

**Council Consensus:**

- Operation & Maintenance Fund
- Replacement Fund
- Bond Interest & Redemption Fund
- Improvement Fund

**Ms. Jenuwine**, while stressing that this is an estimate, noted the impact the following changes would have on the billing rates:

- \* Removing Capital & Lateral Charges.
- \* Placing annual depreciation in the Capital Improvement Fund.
- \* The recently announced 7% increase from the Detroit Water & Sewerage Department (DWSD).

The monthly bill would increase by 17.6% to be phased in over two years. Ms. Jenuwine stressed that this estimate does not include Capital Improvement projects such as the radio read system and reservoirs.

It was noted that the Financial Services Committee would examine the rates in greater detail taking into account the various Capital Improvement projects not included in Ms. Jenuwine's previously discussed estimate.

**Discussed****2005-0160****Update on Rochester/Tienken Road Intersection**

**Attachments:** Agenda Summary.pdf

**Mr. Paul Davis**, City Engineer, provided an update of the intersection improvements at Rochester Road and Tienken Road in conjunction with and paid for by the Papa Joe's and City Walk developments. Mr. Davis explained that the PUD agreement was approved contingent on the developers paying the entire cost of these improvements. He informed Council that, following the findings of the developers' traffic engineer, he would not approve the agreement unless the developers paid for a traffic engineer of his choice to repeat the process. The developers agreed and Traffic Engineer Steve Dearing returned very similar findings. Mr. Dearing's study, while correcting some errors in the model, arrived at the same level of improvements to the intersection:

- \* There is a need for dual left-turn lanes in all four directions.
- \* The north, south and west legs will be seven lanes wide, and the east leg will be six lanes wide. This is necessary to accommodate traffic and not make conditions worse.
- \* Papa Joe's insisted on a full-access entrance on Rochester Road. This condition was "a deal breaker."

**Mr. Barnett**, stressing that the project would cost the City nothing, noted that the only question to be answered is, "can you build a road too big?"

Council discussion raised the following questions, concerns and issues:

- \* What level of danger does the width of this intersection pose to pedestrians?
- \* The 70-foot height of traffic light poles is too high.
- \* There will still be a "choke section" beyond the new intersection when it narrows back to one lane.
- \* These changes are only to accommodate rush-hour traffic.

- \* *These changes will negatively impact North Hill Shopping Center, possibly resulting in legal action on their part against the City.*
- \* *There is nothing like this proposed intersection in the entire City.*
- \* *If the City delays the project longer, the applicants may "back out and haul us into court."*
- \* *These intersection changes will benefit Oakland Township.*
- \* *It is only one more lane than is found at the Avon/Rochester Road intersection.*
- \* *This plan would improve the level of service at the intersection to a "D" rating, the minimal acceptable level per traffic engineers.*
- \* *Boulevards and roundabouts are difficult for emergency vehicles to maneuver through.*
- \* *The timing of the traffic lights was taken into consideration with regards to pedestrian crossing.*
- \* *The intersection will be worse if the developments are built and there are no changes to the intersection.*

*Council members suggested the following alternative improvements:*

- \* *A boulevard.*
- \* *A dual-lane roundabout.*
- \* *Using grant money or tax increment financing to increase the level of intersection improvements.*

**Mr. Davis** explained that boulevarding or a roundabout would be prohibitively expensive for the developers. They are already nearing the ceiling of their budgeted amount for the intersection improvements. Mr. Davis noted that, because it was a condition of the PUD agreement approval that the City pay none of the costs of the intersection improvements, other financing by the City was never considered.

**Council Members Hill and Robbins** expressed their belief that Council was not kept appropriately informed during this process.

**Mr. Davis** contended that the plan had not changed substantially since Council approved the draft agreement more than a year earlier and authorized the City Administration to finalize the agreement when satisfied with the plan.

At the suggestion of **Mr. Barnett**, Council agreed to request an opinion from **City Attorney John Staran** regarding the following two issues:

- 1) *If the road improvement agreement is not signed, what are the City's responsibilities to the two developers?*
- 2) *Could North Hill Shopping Center take legal action against the City as a result of a perceived negative impact resulting from the proposed intersection changes?*

**Discussed**



**City of Rochester Hills  
AGENDA SUMMARY  
NON-FINANCIAL ITEMS**

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**Legislative File No:** 2005-0160

**TO:** Mayor and City Council Members  
**FROM:** Roger H. Rousse, Department of Public Services; 841-2497  
**DATE:** February 23, 2005  
**SUBJECT:** Progress update for the Rochester/Tienken intersection

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**REQUEST:**

Council is requested to listen to an update on the progress for the proposed road improvements at the Rochester/Tienken intersection.

**BACKGROUND:**

The Rochester Hills Planning Commission and Council have previously approved the proposed developments at the northwest and southeast corners of Rochester and Tienken for Planned Unit Developments(PUD). One of the conditions of the PUD approval was that the combined developments needed to construct roadway improvements to Tienken and Rochester Roads to offset the increased traffic generated as a result of their developments. There has been significant effort and expense by the applicants to determine an intersection improvement design that does not add to the current traffic delay, or exceed budget limits that can be borne by the developments.

The developments are nearing completion of an approvable design that will meet the original intent of handling the increased traffic generated by the sites.

**RECOMMENDATION:**

Staff recommends that a progress update be given to council at the February 23, 2005 workshop session to review the proposed roadway intersection improvements at Rochester and Tienken by the Papa Joe's Gourmet Market and City Walk developments.

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**~~RESOLUTION~~**

**~~NEXT AGENDA ITEM~~**

**RETURN TO AGENDA**

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