

one location, with the consistency of staff and physicians making the environment more conducive to patient care;

**Whereas**, adding these additional services will add another choice in the limited open-heart surgery market place giving patients in Rochester Hills and the surrounding area more flexibility and choice in the healthcare provided;

**Now Therefore Be It Resolved**, That the Rochester Hills City Council hereby supports Crittenton Hospital Medical Center's efforts in bringing to the Greater Rochester Area the Open-Heart Program providing the vital health service of open-heart surgery and angioplasty to the residents of Rochester Hill enhancing the quality of health care in close proximity to their homes in an environment with which they are familiar.

Ayes: Barnett, Duistermars, Golden, Hill, Holder

Nays: None

Absent: Dalton, Robbins

**MOTION CARRIED**

- 9g. **Request for Purchase Authorization** - DPS: Tienken Road & Kings Cove Intersection Traffic Signal and Bridge Study, contract/blanket purchase order not-to-exceed \$16,037.00; Hubbell, Roth & Clark, Inc., Pontiac, MI (A0399) (Members received a copy of City Council Agenda Summary Sheet dated July 11, 2002 from Roger H. Rousse, Director, Department of Public Service, with attachments)

Member Hill questioned where this Project was included in the current Budget. Mr. Rousse explained two (2) Professional Services Funds, MR21 and MR40e, were identified for this Project. He noted some of the Funds were available for tri-party refund, and stated reimbursement would be solicited.

Mr. Rousse explained the Capital Improvement Program (CIP) and Tienken Road Corridor Study identified several options for the Corridor, and the recommendation was to make initial improvements to relieve the traffic congestion, followed by major rehabilitation. He stated the Tienken Road Corridor Study identified a three (3)-lane section, which may no longer be adequate due to the changing traffic patterns in that area. He indicated a determination of adequate sizing was necessary to accommodate future improvements at Rochester and Tienken. He stated this was a combination of three (3) Projects – the pedestrian pathway; the light at Kings Cove, and improvements needed due to additional development in the area. He indicated all three (3) of these traffic generators were being included in this study.

Member Hill noted this was the third (3<sup>rd</sup>) add-on to the original Hubbell, Roth & Clark Tienken Road Corridor Study, and she wanted to be sure it was intended to be funded through the Tri-Party Funds. Mr. Rousse stated Tri-Party Funds would be solicited in order to maximize funds for the Project.

Member Golden noted many parties were following the pathway crossing issue because the Paint Creek Trail was so heavily used and the Tienken Road crossing had become so dangerous.

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Resolution A0399-2002-R0332

**MOTION** by Hill, seconded by Golden,

**Whereas**, the Department of Public Service used a quality based selection (QBS) process to determine which Engineering Firm was best suited to provide the Professional Services for the Tienken Road and Kings Cove Intersection-Traffic Signal and Bridge Study.

**Whereas**, the selection process included quality control for the Project, Project supervision, sensitivity, knowledge of local conditions, and a clearly defined scope of work.

**Whereas**, that Hubbell, Roth & Clark, Inc. conducted the 1999 Tienken Road Corridor Study in an efficient and timely manner and has developed a professional rapport with the Staff and Community.

**Now Therefore Be It Resolved**, That the Rochester Hills City Council awards a contract for Professional Services between Hubbell, Roth & Clark, Inc., and the City of Rochester Hills, for the Tienken Road and Kings Cove Intersection-Traffic Signal & Bridge Study in the amount not-to-exceed \$16, 037.00, and authorizes the Mayor and City Clerk to execute a contract on behalf of the City.

Ayes: Barnett, Duistermars, Golden, Hill, Holder

Nays: None

Absent: Dalton, Robbins

**MOTION CARRIED**

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## 10. **PUBLIC COMMENTS**

**Rev. Dr. Pamela Whateley, 1600 N. Livernois**, stated she had voted no on the Police Millage; however, she did support the police. She felt too much had been included in the Millage, rather than the issues being separated.

**Nancy Raffler, 713 W. Auburn**, stated the failed Millage proposal reflected the vote of informed, intelligent and educated voters. She stated she felt the City had ignored many illegally placed political signs. She discussed problems she is experiencing with water accumulating on her property. She did not agree improvements on Austin Drive should be made at the expense of the City because the improvements would benefit commercial property owners.

*(Depart Member Holder: 8:09 PM)*

**Lee Raffler, 745 W. Auburn**, thanked those Council Members who had responded to the problems he is experiencing on his property in connection with surface water runoff from the IAGD Mosque property. He stated Mr. Anzek from the Planning Department had also stopped by after a recent rain to observe the situation. He felt the drainage of surface water from the IAGD Mosque property was in violation of the City's Drainage Ordinance, because it was crossing private property and no easements had been obtained. He reviewed documents obtained from the City File regarding this matter. He felt the six (6") inch PCV outlet from the detention basin running to the basin that causes the runoff on his property should be capped.

**Linda Davis Kirksey, 1337 North Acre Drive**, commended and thanked the committee for all the long, hard hours spent working on the Police Millage. She felt it was unfortunate that in a City of more than Forty-seven Thousand (47,000), only Eight Thousand (8,000) registered voters had determined the future of law enforcement services.

**Mary Jo Dinha, 851 Dressler Lane**, stated she was the Chairperson of the Zero New Taxes Committee, and thanked those Committee Members for their hard work and dedication in defeating the Police Millage. She stated the defeat of the Millage indicated the residents were comfortable with the current level of police protection and the general impression this was a relatively safe area. She indicated the issue was strictly economics, and the Zero New Taxes organization would not support any new taxes in the future. She felt if the same Millage were brought back on the November ballot, it would lose again. She provided a copy of a newspaper article to be distributed to Council Members.

**Lee Zendel, 1575 Dutton Road**, discussed the Automatic Emergency Defibrillators (AED's) used at Chicago's O'Hare Airport, which are linked to the airport's emergency

**City of Rochester Hills**

**City Council Agenda Item #9g - Request for Purchase Authorization** - DPS: Tienken Road & Kings Cove Intersection Traffic Signal and Bridge Study, contract/blanket purchase order not-to-exceed \$16,037.00; Hubbell, Roth & Clark, Inc., Pontiac, MI (A0399)

## City Council Agenda Summary Sheet

**To:** Pat Somerville, Mayor

**From:** Roger H. Rousse, Director, Department of Public Service

**Date:** July 11, 2002

**RE:** Tienken Road & Kings Cove Intersection-Traffic Signal & Bridge Study  
City File #E02-024  
Professional Services

**Meeting Date:** August 7, 2002

---

**RESOLUTION**

**RETURN TO AGENDA**

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**Recommendation:**

The Department of Public Service recommends approval of a contract between Hubbell, Roth & Clark, Inc. and the City of Rochester Hills for Professional Services for the Tienken Road & Kings Cove Intersection-Traffic Signal & Bridge Study in the amount not-to-exceed \$16,037.00 and authorize the Mayor and Clerk to execute a contract on behalf of the City.

**Background Information:**

In May 1999, Hubbell, Roth & Clark, Inc. (HRC) was selected through the process of a Request for Proposal to conduct the Tienken Road Corridor Study. On December 1, 1999, a workshop was held to inform City Council of the Study's preliminary findings. Attached is a letter including the table and drawings dated November 30, 1999 to assist in the discussion and presentation at the December 1, 1999 City Council workshop, summarizing HRC's findings for the Tienken Road Corridor Study. The letter indicates future developments and additional traffic volumes along Tienken Road from the intersection of Livernois to just East of Sheldon Road.

An additional City Council workshop was held on March 15, 2000 to present the final results of the Tienken Road Corridor Study, which identified three lanes in the area of Kings Cove and Tienken Road intersection. At the workshop, City Council requested that two public information meeting be held to make the public aware of the study and its

findings. The meetings were scheduled on June 29, 2000 and July 10, 2000 from 4:00 to 8:00 p.m.

Traffic counts for 2001 on Tienken between Livernois and Kings Cove were recorded at 19,692 vehicles per day. Although, this figure is below the 20,700 vehicles per day estimated for 2015 by the Master Thoroughfare Plan, it exceeds the interpolated traffic on Tienken in 2002 by the HRC Tienken Road corridor report. Kings Cove Condominium Association and the Paint Creek Trailways Commission have requested installation of a traffic signal.

At this time, the City proposes a study to supplement the Tienken Road Corridor Study's final report and to review and verify the anticipated roadway requirements for future traffic volumes. The study will focus on the traffic and pedestrian demands along with proposed residential site development near the Kings Cove and Tienken Road intersection. A series of meetings will be held with representatives from the immediately impacted organizations and agencies. The results of the study in a cursory report will determine if the City will proceed with the traffic signal, roadway cross section and bridge improvement design on this section of the Tienken Road Corridor.

Hubbell, Roth & Clark, Inc is a quality based selection (QBS) and determined best suited to provide the Professional Services for the Tienken Road & Kings Cove Intersection-Traffic Signal & Bridge Study. HRC conducted the 1999 Tienken Road Corridor Study in an efficient and timely manner and has developed a professional rapport with the staff and community.

**Budget and Staff Impact:**

The cost associated with the Tienken Road & Kings Cove Intersection-Traffic Signal & Bridge Study is identified in the CIP. The funds were budgeted in the 2002 annual operating budget. Tri-party funds will be used to fund this project.

*The City Engineer will review the recommendations of the study.*

**Summary:**

It is recommended that City Council award a contract for Professional Services between Hubbell, Roth & Clark, Inc. and the City of Rochester Hills for the Tienken Road & Kings Cove Intersection-Traffic Signal & Bridge Study in the amount not-to-exceed \$16,037.00 and authorize the Mayor and Clerk to execute a contract on behalf of the City.

- 
- Prepared by: Barbara Key, Contract Specialist
  - Department Authorization: Roger Rouse, Director, Department of Public Service
  - Reviewed by:
    - Fiscal: *Jean Farris*
    - Clerks: *Susan Koliba-Galeczka*
  - Approved by: *Pat Somerville*

---

**Resolution 2000-0019**

**MOTION by Robbins, seconded by Barnett,**

**Whereas, on May 25, 1999, a professional service contract between Hubbell, Roth & Clark, Inc. and the City of Rochester Hills was executed for the Tienken Road Corridor Study.**

**Whereas, Hubbell, Roth & Clark, Inc. submitted two (2) proposals to amend the original contract for the Tienken Road Corridor Study in the amount of \$108,451.00 by \$14,100.00, for a total amount not to exceed \$122,551.00.**

**Whereas, the amendments would include changes to the scope of work as follows:**

- **Preparation of a video tape of the corridor to document existing conditions for future reference.**
- **Two (2) presentations at public meetings of the final report, preparation for the meetings, and related exhibits.**
- **Two (2) presentation renderings of the existing corridor and the corridor after the recommended improvements.**
- **Preparation of preliminary concept plans for the development of over 8,000 feet of boulevard roadway on Tienken and Rochester Roads.**

***Resolved,* that the City Council accepts the amended proposals from Hubbell, Roth & Clark, Inc. for the Tienken Road Corridor Study which increases the original contract amount of \$108,451.00 by \$14,100.00, for a total amount not to exceed \$122,551.00 through December 31, 2001.**

**Ayes: Hill, Barnett, Dalton, Duistermars, Golden, Holder, Robbins**

**Nays: None**

**Absent: None**

**MOTION CARRIED**

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**Adopted at a Regular Rochester Hills City Council Meeting held on January 19, 2000**

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Resolution 2000-0213

**MOTION by Barnett, seconded by Holder,**

**Whereas, on May 24, 1999 a professional service contract between Hubbell, Roth & Clark, Inc. and the City of Rochester Hills was executed for the Tienken Road Corridor Study in the amount of \$108,451.00; and**

**Whereas, a first amendment to the contract was approved by City Council which increased the contract amount by \$14,100.00, for a total amount not to exceed \$122,551.00; and**

**Whereas, on March 15, 2000 a City Council Workshop was conducted to present the results of the Tienken Road Corridor Study, and at that time City Council requested additional work which precipitated the second amendment to the contract; and**

**Whereas, the second amendment to the contract includes two additional public meetings to present strip plan drawings in color of Tienken Road, Sheldon Road, and Rochester Road, and is an increase of \$12,000.00, for a total amount not to exceed \$134,551.00; and**

**Whereas, the Department of Public Service recommends approval of the second amendment to the professional service contract between Hubbell, Roth & Clark, Inc. and the City of Rochester Hills for the Tienken Road Corridor Study; and**

***Resolved,* that the Rochester Hills City Council accepts the second amendment to the professional service contract between Hubbell, Roth & Clark, Inc. and the City of Rochester Hills for the Tienken Road Corridor Study which increases the contract amount of \$122,551.00 by \$12,000.00, for a total amount not to exceed \$134,551.00.**

**Ayes: Hill, Barnett, Dalton, Duistermars, Holder  
Nays: Robbins  
Absent: Golden**

**MOTION CARRIED**

**Adopted at a Regular Rochester Hills City Council Meeting held on June 7, 2000**

**PRINCIPALS**

Gerald F. Knapp  
Thomas E. Brehl  
Walter H. Alix  
George E. Hubbell  
Peter T. Roth  
Michael D. Waring  
Keith D. McCormack  
Curt A. Christeson

**CHIEF FINANCIAL OFFICER**  
J. Bruce McFarland

**SENIOR ASSOCIATES**

Frederick C. Navarre  
Gary J. Tressel  
Lawrence R. Ancypa  
Kenneth A. Melchior  
Dennis M. Monsere  
Randal L. Ford  
David P. Wilcox



**HUBBELL, ROTH & CLARK, INC.**  
**CONSULTING ENGINEERS**

**ASSOCIATES**

Timothy H. Sullivan  
Thomas G. Maxwell  
Nancy M.D. Faught  
Jonathan E. Booth  
Michael C. MacDonald  
Marvin A. Olane  
James C. Hanson  
Richard F. Beaubien  
Margaret Synek Kuhn  
William R. Davis  
James J. Aelko  
Daniel W. Mitchell  
Joel E. Bowdan  
Jesse B. VanDeCreek  
Robert F. DeFraim  
Marshall J. Graziosi

July 9, 2002

City of Rochester Hills  
1000 Rochester Hills Drive  
Rochester Hills, MI 48309

Attention: Mr. Paul Davis, P.E.

Re: Proposal to Provide Engineering Services  
Tienken Road & Kings Cove Improvements

HRC Job No. 20020367.00

Dear Mr. Davis:

Thank you for considering HRC to provide engineering services on the subject project. The scope of work is based on our May 23, 2002 meeting and HRC's 1999 Tienken Road Corridor Study. The following summarizes our understanding of the project:

- The 1999 Study identified three lanes in the area of the Kings Cove and Tienken Road intersection. However, recent traffic counts appear to warrant a wider road.
- Representatives from the Kings Cove Condominium Association and the Paint Creek Trailways Commission have requested installation of traffic signaling in this area.

In summary, the following details our proposed engineering services:

- HRC proposes to conduct a traffic study in the area of the Kings Cove and Tienken Road intersection. The study will supplement HRC's 1999 Study and verify the anticipated roadway requirements for future traffic volumes.
- HRC proposes to conduct a series of meetings with representatives from the immediately impacted organizations and agencies. These include the Road Commission of Oakland County (RCOC), the Paint Creek Trailways Commission, and the Kings Cove Condominium Association.
- HRC will document the results of the study in a cursory report. The report will provide recommendations for traffic signaling, roadway cross section, bridge improvements and the estimated project cost.

Listed on Table 1 are the estimated hours and associated costs to complete the study. As shown, the total engineering cost that will not be exceeded without prior authorization is \$16,037. This cost is to be invoiced on a time basis with a multiplier of 2.9 times direct payroll. It is estimated that the project will be complete within 8 weeks following your authorization to proceed.

Mr. Davis  
7/9/02  
HRC Job No. 20020135  
Page 2

Should the City concur with this proposal, please provide authorization to proceed by having the mayor sign below. Once the study is complete and a defined scope of the roadway needs are established, HRC could supply an amendment to this proposal to provide additional design services to the City. If you have any questions or require any additional information, please contact the undersigned.

Thank you again for considering HRC and we look forward to our continued service to the City of Rochester Hills.

Very truly yours,

HUBBELL, ROTH & CLARK, INC.

Walter H. Alix, P.E., P.S.  
Vice President

Accepted:

CITY OF ROCHESTER HILLS

Signature: \_\_\_\_\_  
Pat Somerville, Mayor

Signature: \_\_\_\_\_  
Beverly Jasinski, Clerk

DWM/dm

Enclosure

pc: Rochester Hills; C. Couzno, M. Matich  
HRC; D. Mitchell, R. Beaubien, S. Bhatia, File



**CITY OF ROCHESTER HILLS  
TIENKEN ROAD & KINGS COVE IMPROVEMENTS**

**TABLE 1  
ESTIMATED HOURS AND FEES**

June 19, 2002

HRC Job No. 20020135

Task Description	Associate/ Project Manager	Rate Classification & Estimated Hours				Total Hours	Estimated Fees (x 2.9)
		Sr. Engineer	Engineer	Technician	Clerical		
<b>TRAFFIC STUDY</b>							
1 Data Gathering			40			40	\$ 3,248
2 Traffic Analysis	4	10	24			38	\$ 3,393
3 Report	4		24	8	4	40	\$ 3,016
4 P&S Reproduction					4	4	\$ 174
<b>SUBTOTALS</b>	<b>8</b>	<b>10</b>	<b>88</b>	<b>8</b>	<b>8</b>	<b>122</b>	<b>\$ 9,831</b>
<b>MEETINGS</b>							
1 RCOG	8		8		1	17	\$ 1,552
2 Kings Cove Condominium	8		8		1	17	\$ 1,552
3 Paint Creek Trailways Commission	8		8		1	17	\$ 1,552
4 Rochester Hills	8		8		1	17	\$ 1,552
<b>SUBTOTALS</b>	<b>32</b>	<b>-</b>	<b>32</b>	<b>-</b>	<b>4</b>	<b>68</b>	<b>\$ 6,206</b>
<b>PROJECT TOTALS</b>	<b>40</b>	<b>10</b>	<b>120</b>	<b>8</b>	<b>12</b>	<b>190</b>	<b>\$ 16,037</b>

**ESTIMATED FEE SUMMARY**

PERSONNEL	HOURS	RATE	TOTAL
Associate/ Project Manager	40	\$ 37.00	\$ 1,480.00
Sr. Engineer	10	\$ 35.00	\$ 350.00
Engineer	120	\$ 28.00	\$ 3,360.00
Technician	8	\$ 20.00	\$ 160.00
Clerical	12	\$ 15.00	\$ 180.00
TOTAL DIRECT PAYROLL			\$ 5,530.00
TOTAL INDIRECT PAYROLL (1.9)			\$ 10,507.00
<b>TOTAL ESTIMATED COST</b>			<b>\$ 16,037.00</b>

**PRINCIPALS**

James W. Hubbell  
Thomas E. Biehl  
Walter H. Alik  
Gerald F. Knapp  
George E. Hubbell  
Peter T. Roth  
Michael D. Waring  
Keith D. McCormick

Chief Financial Officer  
J. Bruce McFarland



**HUBBELL, ROTH & CLARK, INC.**  
CONSULTING ENGINEERS

**ASSOCIATES**

Frederick C. Navarre  
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Curt A. Christason  
Randal L. Ford  
Timothy H. Sullivan  
Thomas G. Maxwell  
Nancy M.D. Faught  
Jonathan E. Booth  
Michael C. MacDonald

November 30, 1999

City of Rochester Hills  
1000 Rochester Hills Drive  
Rochester Hills, Michigan 48309

NOV 30 1999

Attention: Mr. Stephen Dearing, Traffic Engineer

Re: Tienken Road Corridor Study-Executive Summary

HRC Job No. 19990197.02

Dear Mr. Dearing:

At your request, we have prepared a summary of our findings for the Tienken Road Corridor Study to assist you in discussing this matter with the Rochester Hills City Council on December 1, 1999.

Traffic Safety Issues

SEMCOG publishes a traffic safety manual which provides tables of average and critical crash rates as well as averaging critical crash frequency taken from regional samples of intersections. HRC compared the data from the Tienken Road Corridor to the data in Table 3-4 in this manual. The intersection of Tienken and Rochester has an average crash frequency of 34 and a crash rate of 2.0779. Both of these statistics exceed the critical levels for signalized intersections with an average daily traffic volume of between 40,000 and 50,000. The crash experience would classify this intersection as a high crash location and measures should be taken to improve the safety of the intersection.

HRC also examined the crash statistics for the one mile segment of Tienken between Livernois and Rochester. The average crash frequency was 29.33 and crash rate was 4.0702. Both these statistics exceed the critical levels for a segment with an ADT between 10,001 and 20,000. This segment can be classified as a high-crash segment and measures should be taken to improve the safety of this segment.

Trip Generation for Proposed Developments

The Tienken Road Corridor will be experiencing additional traffic volumes in the future, primarily from two new trip generators in the area. The first of these is the new high school, scheduled to open in the fall of the year 2000 at the intersection of Tienken and Sheldon. We estimate that the new high school will add 3,270 daily trips to the adjacent transportation system. The other major trip generator in the area is new dwelling units in both Rochester Hills and the City of Rochester. Approximately 800 new dwelling units are expected along the Corridor during the next few years, and these dwelling units can be expected to add 8,000 daily trips to the corridor.

### Recommended Improvements for Tienken/Rochester

This intersection will require extensive improvements to handle projected future traffic volumes. Under existing conditions, the intersection of Tienken and Rochester operates at a Level of Service (LOS) F for the AM Peak Hour and LOS D for the PM Peak Hour. Left turn demand, particularly eastbound and northbound in the PM peak, will require significant additional capacity. To achieve a LOS D or better during the future peak periods, conventional intersection design would require two left turn lanes and two right turn lanes for all approaches. A LOS C+ can also be achieved with a boulevard design on all four approaches. A boulevard design with a signalized left turn cross over on all approaches is the alternative recommended by the HRC team.

Attached figures show the conceptual geometric design of a conventional approach, a boulevard approach on both Rochester and Tienken, and a boulevard approach on Rochester Road only. Also attached is a table showing the LOS calculation results for the several alternatives evaluated for the Rochester Road/Tienken improvement.

As an interim improvement, HRC recommends that the City of Rochester Hills pursue a boulevard approach on Rochester Road north and south of Tienken to handle the existing and future traffic in the corridor. All left turns at the intersection would be made through the crossovers on Rochester Road north and south of Tienken.

### Paint Creek Trail Crossing Alternatives

Even though the trail crossing over Tienken Road did not warrant a pedestrian traffic signal, the HRC team investigated a number of alternatives for improving the safety of the pedestrian crossing on Tienken Road. The alternatives included installing a warning light emitting diode flashing cross-walk system, requiring pedestrians to cross at the signalized intersection only (Livernois/Tienken), installing a pedestrian refuge island in the center turn lane (assuming Tienken is built as a three-lane road), and separating the traffic conflicting movements with a pedestrian bridge over Tienken Road. HRC did not find that the flashing cross walk system provided sufficient protection for pedestrians. HRC also found that the construction of a pedestrian bridge was out of scale with the magnitude of pedestrian crossings at Tienken Road. HRC recommends that a pedestrian refuge island be installed in the center lane of Tienken Road, assuming that it is built as a three-lane road in the future. This will provide a refuge island for pedestrians crossing Tienken Road.

### Pedestrian Safety Path Options in the Historic District

HRC has recognized the need for pedestrian facilities along the Tienken Road Corridor in the Historic District area. One of the options for providing this pedestrian path network is to use a 5 foot wide safety path design to minimize the amount of grading needed to accommodate a path. This approach would provide a minimum green belt as well as a 5 foot path.

As an alternative to locating sidewalks along Tienken Road and disturbing the appearance of historic homes, the City could improve the alley parallel to Tienken Road between Van Hoosen and Washington for a non-motorized safety path.

Stephen Dearing  
November 30, 1999  
HRC Job No. 19990197.02  
Page 3

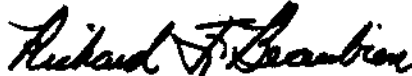
Recommended Improvements for Tienken Road

The traffic safety analysis for Tienken Road showed a pattern of rear-end collisions. One of the most effective countermeasures to correct this pattern of crashes is the addition of a turning lane to allow a separate storage area for left turn vehicles. HRC recommends that a center left turn lane be added to the two lane section of Tienken wherever feasible. If the City and County Road Commissioner plan to construct a boulevard section along a portion of Tienken Road at a future date, Tienken should be widened to three lanes along other portions of the corridor (see attached figure showing the road improvement program). In the interim before a wider section is constructed east and west of Rochester, a center left turn lane should be added to Tienken in this area. This will enhance capacity and reduce the potential for rear-end crashes. If Tienken is reconstructed as a three lane pavement, the vertical alignment should be revised to improve sight distance. This will make the crest of the hill less severe.

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

Very truly yours,

HUBBELL, ROTH & CLARK, INC.



Richard F. Beaubien, P.E., P.T.O.E.  
Transportation Director

RFB/jjb

Attachment

pc: City of Rochester Hills; Jim Dietrich  
RCOC; Dave Allyn, Walt Schell  
HRC; W. Alix, B. Lamparski, P. Nannapaneni, M. Radulski, File

STROKE TIME • 30-NOV-1999 14:48

PLOT NAME • N/A

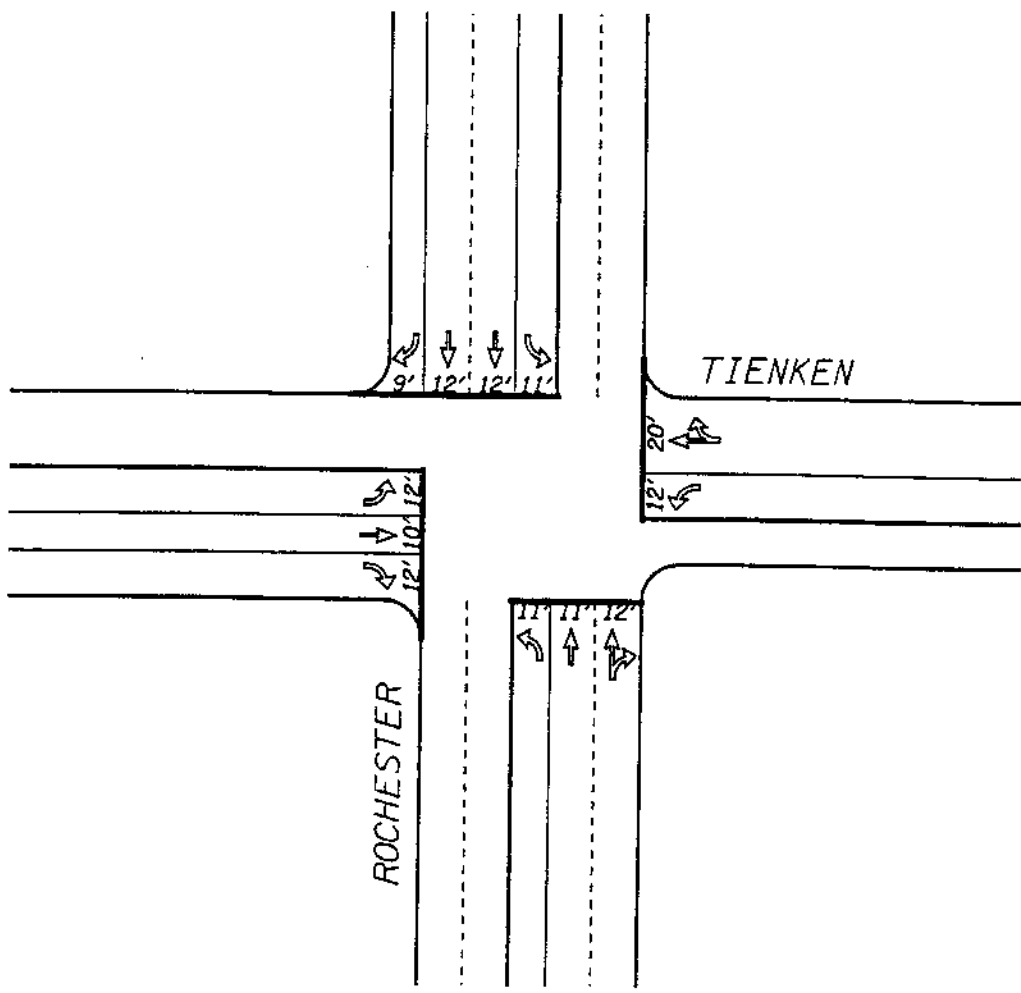
DESIGN FILE • f:\1999\199901\19990197\cadd\traffic\vt1.dgn

USER NAME • mrodulski



SCALE: 1" = 50'

# INTERSECTION OF TIENKEN & ROCHESTER (EXISTING)



JOB NO. 19990197	HUBBELL, ROTH & CLARK, INC. CONSULTING ENGINEERS 555 HULET DRIVE BLOOMFIELD HILLS, MICH.	FIGURE NO.
DATE October/1999		11
	P.O. BOX 824 48303-0824	

STROKE TIME • 30-NOV-1999 14:48

PLOT NAME • N/A

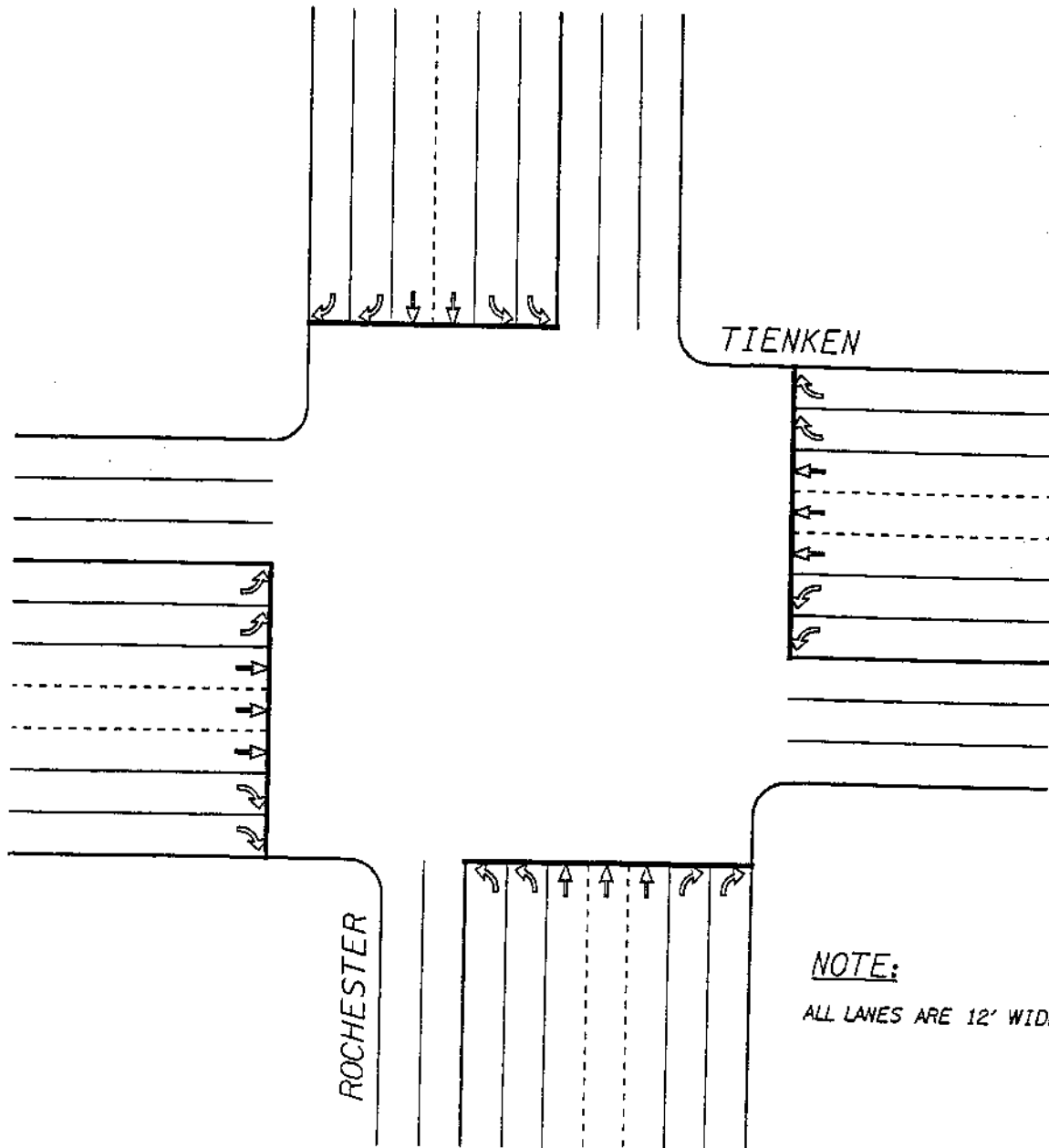
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USER NAME • nrodulski

# INTERSECTION OF TIENKEN & ROCHESTER (FUTURE OPTION)



SCALE: 1" = 30'



JOB NO. 19990197	HUBBELL, ROTH & CLARK, INC.	FIGURE NO. 3
DATE August/1999	CONSULTING ENGINEERS 555 HULET DRIVE BLOOMFIELD HILLS, MICH.	OF 4
	P.O. BOX 824 48303-0824	

STROKE TIME • 30-NOV-1999 14:49

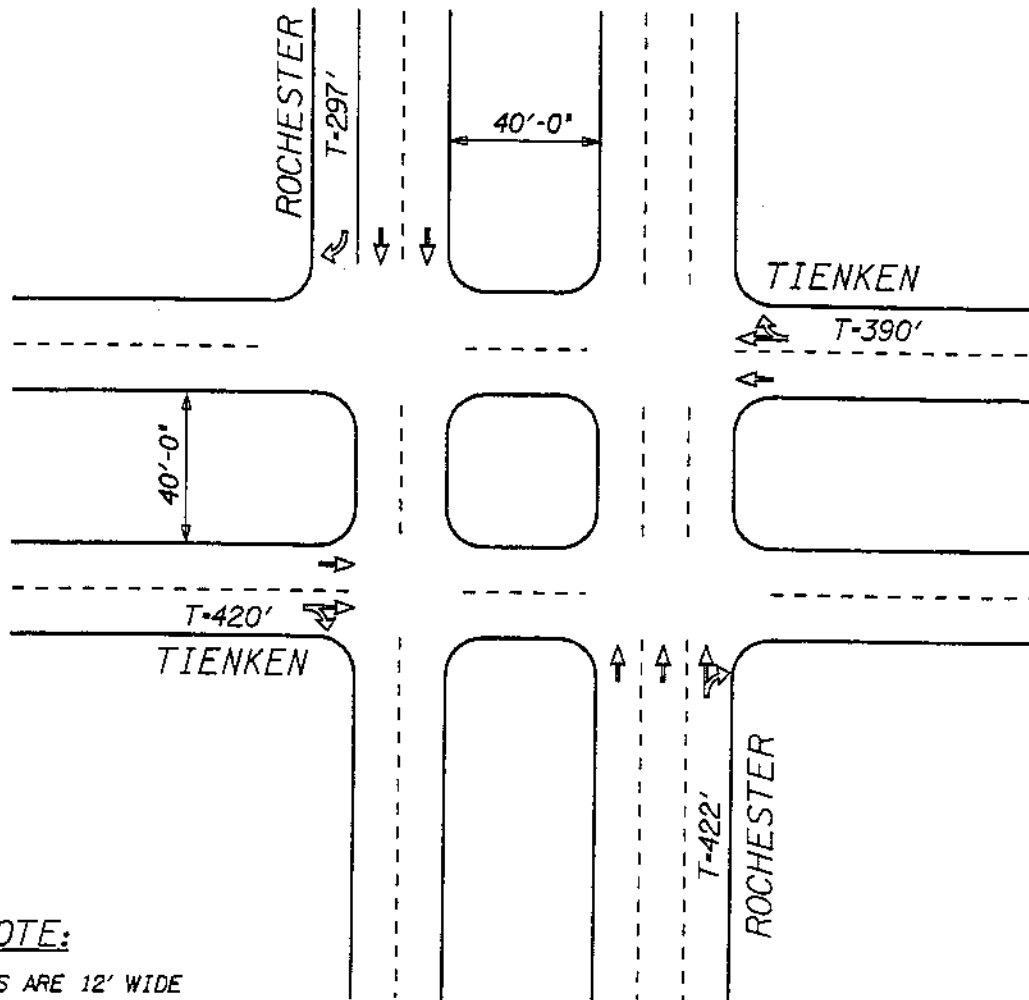
PLOT NAME • N/A

DESIGN FILE • f:\1999\199901\19990197\cadd\traffic\nt4p.dgn

USER NAME • mrcoulski



# INTERSECTION OF ROCHESTER & TIENKEN (PROPOSED BOULEVARD) VERSION 3B



**NOTE:**

ALL LANES ARE 12' WIDE

T • TURNING LANE LENGTH

JOB NO. 19990197	HUBBELL, ROTH & CLARK, INC. CONSULTING ENGINEERS 555 HULET DRIVE BLOOMFIELD HILLS, MICH.	FIGURE NO.
DATE October/1999		12
	P.O. BOX 824 48303-0824	

**Table 3-2  
ALTERNATIVES FOR  
TIENKEN/ROCHESTER BOULEVARD (80 SEC. CYCLES)**

MOVEMENT DESCRIPTION	VERSION	LANE DESCRIPTIONS																AM PEAK		PM PEAK		NOTES		
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL # OF LANES	LOS	ACCEPTABLE LOS	LOS		ACCEPTABLE LOS	
		LT	TH	RT	TH-RT	LT	TH	RT	TH-RT	LT	TH	RT	TH-RT	LT	TH	RT	TH-RT							
Left turns must go thru	1		3	1			2	2			1		1		1		1		12	B	Yes	C+	Yes	Boulevard - all 4 approaches
Left turns must go right	2		3	1			2	2			1		1		1		1		12	C+	Yes	C+	Yes	Boulevard - all 4 approaches
Left turns must go right	2a		3		1		2	1			1		1		1		1		10	C+	Yes	D+	No	Boulevard - all 4 approaches
Left turns must go right	2b		2	1			2	1			1		1		1		1		10	C+	Yes	D	No	Boulevard - all 4 approaches
Left turns must go right	2c		3	1			1		1		1		1		1		1		10	D+	No	C+	Yes	Boulevard - all 4 approaches
Left turns must go right	2d		3	1			2	1			1		1		1		1		11	C+	Yes	C+	Yes	Boulevard - all 4 approaches
50% thru/50% right for left turns	3		3	1			2	2			1		1		1		1		12	B	Yes	C+	Yes	Boulevard - all 4 approaches
50% thru/50% right for left turns	3a		3	1			2	1			1		1		1		1		11	C+	Yes	C+	Yes	Boulevard - all 4 approaches
50% thru/50% right for left turns	3b <sup>2</sup>		2		1		2	1			1		1		1		1		10	C+	Yes	C+	Yes	Boulevard - all 4 approaches
50% thru/50% right for left turns	3c		2		1		1		1		1		1		1		1		9	D+	No	C	Yes	Boulevard - all 4 approaches
50% thru/50% right for left turns	3d		1		1		1		1		1		1		1		1		8	D+	No	E+	No	Boulevard - all 4 approaches
50% thru/50% right for left turns	3e		2	1			2	1			1		1		1		1		8	C+	Yes	D+	No	Boulevard - all 4 approaches
Rochester - no left onto Tienken	4		3	1			2	2			1		1		1		1		12	C+	Yes	C+	Yes	Tienken - Boulevard only
Rochester - no left onto Tienken	4a		3	1			2	1			1		1		1		1		11	C+	Yes	C+	Yes	Tienken - Boulevard only
Rochester - no left onto Tienken	4b		2	1			2	1			1		1		1		1		10	C+	Yes	D	No	Tienken - Boulevard only
Rochester - no left onto Tienken	4c		2		1		2	1			1		1		1		1		9	C+	Yes	D+	No	Tienken - Boulevard only
Tienken - no left onto Rochester	5		3	1			2	2			1		1		1		1		12	B	Yes	C+	Yes	Rochester - Boulevard only
Tienken - no left onto Rochester	5a <sup>1</sup>		2	1			2	1			1		1		1		1		10	C+	Yes	D	No	Rochester - Boulevard only
Tienken - no left onto Rochester	5b		2		1		2	1			1		1		1		1		10	C+	Yes	C	No	Rochester - Boulevard only
Tienken - no left onto Rochester	5c		3	1			2	1			1		1		1		1		11	B	Yes	C+	Yes	Rochester - Boulevard only

Source: Signal 97

1 Recommended Interim Solution  
2 Recommended Long Term Solution



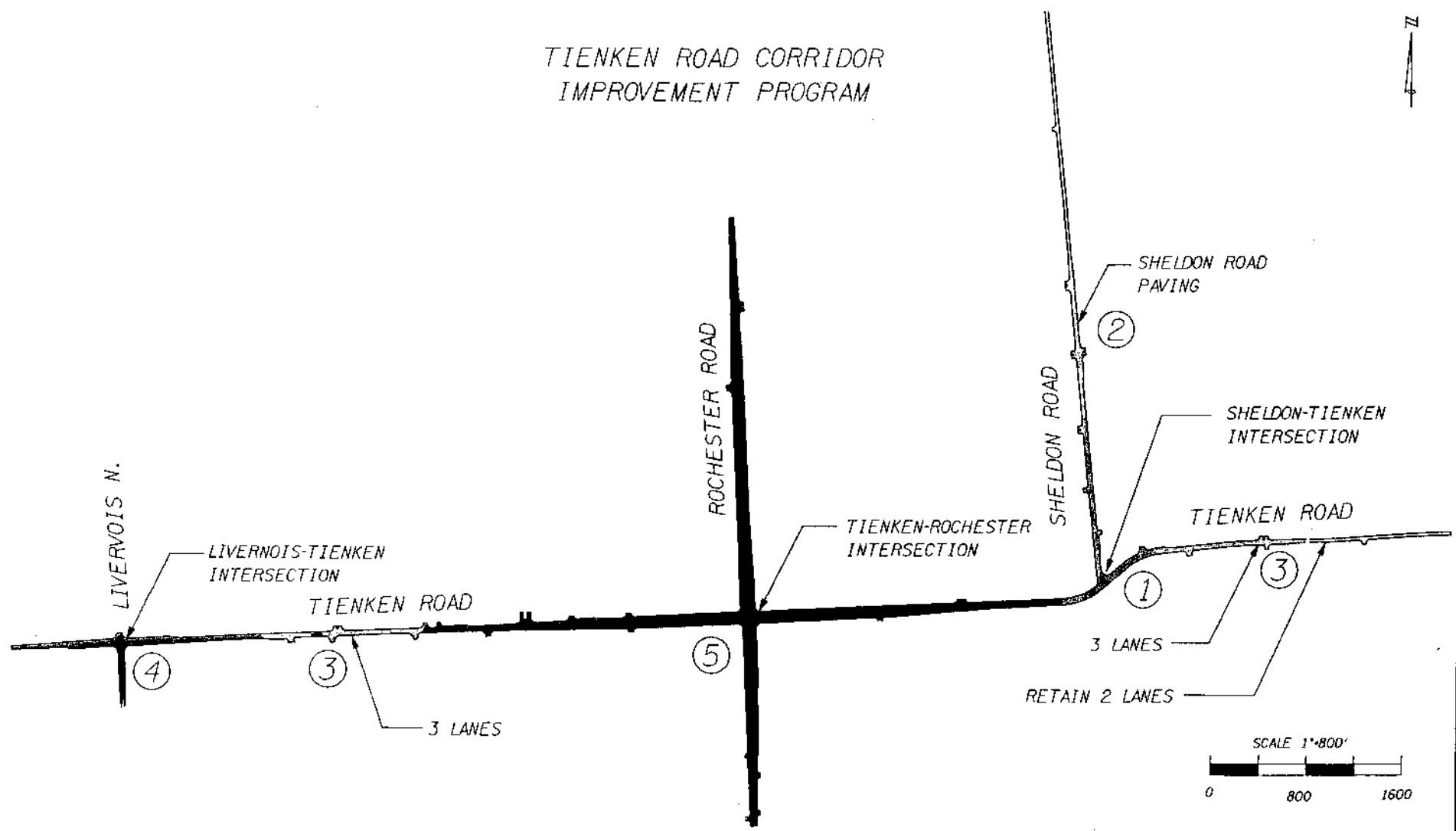
STROKE TIME - 23-NOV-1999 11:17

PLOT NAME -

DESIGN FILE - F:\1999\199901\19990197\006\p\rf\hubb\hubb\img\p1

USER NAME - gczano

# TIENKEN ROAD CORRIDOR IMPROVEMENT PROGRAM



ORCHARD, HILTZ & McCLIMENT, INC. <small>2430 Sowercraft Road Livernois, MI 48150 7341 492-4714 1994 825-6021 FAX</small>	JOB NO. <b>19990197</b>	<b>HUBBELL, ROTH &amp; CLARK, INC.</b> CONSULTING ENGINEERS 555 HULET DRIVE BLOOMFIELD HILLS, MICH.	SHEET NO. <b>14</b> OF
	DATE <b>OCTOBER 1999</b>		P.O. BOX 824 48303-0824

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Vendor # 1649 HUBBELL ROTH & CLARK INC  
Address PO BOX 824 City BLOOMFIELD HILLS State MI  
Last P.O.

X P.O. #	P.O. Date	Recd Date	Amount	Amount Paid	Type of P.O.
30079 C	5/23/2000	5/30/2000	5,024.13	.00	REL. ON 026217
26217 C	2/08/2000		7,500.00	.00	BLANKET P.O.
23428 C	11/17/1999	11/23/1999	17,872.40	.00	REL. ON 017169
22246 C	10/13/1999	10/20/1999	20,003.99	.00	REL. ON 017169
21325 C	9/16/1999	9/21/1999	24,970.88	.00	REL. ON 017169
20920 C	9/03/1999	9/07/1999	1,900.00	.00	REL. ON 019393
20921 C	9/03/1999	9/07/1999	1,500.00	.00	REL. ON 019393
20922 C	9/03/1999	9/07/1999	9,200.00	.00	REL. ON 019393
20053 C	8/10/1999	8/18/1999	20,659.29	.00	REL. ON 017169
19393 C	7/26/1999		12,600.00	.00	BLANKET P.O.
19214 C	7/20/1999	7/22/1999	13,723.38	.00	REL. ON 017169
18059 C	6/18/1999	6/25/1999	11,221.06	.00	REL. ON 017169

F12 - Return

Bottom

Pd to Date  
Trenkew  
Corridor Study

108451  
26100  

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\$1134551

Vendor # 1649 HUBBELL ROTH & CLARK INC  
Address PO BOX 824 City BLOOMFIELD HILLS State MI

X P.O. #	P.O. Date	Recd Date	Last P.O.	Amount	Amount Paid	Type of P.O.
38746 C	1/22/2001	1/24/2001		6,024.26	6,024.26	REL. ON 035558
38360 C	1/16/2001			8,584.00	8,584.00	BLANKET P.O.
37769 C	12/22/2000	1/11/2001		1,172.44	1,172.44	REL. ON 035558
37780 C	12/22/2000	1/11/2001		2,684.94	2,684.94	REL. ON 030389
36763 C	11/28/2000	11/29/2000		2,427.91	.00	REL. ON 030389
35558 O	10/21/2000			62,652.00	22,886.14	BLANKET P.O.
35449 C	10/18/2000	10/24/2000		4,790.66	.00	REL. ON 030389
35311 C	10/17/2000			6,000.00	6,000.00	BLANKET P.O.
34301 C	9/18/2000	10/03/2000		6,430.05	.00	REL. ON 030389
33123 C	8/16/2000	8/23/2000		14,909.34	.00	REL. ON 030389
32048 C	7/18/2000	8/07/2000		5,501.24	.00	REL. ON 030389
31570 C	7/05/2000	7/07/2000		12,426.59	.00	REL. ON 017169
17169 C	6/09/2000			134,551.00	.00	BLANKET P.O.
30389 O	6/02/2000			174,626.00	13,058.91	BLANKET P.O.
30075 C	5/23/2000	5/30/2000		13,673.41	.00	REL. ON 017169

More...

F12 - Return

26,100

Resolution A0399–2002-R0000

**MOTION** by \_\_\_\_\_, seconded by \_\_\_\_\_,

**Whereas**, the Department of Public Service used a quality based selection (QBS) process to determine which Engineering Firm was best suited to provide the Professional Services for the Tienken Road & Kings Cove Intersection-Traffic Signal & Bridge Study.

**Whereas**, the selection process included quality control for the project, project supervision, sensitivity, knowledge of local conditions and a clearly defined scope of work.

**Whereas**, that Hubbell, Roth & Clark, Inc. conducted the 1999 Tienken Road Corridor Study in an efficient and timely manner and has developed a professional rapport with the staff and community.

***Now Therefore Be It Resolved***, that City Council award a contract for Professional Services between Hubbell, Roth & Clark, Inc. and the City of Rochester Hills for the Tienken Road & Kings Cove Intersection-Traffic Signal & Bridge Study in the amount not-to-exceed \$16,037.00 and authorize the Mayor and Clerk to execute a contract on behalf of the City.

Ayes:  
Nays:  
Absent:

**MOTION CARRIED**

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***RETURN TO AGENDA SUMMARY SHEET***

***RETURN TO AGENDA***

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