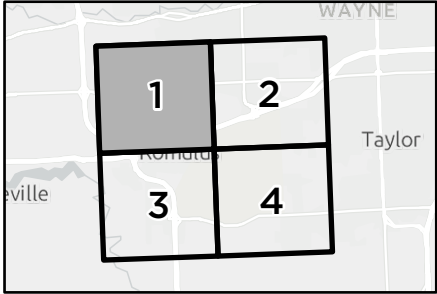
Demand Area Map	90
Equity Population Concentration Map	94



- Demand Areas
- High Demand
 - Moderate Demand
 - I-275 Bike Path
 - Municipal Boundary
 - Non-Certified Roads
 - State Freeway and Trunkline
 - County Road
 - City Road

Romulus Non-Motorized Master Plan

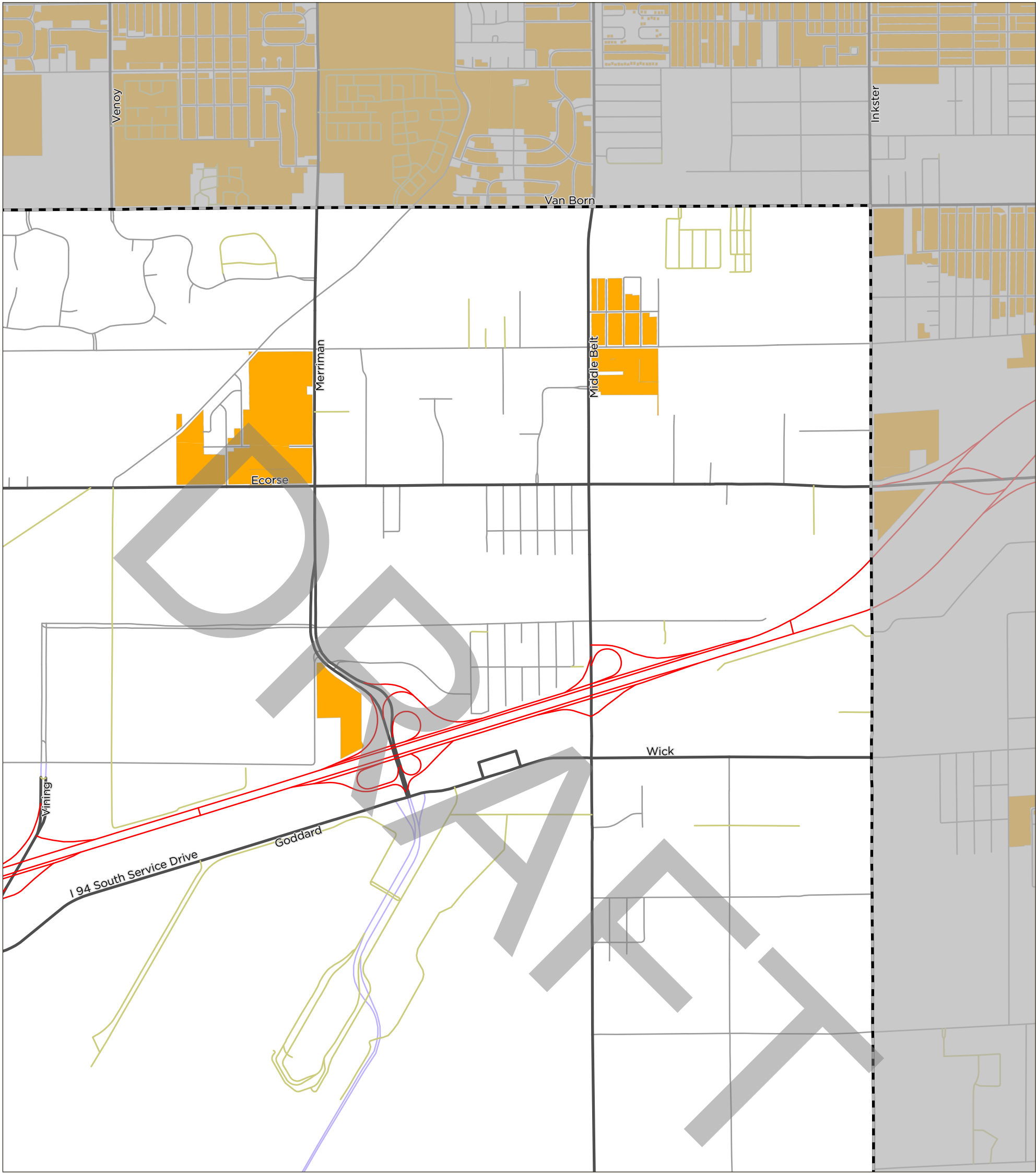
Demand



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Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Intl
Map Published: December 20, 2021



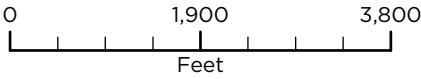
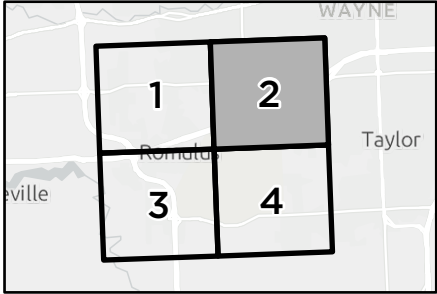


Demand Areas

- High Demand
- Moderate Demand
- I-275 Bike Path
- Municipal Boundary
- Non-Certified Roads
- State Freeway and Trunkline
- County Road
- City Road

Romulus Non-Motorized Master Plan

Demand



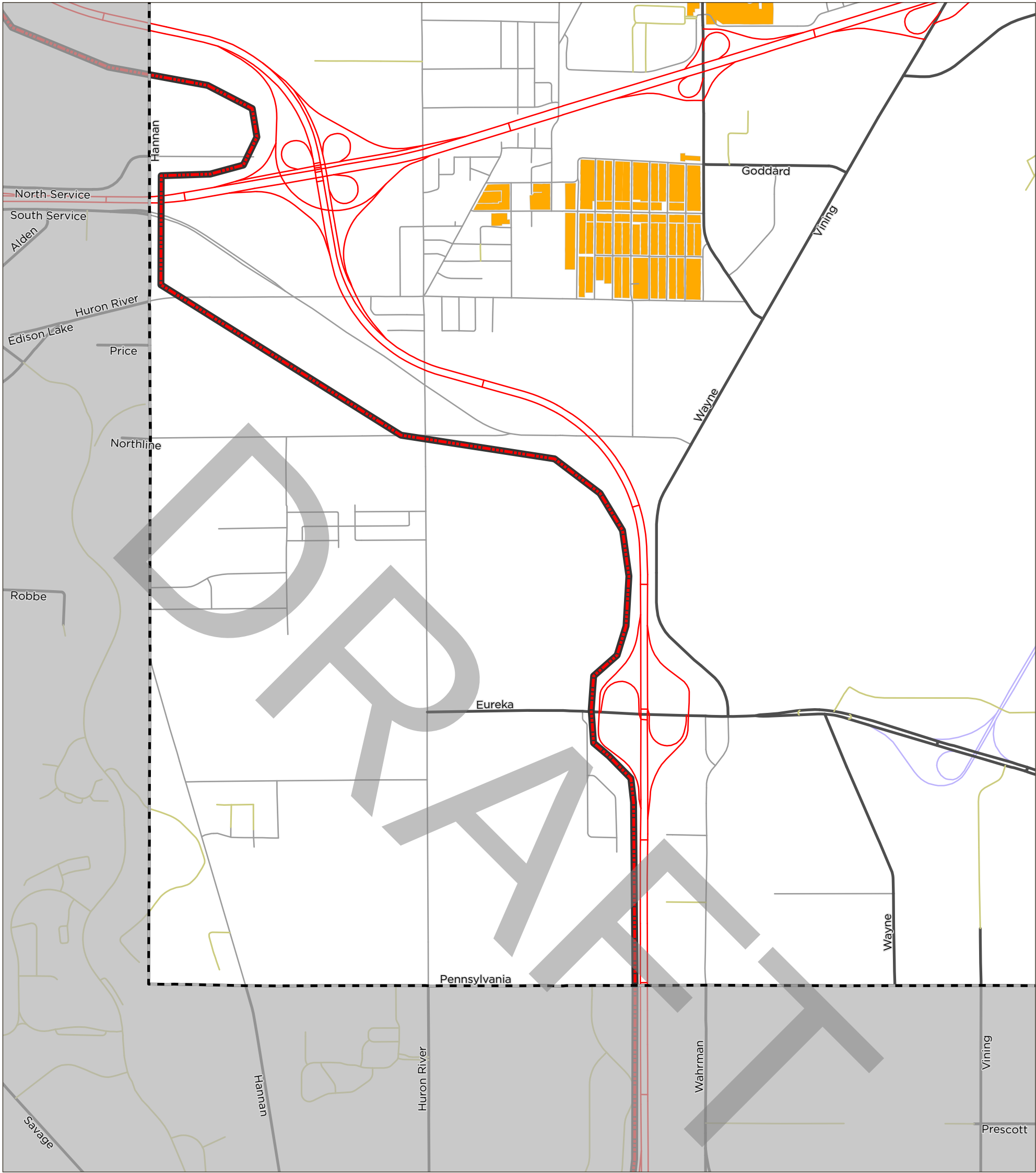
1" = 1,900'



Source: Data provided by City of Romulus, Wayne County, OHM Advisors, and State of Michigan. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

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Map Published: December 20, 2021



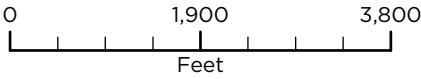
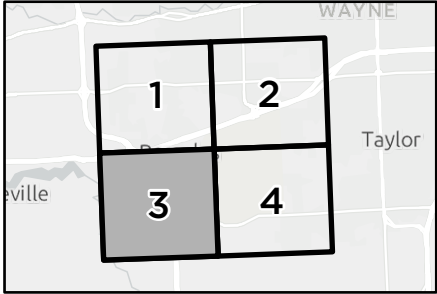


Demand Areas

- High Demand
- Moderate Demand
- I-275 Bike Path
- Municipal Boundary
- Non-Certified Roads
- State Freeway and Trunkline
- County Road
- City Road

Romulus Non-Motorized Master Plan

Demand



1" = 1,900'

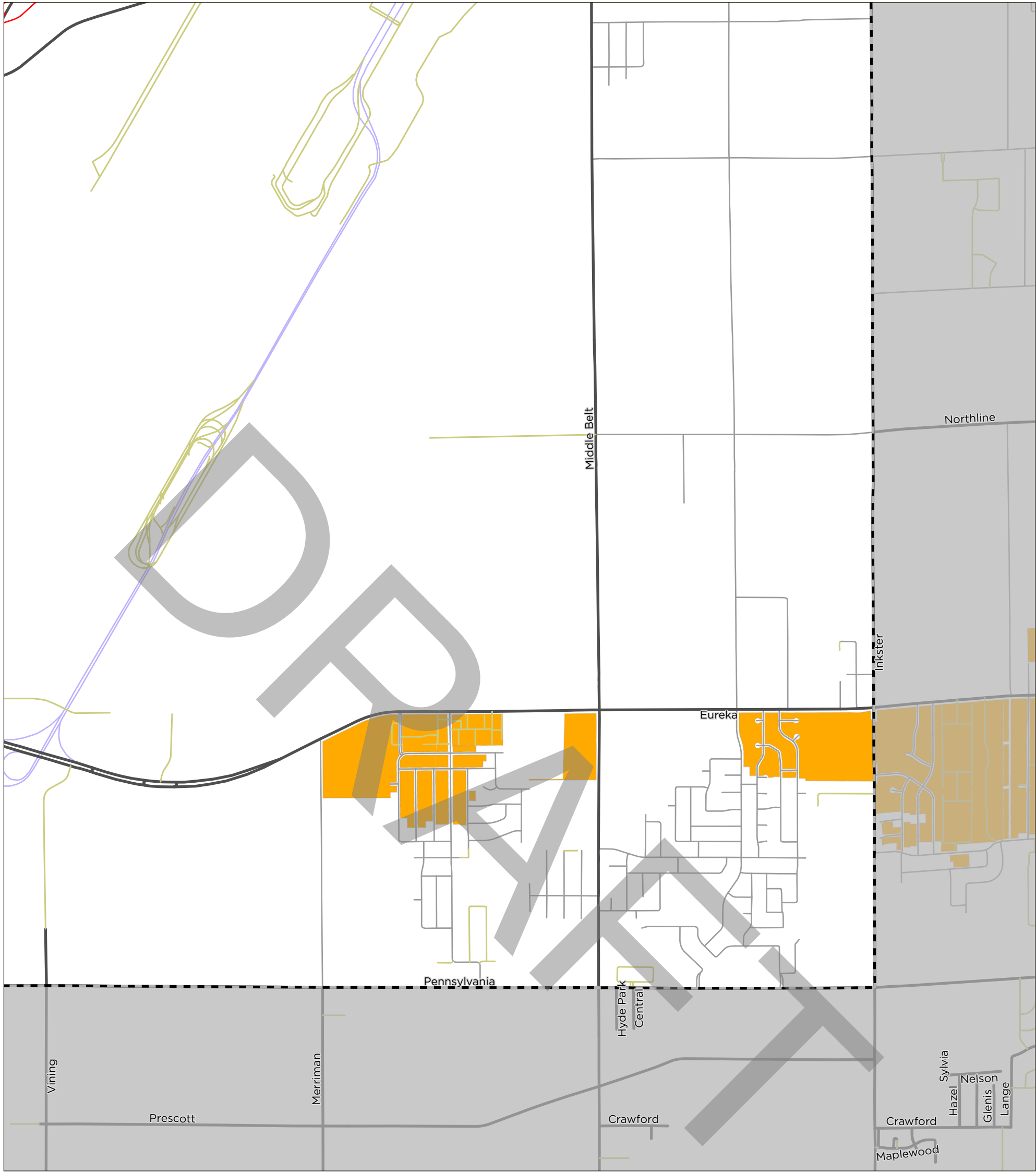


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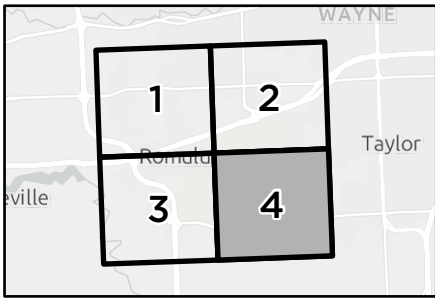
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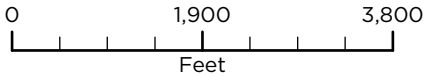


- Demand Areas
- High Demand
 - Moderate Demand
 - I-275 Bike Path
 - Municipal Boundary
 - Non-Certified Roads
 - State Freeway and Trunkline
 - County Road
 - City Road



Romulus Non-Motorized Master Plan

Demand



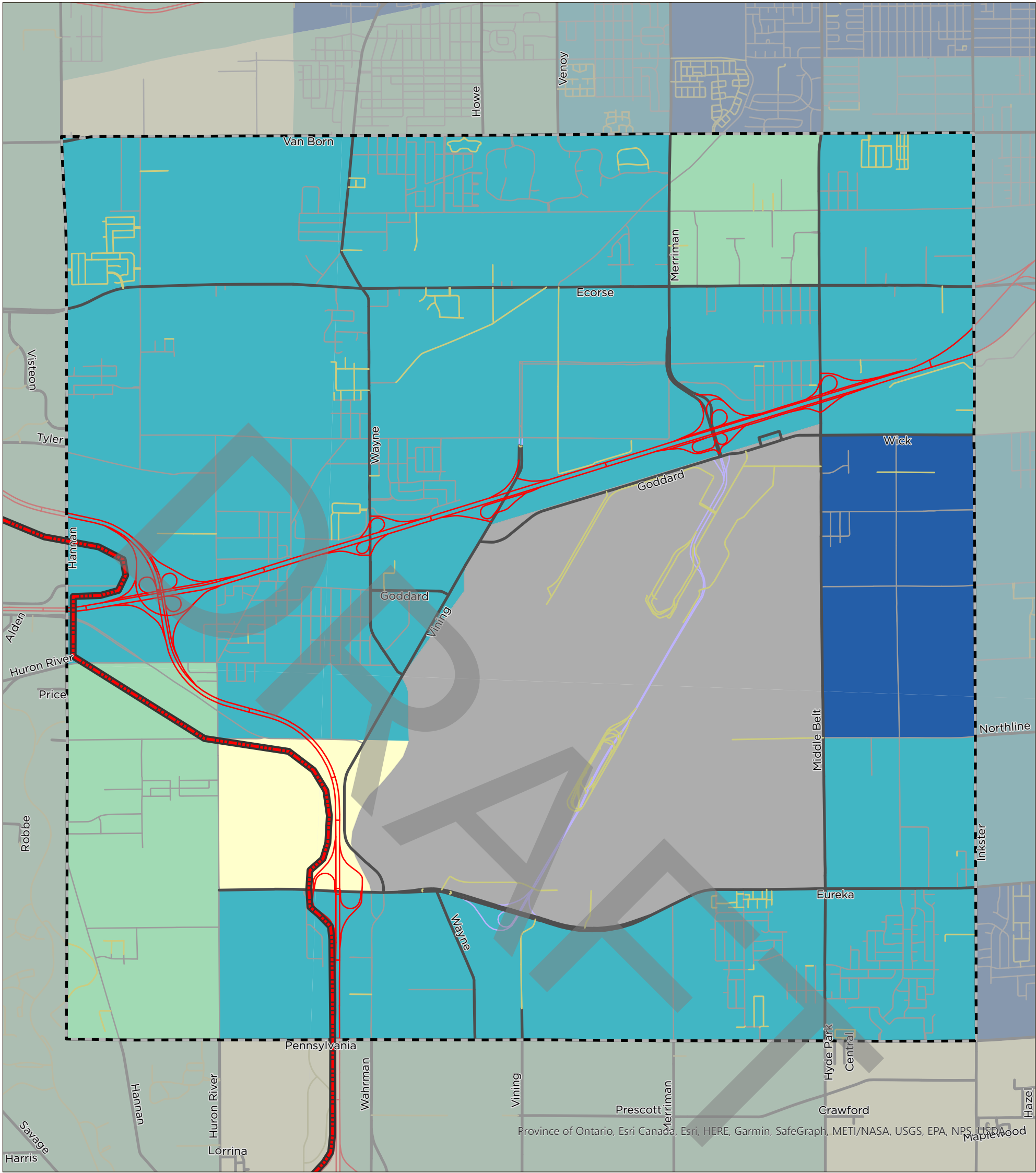
1" = 1,900'



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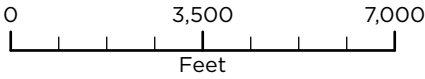




- Concentration of Equity Population
- 16-20 (Very High)
 - 12-15 (High)
 - 8-11 (Medium)
 - 0-7 (Low)
 - No Households
- I-275 Bike Path
- Non-Certified Roads
- State Freeway and Trunkline
- County Road
- City Road

Romulus Non-Motorized Master Plan

Equity Population



1" = 3,500'



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Map Published: December 20, 2021

