



# CITY COUNCIL ACTION REPORT

November 28, 2007

TO: Phillip L. Nelson, City Manager

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

SUBJECT: Allocation of 2008 Tri-Party Program Funds for County Road Improvements in Troy

## Background:

- Tri-Party Program funds can only be used to improve County roads within the City of Troy.
- Participants in the program are required to identify project locations on an annual basis.
- By Resolution #2007-03-079, City Council approved using 2007 and a portion of 2008 Tri-Party program funds to rehabilitate Livernois, Maple to Big Beaver.
- The Livernois, Maple to Big Beaver project was substantially completed in the fall of 2007.
- Tri-Party program funds have been used to resurface, rehabilitate and reconstruct County roads in the city since the early 1980's and recent projects have included the rehabilitation of Long Lake, Crooks to Livernois and the widening and reconstruction of Big Beaver, Rochester to Dequindre.

## Financial Considerations:

- The City of Troy allotment for the 2008 Tri-Party Program is \$544,591 with one-third (1/3) or \$181,530 of the allotment being the City's share.
- The Board of Road Commissioners for the County of Oakland (Board) and the Oakland County Board of Commissioners (County) accounts for the remaining two-thirds (2/3) or \$363,061.
- The estimated final project cost, including design, for the Livernois, Maple to Big Beaver project is \$900,000, which requires \$544,993 in 2007 Tri-Party (previously approved) and \$355,007 in 2008 Tri-Party program funds.
- Funds for the City of Troy's share of the Livernois project are included in the 2007-08 Major Road fund.
- The remaining \$189,584 in 2008 Tri-Party program funds is recommended to be allocated to the right-of-way phase of the Dequindre Road, Long Lake to South Boulevard widening project and also concrete slab replacements on County Roads citywide.
- Funds for the Dequindre right-of-way phase and concrete slab replacements on County roads would be included in the Major Road fund once an agreement has been established between the City and the Board.
- These agreements would 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 County.

### Legal Considerations:

- The future cost participation agreements will be consistent with previously approved Cost Participation Agreements between the city and Board as approved by the Legal Department and City Council.

### Policy Considerations:

- The use of Tri-Party Program Funds, with cost sharing by the city, reduces the cost to each agency and provides much needed improvements to County roads that would otherwise not be possible (Goal II).
- Good roads are a vital part of maintaining and attracting businesses and residents to the city (Goal III & V).

### Options:

- It is recommended that City Council approve the use of 2008 Tri-Party program funds in the amount of \$544,591, as required, for the Livernois, Maple to Big Beaver reconstruction project; Dequindre, Long Lake to South Boulevard right-of-way phase; and concrete slab replacements on County Roads, all at an estimated cost to the City of Troy not to exceed \$181,530.



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

November 8, 2007

Mr. Phillip L. Nelson, Manager  
City of Troy  
500 West Big Beaver Road  
Troy, Michigan 48084-5285

RE: FY 2008 Tri-Party Program

Dear Mr. Nelson:

Your participation is requested in the FY 2008 Tri-Party Program for road improvements. The fiscal year governing this program is October 1, 2007 through September 30, 2008. 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 2008. A total of \$3,375,000 will be designated for townships and a total of \$3,375,000 will be designated 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 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.

**Board of Road Commissioners**

**Larry P. Crake**  
Commissioner

**Richard G. Skarritt**  
Commissioner

**Eric S. Wilson**  
Commissioner

**Brent O. Bair**  
Managing Director

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[www.rcocweb.org](http://www.rcocweb.org)

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**ENGINEERING**



The Tri-Party Program operates as follows:

- 1) Projects intended for 2008 construction must be selected and submitted with a local board or council resolution by February 2008.
- 2) Project locations and concepts must be approved by the County Board and the Road Commission for Oakland County.
- 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.

DEADLINE	ACTIVITY
January 2008	Potential project locations submitted to Programming Division for review.
February 2008	Local council resolutions and project commitments submitted for projects to be constructed in 2008.
March 2008	Project approval for Road Commission and County Board.
April – November, 2008	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 2008 Tri-Party construction season will be.

2008 TRI-PARTY PROGRAM  
CITY OF TROY  
ALLOCATION FOR 2008: \$544,591

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 – subdivision street	\$ 50,000
Approach paving – primary road	\$ 75,000
Passing lane	\$ 60,000
Widen for 150-200' center left-turn lane	\$200,000 per approach
Shoulder paving one side	\$ 45,000 per mile

POTENTIAL PROJECT LOCATIONS

Crooks Road, Homestead to South Boulevard	Widen
Dequindre Road, Long Lake Road to South Boulevard	Widen to 5 lanes
John R Road, 14 Mile Road to Maple Road	Resurface
John R Road, Long Lake Road to South Boulevard	Widen to 5 lanes
Livernois Road, Long Lake Road to South Boulevard	Widen to 5 lanes
Livernois Road, I-75 to Town Center Drive	Widen to 6 lane boulevard
Livernois Road at South Boulevard	Improve intersection (w/City of Rochester Hills)
Long Lake Road, Adams Road to east of Coolidge Highway	Widen
South Boulevard, Adams Road to Dequindre Road	Widen to 5 lanes
South Boulevard, Crooks Road to Livernois Road	Pave shoulders & cut hill
Square Lake Road at Livernois Road	Improve intersection

ROAD COMMISSION FOR OAKLAND COUNTY  
TRI-PARTY PROGRAM  
1980-2008

PROJECT DESCRIPTION	Date of Agrmt	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	2002-03 Tri-Party	2004 Tri-Party	2005 Tri-Party	2006 Tri-Party	2007 Tri-Party	2008 Tri-Party	PROJ TOTAL	
TROY (13-Tim Greimel, 19-Tim Burns, 20-Chuch Moss, 24-George W. Suarez)																				
14 Mile @ I-75*	C		32990	11,306															11,306	
John R-overlay*	C	7/22/1985	35291	108,183															108,183	
Crooks & Livernois-overlays*	C		36161		132,117														132,117	
Crooks, B Beaver to Wattles-widen to 5 ins!	C	7/21/1986	36641		70,759														70,759	
Crooks@B Beaver/John R@Maple-add right turn ln!	C	8/26/1987	37501			153,934													153,934	
14 Mile, John R-Dequindre*	C	8/10/1989	38591			63,218													63,218	
John R @ Cumberland & Wattles!	C	10/6/1988	38811			260,212													260,212	
John R @ Wattles!	C	8/10/1989	39591			263,927													263,927	
Maple @ John R & Chicagol*	C	8/21/1990	40201			128,739													128,739	
14 Mile, John R to Dequindre-resurface*	C	4/26/1991	39601			179,458													179,458	
Long Lk, I-75 to Livernois-widen to 5 ins!	C	12/1/1993	40931			15,948	78,019	488,401											582,368	
John R n 14 Mile-reconst median turnarounds*	C	5/7/1992	41271					21,692											21,692	
Livernois, 16 Mile-Town Ctr-widen to 5 ln!	C	8/2/1995	42831						251,187										251,187	
Long Lk @ Beach!	CANCELLED		45211						0										0	
John R n of Long Lake!	CANCELLED		45221						0										0	
Livernois, Wattles-Braemer-widen 2 to 5 ln!	C	11/20/2001	45101				128,738		211,137	347,802	635,617	635,618							1,988,912	
14 Mile @ I-75-add dual left turn lanes*	C	7/18/1997	43811				0		38,050	152,500									190,550	
Dequindre, Long Lk to Auburn-PE		4/25/2002	46901									42,500							42,500	
Dequindre, Long Lk to Wattles-CONST Est Final 4/07		8/23/2003	44431						991			344,717	1,246						346,954	
Crooks, Square Lk to S Blvd-CONST		8/10/2006	47971									492,747	287,153						779,900	
Big Beaver, Rochester to Dequindre-Widen to 6 lanes	C	7/14/2005	48461											406,638					406,638	
Crooks/Long Lake/Livernois*	C	9/28/2006	48551										118,239		596,141		1,245		715,625	
Livernois, Maple to Big Beaver RRR Est \$733,700 future project		3/22/2007	49021														544,994	188,706	733,700	
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	546,239	544,591	7,757,764
											0	0	0	0	0	0	0	0	355,885	355,885
																				7,757,764

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