



QUALITY LIFE THROUGH GOOD ROADS:
ROAD COMMISSION FOR OAKLAND COUNTY
"WE CARE"

DEC 14 2005

December 12, 2005

Ms. Patricia Somerville, Mayor
City of Rochester Hills
1000 Rochester Hills Drive
Rochester Hills, MI 48309-3033

Board of Road Commissioners
Rudy D. Lozano
Chairman

Larry P. Crake
Vice-Chairman

Richard G. Skarritt
Commissioner

Brent O. Bair
Managing Director

Dennis G. Kolar, P.E.
Deputy Managing Director
County Highway Engineer

Programming Division
Engineering Department

31001 Lahser Road
Beverly Hills, MI
48025

248-645-2000

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www.rcocweb.org

Re: FY 2006 Tri-Party Program

Dear Mayor Somerville:

Your participation is requested in the FY 2006 Tri-Party Program for road improvements. The fiscal year governing this program is October 1, 2005 through September 30, 2006. The Oakland County Board of Commissioners has approved a Tri-Party budget of \$2,250,000 to create a \$6,750,000 program for FY 2006. \$3,375,000 will be designated for townships and \$3,375,000 for cities and villages.

The distribution formula and method of calculation of Tri-Party allocations have remained the same. For cities and villages, it includes RCOC Road Miles and three-year average annual accidents. For townships, the most recent census population figures are combined with RCOC Road Miles and three-year average annual accidents. The figures for these three factors (population, miles and accidents) are calculated as the individual community's percentage of the total of each factor in each type of community. For example, county road accidents in a city or village are divided by the total of all county road accidents in all cities and villages. The distribution formulas have been used for years in an attempt to most equitably distribute the Tri-Party dollars.

Separate formulas are used because population in the city/village equation would skew the results toward more densely populated cities with fewer RCOC road miles. In Townships on the other hand, population has been used as a determining factor to prevent the distribution from being skewed toward townships with high road miles but small populations.



City / Village Formula:

$$\text{Community Allocation} = \text{Ad}_{CV} \frac{(\text{Ca} + \text{Rm})}{2}$$

Where: Ad_{CV} = Total Amount for distribution to cities and villages
 Ca = Community % of total accidents on county roads in cities and villages
 Rm = Community % of total county road miles in cities and villages

(Note that accidents are an annual average for a three year period)

Township Formula:

$$\text{Community Allocation} = \text{Ad}_T \frac{(\text{Ca} + \text{Pc} + \text{Rm})}{3}$$

Where: Ad_T = Total Amount for distribution to townships
 Ca = Community % of total accidents on county roads in all townships
 Pc = Community % of total population in all townships
 Rm = Community % of total county road miles in all townships

(Note that accidents are an annual average for a three-year period)

Although the method of calculation and the factors involved have remained the same, the data on which those calculations are based has changed.

Population data is changed only after a decennial census or if the Census Bureau issues revised numbers. The new data includes the most recent counts from the 2000 Census.

As in the past, RCOC road miles change only to reflect abandonments, transfers of jurisdiction, or the addition of new roads.

The most recent traffic accident data available from the Traffic Improvement Association of Oakland County is used. Currently, the average annual crash data from 2002 to 2004 is being used.

Your program allotment for this year is \$474,978 of which your share will be \$158,326. Any funds remaining from previous years or earlier projects may be added to this amount for use in 2006. You may use these funds to select a new project, continue funding a previous project, or save them to fund a future project. If you do not wish to participate in this program, please contact me as soon as possible, so your program allotment can be distributed as necessary.



The program operates as follows:

1. Projects intended for 2006 construction must be selected and submitted with a local board or council resolution by February, 2006.
2. Project locations and concepts must be approved by the County Board and the Road Commission.
3. Projects that cost more than the allocation may be selected if the community provides the additional funding.
4. Funding agreements must be executed before bids are accepted. On larger projects, a separate agreement for preliminary engineering or right of way may be executed prior to initiation of these phases.
5. Projects that improve road safety take precedence over other project types, i. e. congestion or drainage.
6. Due to the Road Commission's current road project commitments, preliminary and construction engineering may need to be provided by consultant engineers at a maximum rate of 10% and 15 %, respectively, of estimated construction costs.

A schedule of events has been established as detailed below. If you are unable to meet any of the dates below, please inform me as soon as possible.

<u>DEADLINE</u>	<u>ACTIVITY</u>
January, 2006	Potential project locations submitted to Programming Division for review.
February, 2006	Local council resolutions and project commitments submitted for projects to be constructed in 2006.
March, 2006	Project approval by Road Commission and County Board.
April – November, 2006	Design, bidding and/or construction period.

I urge you to consider your options for projects now and involve your council members early in the process. Please contact me as soon as possible for cost estimates. The closer we follow the above schedule, the more successful our 2006 Tri-Party construction season will be.



A list of suggested project locations is attached. The list indicates some project possibilities collected from local officials, citizens, police reports, accident locations, Department of Citizen Services, and Road Commission staff. The list is not in priority order and most do not yet have cost estimates. Also shown are some typical costs for comparison purposes.

In addition, a historical report of your community's Tri-Party Program participation is also attached. The report lists the projects that have been completed with their associated costs. The report also shows the allocations that have been reserved for future Tri-Party projects.

Please contact me at (248) 645-2000 extension 2266 for further discussion or assistance.

Sincerely,

Thomas G. Noechel
Programming Supervisor

TGN/cmd

2006 TRI-PARTY PROGRAM

CITY: ROCHESTER HILLS

ALLOCATION FOR 2006: \$474,978

The following list contains typical safety projects with general costs for your information. Actual project costs will vary depending on location and a preliminary concept and estimate should be requested. Below is the list of potential project sites recommended over the past year or so by citizens and officials; many of these have not been field checked.

SAFETY PROJECTS

GENERAL COSTS

Additional right turn lane at intersection	\$100,000 per approach
Approach paving - Sub Street	\$ 50,000
Approach paving - Major Road	\$ 75,000
Passing lane	\$ 60,000
Widen for 150-200' center left turn lane per approach	\$200,000
Shoulder paving per mile one side	\$ 45,000 per mile

POTENTIAL PROJECT LOCATIONS

Adams Road, south of M-59 interchange	Realignment
Crooks, South Blvd. to Hamlin	Widening (Local match)
Dequindre; South Blvd to Runyon	Improvements and realignment at Avon and 23 Mile Road
Livernois, Hamlin to Avon	Widen
South Boulevard at Livernois	Westbound right turn lane
South Boulevard at Dequindre	Eastbound right turn lane
Tienken Road	Corridor Improvements
Washington; Tienken to Dequindre	Pave (with Rochester)

ROAD COMMISSION FOR OAKLAND COUNTY
TRI-PARTY PROGRAM
1980-2005

PROJECT DESCRIPTION	C	Date of Agrmt	PROJ. NO.	1980-84	1985	1986	1987-88	1989-91	1992-93	1994-95	1996-97	1998-99	2000-01	2002-03	2004	2005	2006	PROJ TOTAL
				Tri-Party	Tri-Party	Tri-Party	Tri-Party	Tri-Party	Tri-Party	Tri-Party	Tri-Party	Tri-Party	Tri-Party	Tri-Party	Tri-Party	Tri-Party	Tri-Party	Tri-Party
ROCHESTER HILLS (11-Tim Melton, 12-Sue Ann Douglas, 13-William D. Molnar)																		
Approaches*	C		35362		90,000													90,000
Avon, Rochester to Mall-add right turn lane*	C	8/11/1986	36451			80,986												80,986
Livernois @ Tienken-extend tapers 425ft*	C	8/11/1986	36461			41,222												41,222
Crooks @ Star-Batt-extend passing lane*	C	8/11/1986	36471			11,657												11,657
Approaches (various)*	C		37681				313,611											313,611
Tienken @ Sheldon*	C		38742				9,932											9,932
Bldv @ Pine Tr*	C		39551					46,952										46,952
Dams @ Avon*	C		39561					39,154										39,154
Dams @ Powderhorn*	C		39571					65,496										65,496
Lequindre @ Hamlin*	C	1/24/1991	40661					38,685										38,685
Avon @ Rochester*	C	10/24/1991	40851				67,213	426,104	269,710	244,422								1,007,449
Tienken @ Rochester (MDOT)*	C	9/18/1991	40861					32,000			5,354							37,354
Crooks @ Star-Batt*	C		41261					352	165,000									165,352
Livernois/Tienken/Brewster/S Blvd*	C	1/17/1996	43951							167,813	63,952	35,587						267,352
Avon (Crooks-Old Perch) see #43951		1/17/1996	42871															0
Tienken Road Bridge Rplcmnt over Paint Creek!		Drafted	45293								0	235,134	541,442	702,916	312,347			1,791,839
Tienken @ Sheldon (PE/roundabout)!*	C	6/22/2000	46181							14,924	85,076							100,000
Tienken @ Sheldon (CONST)!*	C	5/10/2001	46181								271,812	270,722	0					542,534
Avon at Livernois & Rochester (lane extensions)!		6/9/2005	48481													312,347		312,347
Future project												0	0	0	0	0	474,978	0
TOTAL				0	90,000	133,866	390,756	648,743	434,710	427,159	426,194	541,443	541,442	702,916	312,347	312,347	474,978	4,961,922
																		4,961,922

C*means project is complete and/or has used all the available tri-party
!means the project is being administered by the community