

ORIENTATION	ROAD NAME	FROM	TO	OWNERSHIP	PASER	PASER YEAR	CORRIDOR OBSERVATION	LEVEL OF NEED (Congestion, Safety)	POTENTIAL IMPROVEMENT	IMPROVEMENT LOCATION	IMPROVEMENT UNIT	EASE OF IMPLEMENTATION (ROW, Environment, Public)	ESTIMATED COST (not including ROW, Utilities, Engineering Fees)	TIME FRAME	POTENTIAL FUNDING	PRIORITY	
N-S	Adams	Dutton	Tienken	County	3	2019	Congestion	V/C 40 = 1.22	ALT 1 - Install TWLTL	Dutton to Tienken	1.1 miles	ROW may be required.	\$3,300,000 - \$5,500,000	Long Term	Safety, CMAQ	High	
							ALT 2 - Consider 5-lane crosssection	Dutton to Tienken	1.1 miles	ROW may be required. Potential environmental impacts. Public input may be necessary.	\$5,500,000 - \$8,500,000	Long Term	Safety, CMAQ	High			
							Signal modernization	Adams @ Dutton	1 signal modernization	n/a	\$250,000 - \$300,000	Short Term	CMAQ	High			
							Signal modernization	Adams @ Van Hoesen Middle School	1 signal modernization	n/a	\$250,000 - \$300,000	Short Term	CMAQ	High			
							ALT 1 - Install TWLTL	Tienken to Powderhorn Ridge	0.5 miles	ROW may be required.	\$1,500,000 - \$2,500,000	Long Term	Safety, CMAQ	High			
		Tienken	Walton	County	9	2019	Congestion	V/C 40 = 1.20	ALT 2 - Consider 5-lane crosssection	Tienken to Powderhorn Ridge	0.5 miles	ROW may be required. Potential environmental impacts. Public input may be necessary.	\$2,500,000 - \$4,000,000	Long Term	Safety, CMAQ	High	
							Safety - Segment	SEG - LOSS IV, CR = 3.82	ALT 2 - Consider 5-lane crosssection	Tienken to Powderhorn Ridge	0.5 miles	ROW may be required. Monitor for ROW availability.	\$25,000 - \$35,000	Long Term	n/a	High	
							Safety - Intersection (@Raintree/Powder Ridge)	INT - LOSS IV, CF = 8.4	Access management	Fashion to Walton	1 access management location	\$10,000 - \$20,000	Long Term	Safety	High		
							Install safety edge where applicable	Tienken to Walton	0.94 miles	May require road resurfacing.	\$50,000 - \$75,000	Short Term	Safety	High			
							Install edge line where applicable	Tienken to Powderhorn Ridge	0.5 miles	n/a	\$250,000 - \$350,000	Short Term	Safety	High			
	Hamlin	Adams Blvd End	County	6	2019	FAC Scoring	SEG - LOSS III, CR = 1.68	Trim vegetation to improve sight distance for NB RT vehicles	Adams @ Technology	1 intersection improvement	\$500 - \$2,000	Short Term	Safety	High			
						Non-Motorized	Consider eliminating stop bar	Adams @ Technology	1 intersection improvement	n/a	\$200 - \$500	Short Term	Safety	High			
						Examine pedestrian crossing feasibility for crossing Adams Rd	Adams @ Leach	1 crossing installation	Public input may be necessary.	\$250,000 - \$350,000	Short Term	TAP	High				
						Safety - Intersection (@Marketplace)	LOSS IV, CF = 7.6	Complete non-motorized route gap	Marketplace to Parkways (west)	0.3 miles	ROW may be required.	\$6,000 - \$10,000	Long Term	TAP	High		
						Non-Motorized	Install RRFB at Clinton River Trail crossing if warranted	Adams Rd @ Clinton River Trail	1 RRFB	\$150,000 - \$200,000	Short Term	TAP	High				
	Adams Blvd End	Auburn	County	8	2019	FAC Scoring	ALT INT 1 - Install W4-4P (Cross traffic does not stop) on stop signs	Adams @ Marketplace	1 intersection improvement	n/a	\$200 - \$500	Short Term	Safety	High			
						Non-Motorized	ALT INT 1 - Install reflective sheeting on stop sign supports	Adams @ Marketplace	1 intersection improvement	n/a	\$200 - \$500	Short Term	Safety	High			
						ALT INT 1 - Consider eliminating stop bar	Adams @ Marketplace	1 intersection improvement	n/a	\$200 - \$500	Short Term	Safety	High				
						ALT INT 2 - Examine signal warrant	Adams @ Marketplace	1 signal installation	Public input may be necessary.	\$250,000 - \$300,000	Long Term	CMAQ	High				
						Congestion	V/C 40 = 0.80	Install TWLTL	Nelda Hill to Ridge	0.3 miles	ROW may be required.	\$900,000 - \$1,500,000	Long Term	Safety	High		
N-S	Brewster	Dutton	Tienken	City	3	2019	Non-Motorized	Complete non-motorized route gap	Grey to Ridge (west), Grey to South (east)	0.12 miles, 0.2 miles	ROW may be required.	\$7,000 - \$10,000	Long Term	TAP	High		
							Safety - Segment (based on spot analysis)	V/C 40 = 0.27	Upgrade signs per MUTCD	Shenandoah to Roseview	0.3 miles	n/a	\$13,000 - \$25,000	Short Term	Safety	Low	
							SEG - LOSS II, CR = 0.88	Install fluorescent yellow sheeting on warning signs	Shenandoah to Roseview	0.3 miles	n/a	\$2,000 - \$4,000	Short Term	Safety	Low		
							Install wet reflective pavement markings	Shenandoah to Roseview	0.3 miles	n/a	\$45,000 - \$70,000	Short Term	Safety	Low			
							Consider lighting	Shenandoah to Roseview	0.3 miles	Public input may be necessary.	\$90,000 - \$120,000	Short Term	Safety	Low			
	Livernois	Tienken	Walton	County	2	2019	Safety - Intersection (@Tienken)	V/C 40 = 0.76	INT - LOSS IV, CF = 22.4	Install TWLTL	Tienken to New Life	0.65 miles	ROW may be required	\$1,950,000 - \$3,250,000	Long Term	CMAQ	Low
							Congestion	V/C 40 = 1.16	ALT 1 - Install TWLTL	Horizon to Hamlin	0.45 miles	n/a	\$1,350,000 - \$2,250,000	Long Term	CMAQ	High	
							Safety - Intersection (@Avon)	INT - LOSS IV, CF = 29.6	ALT 2 - Consider 5-lane crosssection	Avon to Hamlin	0.9 miles	ROW may be required. Potential environmental impacts. Public input may be necessary.	\$4,500,000 - \$7,500,000	Long Term	FAC	High	
							Future Intersection capacity improvement required including additional lanes OR median for no direct LTs with bridge impact	Livernois @ Avon	1 intersection reconfiguration	ROW may be required. Public input may be necessary.	\$4,000,000 - \$8,000,000	Long Term	CMAQ	High			
							Signal modernization	Livernois @ Drexelgate	1 signal modernization	n/a	\$250,000 - \$300,000	Short Term	CMAQ	High			
Rochester	Hamlin	Auburn	County	3	2019	Congestion	V/C 40 = 0.84	Install TWLTL with gap at bridge	Livernois @ Drexelgate	1 intersection turn lane	\$100,000 - \$150,000	Short Term	CMAQ	High			
						Safety - Intersection (@Hamlin)	INT - LOSS IV, CF = 55	Complete non-motorized route gap with gap at bridge	Livernois @ Drexelgate	1 intersection signal modification	ROW may be required	\$3,000 - \$5,000	Short Term	CMAQ	High		
						Non-Motorized	Hamlin to Auburn	1 mile	ROW may be required	\$3,000,000 - \$5,000,000	Long Term	Safety (RCOC)	High				
						Hamlin to Taj (east), Corbing to Bagley (east), Lake Ridge to Auburn (west), Overlook to Auburn (east)	0.3 miles, 0.3 miles, 0.35 miles, 0.05 miles	ROW may be required. Monitor for ROW availability.	\$20,000 - \$30,000	Long Term	TAP	High					
						Congestion	V/C 40 = 1.37	Install backplates	Rochester @ Orion	1 intersection backplates	n/a	\$6,000 - \$8,000	Short Term	Safety (RCOC)	Low		
N-S	Orion	Tienken	County	3	2019	Safety - Intersection (@Orion)	INT - LOSS IV, CF = 9.6	Consider low-level signal for EB	Rochester @ Orion	1 intersection low-level signal	n/a	\$2,000 - \$4,000	Short Term	Safety (MDOT)	Low		
						Safety - Segment	V/C 40 = 0.69	Install RT taper	Arlington	1 RT taper	Public input may be necessary.	\$50,000 - \$75,000	Short Term	CMAQ (MDOT)	High		
						Access Management	SEG - LOSS III, CR = 3.50	Access Management	Arlington to Avon	2 access management locations	ROW may be required. Monitor for ROW availability.	\$50,000 - \$75,000	Long Term	n/a	High		
						Signal modernization	Rochester @ Diversion	1 signal modernization	n/a	\$300,000 - \$350,000	Long Term	CMAQ (MDOT)	High				
						Realign for Rochester Rd access	Rochester @ Diversion	1 intersection reconfiguration	ROW may be required. Potential environmental impacts. Public input may be necessary.	\$1,000,000 - \$2,000,000	Long Term	CMAQ (MDOT)	High				
	Avon	Hamlin	State	6	2019	Safety - Segment	V/C 40 = 0.59	Access management	Avon to Hamlin	3 access management locations	ROW may be required. Monitor for ROW availability.	\$75,000 - \$105,000	Long Term	n/a	High		
						Safety - Intersection (@Avon)	SEG - LOSS III, CR = 3.55										
						FAC Scoring	INT - LOSS IV, CF = 37.6										
Hamlin	Auburn	State	6	2019	Safety - Segment	V/C 40 = 0.57	Access management	Hamlin to Auburn	5 access management locations	ROW may be required. Monitor for ROW availability.	\$125,000 - \$175,000	Long Term	n/a	High			
					Safety - Intersection (@Hamlin)	SEG - LOSS III, CR = 4.10	Signal modernization	Rochester @ Barclay/Wabash	1 signal modernizations	Public input may be necessary.	\$300,000 - \$350,000	Short Term	CMAQ (MDOT)	High			
					Safety - Intersection (@Wabash)	INT (Hami) - LOSS IV, CF = 30.8	Examine installing SB/EB RT lane	Rochester @ Barclay/Wabash	2 intersection turn lanes	ROW may be required. Monitor for ROW availability.	\$100,000 - \$300,000	Short Term	CMAQ (MDOT)	High			
					FAC Scoring	INT (Waba) - LOSS IV, CF = 18.4	Access management NE quadrant	Rochester @ Barclay/Wabash	1 access management location	n/a	\$25,000 - \$35,000	Long Term	n/a	High			
					Install guide pavement markings for WB dual lefts	Rochester @ Barclay/Wabash	1 intersection pavement markings	n/a	\$1,000 - \$2,000	Short Term	Safety (MDOT)	High					
Auburn	M-59	State	6	2019	Safety - Segment	V/C 40 = 0.61	Access management	Rochester @ Barclay/Wabash	1 intersection low-level signals	n/a	\$4,000 - \$6,000	Short Term	Safety (MDOT)	High			
					Safety - Intersection (@Auburn)	SEG - LOSS III, CR = 4.99	Install W4-4P (Cross traffic does not stop) on stop signs	Rochester @ Barclay/Wabash	1 intersection reconfiguration	ROW may be required. Monitor for ROW availability.	\$1,000,000 - \$2,000,000	Long Term	Safety (MDOT)	High			
					Safety - Intersection (@Nawakwa)	INT (Aubu) - LOSS IV, CF 33.6	Install reflective sheeting on stop sign supports	Rochester @ Nawakwa	1 intersection improvement	n/a	\$25,000 - \$35,000	Long Term	n/a	High			
					FAC Scoring	INT (Nakw) - LOSS IV, CF = 9.2	Consider eliminating stop bar	Rochester @ Nawakwa	1 intersection improvement	n/a	\$500 - \$1000	Short Term	Safety (MDOT)	High			
M-59	South	County	3	2019	Safety - Segment	V/C 40 = 0.65	Access management	M-59 to South	2 access management locations	ROW may be required. Monitor for ROW availability.	\$50,000 - \$75,000	Long Term	n/a	High			
					Safety - Intersection (@M-59 EB)	SEG - LOSS IV, CR = 4.57	Complete non-motorized route gap	M-59 to South (east-west)	0.1 miles	ROW may be required. Monitor for ROW availability.	\$3,000 - \$5,000	Long Term	TAP	High			
					Non-Motorized	INT - LOSS IV, CF = 10.6	Install backplates	Rochester @ M-59 EB	1 intersection backplates	n/a	\$6,000 - \$8,000	Short Term	Safety (RCOC)	High			
					FAC Scoring	Consider low-level signal for EB movement	Rochester @ M-59 EB	1 intersection low-level signals	n/a	\$5,000 - \$8,000	Short Term	Safety (MDOT)	High				
N-S	Crooks	Hamlin	M-59	County	7	2019	Safety - Intersection (@Avon)	V/C 40 = 0.58	Complete non-motorized route gap	Bonnie to Hamlin (east)	0.15 miles	ROW may be required. Monitor for ROW availability.	\$3,000 - \$5,000	Long Term	TAP	Low	
							Non-Motorized	INT - LOSS IV, CF = 6.8									
							Safety - Segment	V/C 40 = 0.3	Access management	Hamlin to M-59	1 access management location	ROW may be required. Monitor for ROW availability.	\$25,000 - \$35,000	Long Term	n/a	Low	
							Safety - Intersection (@Hamlin)	INT (Hami) - LOSS IV, CF = 20	Access Management SW quad	Crooks @ Star Batt	1 access management location	ROW may be required. Monitor for ROW availability.	\$25,000 - \$35,000	Long Term	n/a	Low	
							Safety - Intersection (@Star Batt)	INT (Star) - LOSS IV, CF = 7.6	Install backplates	Crooks @ Star Batt	1 intersection backplates	n/a	\$8,000 - \$12,000	Short Term	Safety (RCOC)	Low	
M-59	Auburn	County	6	2019	Safety - Intersection (@M-59 EB)	V/C 40 = 0.22	Install backplates	Crooks @ Star Batt	1 intersection low-level signals	n/a	\$10,000 - \$15,000	Short Term	Safety (RCOC)	Low			
					Safety - Intersection (@M-59 WB)	INT (M-59 EB) - LOSS IV, CF = 11	Consider low-level signal for WB	Crooks @ M-59 WB	1 intersection backplates	n/a	\$6,000 - \$8,000	Short Term	Safety (MDOT)	Low			
					FAC Scoring	INT (M-59 WB) - LOSS IV, CF = 11	Install backplates	Crooks @ M-59 WB	1 intersection backplates	n/a	\$5,000 - \$8,000	Short Term	Safety (MDOT)	Low			
					Consider low-level signal for EB	Crooks @ M-59 EB	1 intersection low-level signal	n/a	\$5,000 - \$8,000	Short Term	Safety (MDOT)	Low					
N-S	John R	Auburn	South	City	5	2019	Non-Motorized	Complete non-motorized route gap	School to Hamlin (east)	0.55 miles	ROW may be required. Monitor for ROW availability.	\$11,000 - \$17,000	Long Term	TAP	Low		
							Safety - Intersection (@Auburn)	SEG - LOSS III, CR = 1.71	Complete non-motorized route gap	Collingwood to Enfield (west)	0.1 miles	ROW may be required. Monitor for ROW availability.	\$3,000 - \$5,000	Long Term	TAP	Low	
N-S	Medinah	Tienken	Raintree	City	6	2017	Non-Motorized	Provide path along utility company ROW	Tienken to Raintree (along utility ROW west of Medinah)	0.35 miles	ROW may be required. Potential environmental impacts. Public input may be necessary.	\$350,000 - \$600,000	Long Term	TAP	Low		

Low cost pricing would be for maintenance crews to complete. Contractor pricing may be higher.
Costs do not include ROW, utilities, or engineering.
Costs are based on 2020 dollar amounts.

ORIENTATION	ROAD NAME	FROM	TO	OWNERSHIP	PASER	PASER YEAR	CORRIDOR OBSERVATION	LEVEL OF NEED (Congestion, Safety)	POTENTIAL IMPROVEMENT	IMPROVEMENT LOCATION	IMPROVEMENT UNIT	EASE OF IMPLEMENTATION (ROW, Environment, Public)	ESTIMATED COST (not including ROW, Utilities, Engineering Fees)	TIME FRAME	POTENTIAL FUNDING	PRIORITY
									Examine installation of midblock crossing for Tienken Rd near Medinah Dr	Royal Doulton	1 crossing	Public input may be necessary.	\$100,000 - \$200,000	Long Term	TAP	Low
E-W	Drexelgate	Livornois	Rochester	City	5	2017	Road Diet		Install 8 ft path on north side of road and two 14 ft wide lanes	Livornois to Rochester	1.2 miles	ROW may be required. Potential environmental impacts. Public input may be necessary.	\$2,500,000 - \$4,500,000	Long Term	TAP	Low
N-S	Hampton	Barclay	Barclay	City	4	2017	Road Diet		Install pedestrian crossings (signing and markings only)	Barclay to Barclay	7 to 12 pedestrian crossings	Public input may be necessary.	\$40,000 - \$120,000	Short Term	TAP	Low
									Complete sidewalk gap	Barclay to Barclay	0.4 miles	Public input may be necessary.	\$400,000 - \$650,000	Long Term	TAP	Low
									Provide bikelanes where feasible	Barclay to Barclay	2.2 miles	Public input may be necessary.	\$300,000 - \$500,000	Short Term	TAP	Low
N-S	Barclay	Rochester	Auburn	City	3	2017	Road Diet		Install 3-lane crossection with bike lanes	Rochester to Auburn	0.75 miles	Public input may be necessary.	\$250,000 - \$350,000	Short Term	TAP	Low

Funding Abbreviations
TAP Transportation Alternatives Program
CMAQ Congestion Mitigation & Air Quality
STP-U Surface Transportation Program - Urban (Awarded by application to the FAC)

FAC Oakland County Federal Aid Committee
Safety Highway Safety Improvement Program (HSIP)
Safety (MDOT) HSIP MDOT must apply
Safety (RCOC) HSIP RCOC owns portion of signal/improvement area

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