

Member Golden noted if the owner of a designated property wanted to perform work and there were setback issues, the HDC would have the authority to make recommendations to the ZBA to allow some flexibility. Mr. Dziurman noted many of the historic properties, due to the time they were built, are in violation of the current setback requirements.

President Dalton noted Planning Commissioners Audrey Ruggiero and Nick Kaltsounis were in attendance during this discussion.

President Dalton stated if the information requested during this Work Session could be provided, this item would be scheduled for the January 29, 2003 Regular City Council Meeting.

5c. Public Services

1. **Watermain Easement** - Polker Industries from Steve Stolaruk and Vivian Stolaruk, Parcel No. 15-28-177-030 (A0460) (Members received a copy of a Work Session Discussion Information dated January 8, 2003 from Josy Foisy, Clerk III, Department of Public Service, with attachments)

Upon hearing no questions or discussion, President Dalton indicated this item would be set over to the next Regular City Council Meeting for action.

2. **2003 Tri-Party Program Participation** for Tienken Road Improvements, Livernois to Rochester Road, Bridge Replacement, and Traffic Signal projects; City's contribution shall equal \$93,414.00 toward the total proposed program allotment of \$280,242.00 (A0474) (Members received a copy of a Work Session Discussion Information Sheet dated January 7, 2003 from Kim C. Murphey, Administrative Coordinator, Department of Public Service, with attachments)

Mr. Rousse explained the proposal contained two (2) items, the approval to apply for the Tri-Party Funds, and secondly, to apply them to the Tienken Road Bridge and Traffic Signal Project.

Member Hill stated the Tienken Road Corridor Study had indicated Tienken Road would be a three (3) lane road, with a potential traffic signal at Kings Cove. She indicated the information contained in the packet reflected a five (5) lane bridge, which she felt would force Tienken Road to be a five (5) lane road. She felt Council should have a Work Session to discuss the road configuration for Tienken Road, and noted there had not been any public discussion regarding this matter.

Mr. Rousse explained the proposal was to approve joining in the Tri-Party Program and to designate the project. He stated the issues brought up by Member Hill could be addressed at a future Work Session.

Member Hill stated the City had received Tri-Party Funds each year, and each year the Funds were designated to Tienken Road Improvements. She indicated the improvements were never specified in prior years; however, the information contained in the packet specified the Funds would be used for the traffic signal, the bridge, and road improvements from Livernois to

Rochester on Tienken Road. She felt the resolution should be amended to designate the Funds for the Tienken Road Corridor.

Mr. Rousse explained the Hubbell, Roth & Clark (HRC) report contained the level of service, including the existing two (2) lanes considering additional development proposed for the area, future volume for two (2) lanes, future volume for three (3) lanes, and future volume for five (5) lanes. He stated according to the report, Tienken Road would be at a failure level in ten (10) years if anything less than five (5) lanes was decided. He felt it would be unwise to spend funds on something would be at a failure rate in less than ten (10) years.

Member Hill stated she had no problem committing the funds to the Tienken Road Corridor, and then holding a discussion about how the project would go forward. She stated she did not support designating the funds to a particular project.

Mr. Rousse explained the resolution provided the approval to join in the Tri-Party Program, and to designate Tienken Road as the project for 2003. He stated the details would be worked out during construction design and construction engineering.

Member Hill questioned whether the resolution was specific to the project indicated in the packet information. Mr. Rousse explained the project was approved through the CIP, and was budgeted for 2003. He noted the scope of the project had not been decided at this point. He stated the first step of the project was the bridge improvement.

Member Hill stated the prior HRC report had the segment from Rochester Road moving westbound prior to the bridge as the next segment for improvement. She indicated she did not have any problem with participating in the Tri-Party Program; however, she would prefer Council hold a Work Session to decide what the project would be.

Mr. Rousse explained although a final decision had not been made, from a safety standpoint, the biggest issue was the intersection of Kings Cove and Tienken and the adjoining intersection across the street. He stated that portion currently meets warrants for a traffic signal; however, a traffic signal could not be installed without providing stacking for the left turn lane, which the current bridge did not allow. He indicated installing a traffic signal without improvements to the bridge would only aggravate the situation. He stated the project would address a safety issue, which was the light at the Kings Cove intersection, requiring bridge improvements. He explained the bridge should be improved to five (5) lanes in order to provide the stacking for left turns. He noted that did not mean the remainder of Tienken Road would be five (5) lanes.

Member Hill stated Council had accepted the Tienken Road Corridor Study, and since this report contained new information, she suggested a Work Session be scheduled with representatives of HRC to discuss the matter.

Mr. Rousse explained no determination had been made regarding the cross section of the road; however, in order to address the safety issues, stacking lanes were required for the traffic signal. He indicated improving the bridge to five (5) lanes did not mean the road had to be enlarged to five (5) lanes.

Member Hill suggested pictures of the area be included at a Work Session, noting the associated issues of the Paint Creek Trail and Rochester Road. She indicated she did not have a problem with accepting the Tri-Party Funds and adding them to the pool for work on Tienken Road. She questioned whether the County required the funds be designated for a certain project. Mr. Rousse explained the designation was for the Tienken Road Project, not for a specific portion of the project.

President Dalton questioned whether there was a time limit associated with this request. Mr. Rousse stated a response had been requested as soon as possible in January. He clarified the resolution indicated the funds were for a road improvement project on Tienken Road, Livernois to Rochester Road. He added under Potential Project Locations, the description indicated the Tienken (Livernois to Rochester) Corridor Improvements widening, and did not specify any particular segment of the project.

City Clerk Jasinski offered to review the prior resolutions for the Tri-Party Program participation and provide that information to Council prior to the next Council Meeting.

Member Hill agreed that would help allow Council to make a decision at the next Regular Meeting to avoid losing the Funds; however, she did not believe the Funds should be tied to a specific project. Member Golden indicated she believed the opposite was true last year, and that Council specifically included the Tienken Road Corridor in the resolution. She stated Council should move forward on this request to avoid the loss of the Funds.

Lee Zendel, 1575 Dutton Road, noted the traffic congestion that would be caused on Tienken Road during the improvements to the bridge. He felt the majority of the traffic came from I-75 and headed east, avoiding the congestion in town. He noted the bridge improvements would reduce Tienken Road to one (1) lane, causing much of the traffic to take Dutton Road to Orion Road and make a left onto Tienken from Rochester Road. He suggested improvements be made to the left turn at Tienken and Rochester Road, prior to any bridge improvements being made. He felt the proposed improvements would cause problems for Fire Station #5.

6. NEW BUSINESS

6a. Discussion - City Council 2003 Goals and Objectives (A0477) (Members received a copy of a Work Session Discussion Information Sheet dated January 17, 2003 from Susan Koliba-Galeczka, City Council Liaison, with attachments)

1. 2003 Goals
2. Long Term Goals

President Dalton noted the lateness of the house, and the fact Council was scheduled for a Closed Session, and indicated this item would be rescheduled for a future City Council Work Session.

7. COMMENTS & ANNOUNCEMENTS

7a. City Council Members

7b. Mayor

City Council Work Session Discussion Information

Agenda No 5c2: **2003 Tri-Party Program Participation** for Tienken Road Improvements, Livernois to Rochester Road, Bridge Replacement, and Traffic Signal projects; City's contribution shall equal \$93,414.00 toward the total proposed program allotment of \$280,242.00 (A0474)

Date: January 7, 2003

Prepared by: Kim C. Murphey, Administrative Coordinator

Department: Department of Public Service

City File No: E03-001

Work Session Date: January 22, 2003

PURPOSE:

The Department of Public Service recommends that the City Council participate in the 2003 Tri-Party Program for road improvement funding with Oakland County.

Background Information:

Attached is a letter dated December 13, 2002 from the Road Commission for Oakland County (RCOC) that provides information regarding the 2003 Tri-Party Program.

The following project is being proposed by the Administration for 2003 Tri-Party consideration, construction funding, and approval:

- Tienken Road Improvements, Livernois to Rochester Road, Bridge Replacement, and Traffic Signal

Hubbell, Roth & Clark, Inc. conducted a traffic study at the Tienken Road and Kings Cove Bridge intersection. A copy of the report dated December 12, 2002 is being provided for your review.

Estimated costs for proceeding with the project are \$600,000.00. Tri-Party funds in the amount of \$1,199,251 have been designated for the Tienken Road Corridor Project through 2002. The program allotment for this year is \$280,242.00, of which the City's share will be \$93,414.00.

2003 Tri-Party Program
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Agenda Item #A0474

Budget and Staff Impact:

The project was approved in the 2003 Capital Improvement Plan (MR-06) and incorporated into the 2003 annual operating budget.

A consulting company will be contracted to design the proposed project. There are typical staff impacts for administering the design and construction contracts, submitting project reimbursement requests to the County, and for consultant design review.

Summary:

The Oakland County Board of Commissioners (OCBC) has established an annual funding program for communities to make road improvements to County roads. The program is called the Tri-Party Program and consists of equal cost sharing by the Oakland County Board of Commissioners, the Road Commission for Oakland County, and the local community. Communities can choose the number and location of proposed projects where the Tri-Party Funds will be spent in a given year. Unused funds during a fiscal year are carried over and can be saved and used by the community on County road projects in future years. Final approval for the community-chosen projects is required by the RCOC and the OCBC.

Local communities are requested to indicate their proposed projects and submit a Council resolution of support for the intended 2003 Tri-Party construction projects to the County. The Department of Public Service recommends that the Council pass the attached resolution.

[RETURN TO AGENDA](#)

Department Authorization: Roger Rouse, Director

Reviewed by:

Fiscal: *Jean Farris*

Clerks: *Susan Koliba-Galeczka*

Approved by: *Pat Somerville*

December 13, 2002

DEC 19

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

Re: FY 2003 Tri-Party Program

Dear Mayor Somerville:

Your participation is requested in the FY 2003 Tri-Party Program for road improvements. The fiscal year governing this program is October 1, 2002 through September 30, 2003. The Oakland County Board of Commissioners has approved a Tri-Party budget of \$1,500,000 to create a \$4,500,000 program for FY 2003. \$2,250,000 will be designated for townships and \$2,250,000 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:

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

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 crashes are an annual average for a three year period)



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Board of Road Commissioners

Larry P. Crake
Chairman

Richard G. Skarritt
Vice-Chairman

Rudy D. Lozano
Commissioner

Brent O. Bair
Managing Director

Gerald M. Holmberg
Deputy Managing Director
County Highway Engineer

Programming Division
Engineering Department

31001 Lahser Road
Beverly Hills, MI
48025

248-645-2000

FAX
248-645-0452

TDD
248-645-9923

www.rcocweb.org



Township Formula:

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

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 1997 to 1999 is being used.

Your program allotment for this year is \$280,242 of which your share will be \$93,414. Any funds remaining from previous years or earlier projects may be added to this amount for use in 2003. 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 2003 construction must be selected by February, 2003.
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 community 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, 2003	Potential project locations submitted to Programming Division for review.
February, 2003	Local council resolutions and project commitments submitted for projects to be constructed in 2003.
March, 2003	Project approval by Road Commission and County Board.
April – November, 2003	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 2003 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.



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"WE CARE"

Please contact me at (248) 645-2000 extension 2283 for further discussion or assistance.

Sincerely,

A handwritten signature in black ink that reads "Therese A. Gillis". The signature is written in a cursive style.

Therese A. Gillis
Programming Division Head

TAG/cmd

2003 TRI-PARTY PROGRAM

CITY: ROCHESTER HILLS

ALLOCATION FOR 2003: \$280,242

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 lane at intersection	\$ 75,000 per approach
Approach paving - Sub Street	\$ 40,000
Approach paving - Major Road	\$ 60,000
Passing lane	\$ 50,000
Center left turn lane	\$200,000
Shoulder paving (per mile)	\$ 45,000 per mile

POTENTIAL PROJECT LOCATIONS

Adams at Tienken	Add turn lanes
Adams, South Blvd. To Tienken	Corridor improvement/widening
Crooks, South Blvd. To Hamlin	Funding for local match
Dequindre at Avon	Intersection improvement
Dequindre; South Blvd to Avon	Improve, realign for route continuity
Livernois at Avon	Extend northbound right turn lane
Livernois; South Blvd. To Avon	Widen
South Boulevard at Livernois	Westbound right turn lanes
South Boulevard at Dequindre	Eastbound right turn lane
Tienken; Livernois to Rochester	Corridor Improvements/widening
Washington; Runyon to Dequindre	Pave (with Rochester)

ROAD COMMISSION FOR OAKLAND COUNTY

TRI-PARTY PROGRAM

1980-2002

PROJECT DESCRIPTION	PROJ. NO.	1980-84 Tri-Party	1985 Tri-Party	1986 Tri-Party	1987-88 Tri-Party	1989-91 Tri-Party	1992-93 Tri-Party	1994-95 Tri-Party	1996-97 Tri-Party	1998-99 Tri-Party	2000-01 Tri-Party	2002- Tri-Party	PROJECT TOTAL
ROCHESTER HILLS													
4 Approaches*	35362		90,000										90,000
Avon (Rochester-Mall)*	36451			80,986									80,986
Livernois @ Tienken*	36461			41,222									41,222
Crooks @ Star-Batt*	36471			11,657									11,657
Approahces (various)*	37681				313,611								313,611
Tienken @ Sheldon*	38742				9,932								9,932
S Blvd @ Pine Tr*	39551					46,952							46,952
Adams @ Avon*	39561					39,154							39,154
Adams @ Powderhorn*	39571					65,496							65,496
Windsor @ Hamlin*	40661					38,685							38,685
Windsor @ Rochester*	40851				67,213	426,104	269,710	244,422					1,007,449
Tienken @ Rochester (MDOT)*	40861					32,000			5,354				37,354
Crooks @ Star-Batt*	41261					352	165,000						165,352
Livernois/Tienken/Brewster/S Blvd*	43951							167,813	63,952	35,587			267,352
Avon (Crooks-Old Perch) see #43951	42871								0	505,856	270,721	422,674	1,199,251
Tienken (Livernois-Rochester)	45291							14,924	85,076				100,000
Tienken @ Sheldon (PE/roundabout)!*	46181								271,812		270,721		542,533
Tienken @ Sheldon (CONST)!*	46181												
future project													
TOTAL		0	90,000	133,865	390,756	648,743	434,710	427,159	426,194	541,443	541,442	422,674	4,056,986
													4,056,986

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