

December 16, 2005

TO: John Szerlag, City Manager

FROM: Brian Murphy, Assistant City Manager/Services
Steve Vandette, City Engineer 

SUBJECT: **Agenda Item** - Allocation of 2006 Tri-Party Program Funds
Long Lake & Livernois Reconstruction

RECOMMENDATION

Staff recommends allocating the FY 2006 Tri-Party program funds to the Long Lake and Livernois concrete pavement replacement project.

BACKGROUND

Tri-Party funds must be used for road projects that improve County roads within the City of Troy. Staff recommends allocating the 2006 Tri-Party program funds for the reconstruction of southbound Livernois, south of Long Lake and eastbound Long Lake, east and west of Livernois and various slab replacements in the Crooks/Long Lake Road area. The City has received numerous complaints about the poor condition of these County roads and several claims for vehicle damage have been referred to the County.

The City of Troy allotment for the 2006 Tri-Party Program is \$596,141 with one-third (1/3) or \$198,713 of the allotment being the City's share. The Board of Road Commissioners for the County of Oakland and the Oakland County Board of Commissioners accounts for the remaining two-thirds (2/3) or \$397,428.

The Engineering Department has assisted the Road Commission for Oakland County (RCOC) in gathering information about the original construction of these roads and subsequently received a copy of the testing report and engineer's report on their deterioration. The conclusion was that the freeze-thaw damage was accelerated by the presence of Alkali-Silica Reactivity (ASR) in the concrete. ASR was detected throughout the depth of the existing concrete pavement. The proposed reconstruction project will remove and replace the most severely damaged sections of pavement.

A cost participation agreement with the Road Commission for Oakland County will be presented for consideration at a later date for the purposes of fixing the rights and obligations of each party and establishing the methodology for requesting reimbursement from the Board and the County.

FUNDING

The preliminary estimate for the Long Lake Road, Livernois and Crooks Road reconstruction project is \$2,000,000. The cost of the work is to be shared 50/50 by the City and RCOC with each agency contributing an equal amount. The City of Troy share is capped at \$1,000,000. The use of Tri-Party funds reduces the amount of City funds for the project to an estimated \$602,572. Construction is anticipated in the spring, however; no official schedule from the RCOC has been issued. As this information and the cost participation agreement become available, city budgetary obligations will be determined in the current and/or '06-07 budget year, depending on the scheduling and duration of the construction.



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

Board of Road Commissioners
Rudy D. Lozano
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Richard G. Skarritt
Commissioner

Brent O. Bair
Managing Director

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

Programming Division
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ENGINEERING

December 12, 2005

Mr. John Szerlag, Manager
City of Troy
500 West Big Beaver
Troy, MI 48084-5285

Re: FY 2006 Tri-Party Program

Dear Mr. Szerlag:

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.



QUALITY LIFE THROUGH GOOD ROADS:
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City / Village Formula:

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

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:

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

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 \$596,141 of which your share will be \$198,713. 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: TROY

ALLOCATION FOR 2006: \$596,141

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

Crooks Road, Homestead to South Blvd.	Widen
Big Beaver Road, Rochester to Dequindre	Widen to six lane boulevard
Livernois Road, Big Beaver to Maple	Resurface
John R Road, 14 Mile to Maple Road	Resurface
John R Road, Long Lake Road to South Boulevard	Widen to five lanes
Livernois Road, Long Lake Road to South Boulevard	Widen to five lanes
Livernois, I-75 to Town Center Dr.	Widen to six lane boulevard
South Boulevard, Adams Road to Dequindre Road	Widen to five lanes
Square Lake Road at Livernois Rd.	Improve intersection
Long Lake Road, Adams to east of Coolidge Hwy.	Widen
Dequindre Road, Long Lake Rd. to South Boulevard	Widen to five lanes

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

PROJECT DESCRIPTION	DATE OF AGMT	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	TOTAL
PROJECT 13-William D. Mohr, 19-Charles E. Palmer, 20-George W. Suarez																	
Mile @ I-75*	7/22/1985	32990	11,306	108,183													11,306
n R-overlay*		35291															108,183
oks & Livernols-overlays*		36161			132,117												132,117
oks, B Beaver to Wattles-widen to 5 lns!	7/21/1986	36641		70,759													70,759
ks@B Beaver/John R@Maple-add night turn ln!	8/26/1987	37501			153,934												153,934
Mile, John R-Dequindre*	8/10/1989	38591			63,218												63,218
n R @ Cumberland & Wattles!	10/6/1988	38611			260,212												260,212
n R @ Wattles!	8/10/1989	39591				263,927											263,927
ple @ John R & Chicagol*	6/21/1990	40201				128,739											128,739
Mile, John R to Dequindre-resurface*	4/26/1991	39601				179,458											179,458
g Lk, I-75 to Livernols-widen to 5 lns!	12/1/1993	40931			15,948	78,019	488,401										582,368
n R n 14 Mile-reconst median turnarounds*	5/7/1992	41271					21,692										21,692
n R n 16 Mile-Town Ctr-widen to 5 lns!	8/2/1995	42831							251,187								251,187
g Lk @ Beach!	CANCEL	45211							0								0
n R n of Long Lake!	CANCELLET	45221							0								0
enols, Wattles-Braemer-widen 2 to 5 lns!	11/20/2001	45101			128,738				211,137	347,802	635,617	635,618					1,958,912
Mile @ I-75-add dual left turn lanes*	7/16/1997	43811							38,050	152,500							190,550
quindre, Long Lk to Auburn-PE	4/25/2002	46901											42,500				42,500
quindre, Long Lk to Wattles-CONST	8/23/2003	44431											344,717				344,717
oks, Square Lk to S Blvd-CONST	No agrmt	42271											492,747	406,638			899,385
Beaver, Rochester to Dequindre-Widen to 6 lanes	7/14/2005	48461								0	0	0	0	406,638	0	596,141	406,638
ure project																	596,141
TOTAL			11,306	108,183	202,876	493,312	778,881	510,093	501,365	500,302	635,617	635,618	879,964	406,638	406,638	596,141	6,666,934

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