

## PARKING LOT RESPONSES

**1. Q. Will the report be placed on line?**

R. Yes

**2. Q. What are the Macomb County Road Commission's specific road plans for 26 Mile Road and Dequindre Road, planned right-of-way width, number and configuration of traffic lanes?**

R. According to the Road Commission of Macomb County's (RCMC) Long Range Master Plan 2004–2030, no specific improvements were indicated for 26 Mile Road along the Washington Township-Shelby Township border. The only project under consideration by RCMC, at this time, is a possible widening of a one-half mile segment of 26 Mile Road from old Van Dyke to the M-53 Van Dyke Highway from a two-lane boulevard to a three-lane boulevard. The planned right-of-way width for 26 Mile Road from Washington Road to the east county line is 204'.

**3. Q. The Dequindre – Washington intersection was not built as planned, what happened to the original plan?**

R. It appears that at a certain point in time a different design was proposed and discussed for the intersection of Dequindre and Washington. The design would have directed traffic towards Dequindre as opposed to the current configuration. However, that design was never adopted or approved. The current configuration is the approved design.

**4. Q. Verify that all the No-truck traffic signs that are supposed to be up are up, are visible and located properly. (Put the signs back up.)**

R. Sign issues were reviewed by The Road Commission for Oakland County's (RCOC) Traffic Safety Department. Signs that were missing or knocked down were replaced. This was confirmed by Chuck Keller, an engineer in the RCOC Traffic Safety Department.

**5. Q. What are the most current plans for Washington Road, planned right-of-way width, number and configuration of traffic lanes?**

R. Washington Road is a county primary road with a planned right-of-way width of 120' or 60' each side of centerline. Current concepts call for Washington Road to be paved as a two-lane road. Engineering surveys have been completed and design work is expected to begin in winter 2009-10, with Construction tentatively scheduled for 2011-12. Among items to be addressed during design are various types of safety improvements and where curb and gutter or open ditches should be used for drainage.

**6. Q. Are the City Engineering Department's road plans and the RCOC plans the same?**

- R. The RCOC and City master right-of-way plans both indicate 120' for Tienken Road. The community and RCOC will be working together on this and final determination of road improvements to be constructed is to be based on the Environmental Assessment (EA).

**7. Q. Development has slowed dramatically over the last 2 years. Are the traffic studies and projections conducted for the thoroughfare plan still valid?**

- R. Yes, the studies and future traffic projections are still valid. Much of the data used for planning and engineering purposes was also used and validated by the Corradino Group in its 2008 Rochester Hills Master Thoroughfare Plan Update. While current traffic volumes may be down due to the economic downturn, the scope of planning is a 20 – 30 year time frame.

**8. Q. What is the status of the Environmental Impact Study? What geography does it cover? When will the results be made public?**

- R. An Environmental Assessment (EA) is being conducted for Tienken Road from Livernois to Sheldon. The RCOC has identified a five lane cross section as its preferred alternative in the EA. The Rochester Hills City Council has requested a three lane cross section be identified as the preferred alternative.

**9. Q. Has it already been determined that Tienken will be 5 lanes from Livernois to Rochester?**

- R. No decision has been made on the final improvements to Tienken Road. This is pending the results of the EA.

**10. Q. What is the time line for planning, design, funding and construction for the entire corridor?**

- R. The RCOC has not conducted a corridor improvement plan. Funding has only been identified for the three projects under consideration: Tienken from Livernois to Sheldon; the Tienken Road Bridge over Stony Creek, and the paving of Washington Road.

Several years ago the City conducted a Tienken Road Study, that study and associated information is available for review at City Hall.

**11. Q. Is there a critical need to build something now, or soon?**

- R. Yes, for the below stated reasons and considering the current availability of funding it is critical that the City take advantage of every opportunity to replace or repair failing

infrastructure. However, that does not mean the City should, or will accept projects that are detrimental to the character of the community or the quality of life of its residents.

The rating of the Tienken Road Bridge over Stony Creek and the availability of funds through the Local Bridge Program impact that determination. The bridge needs to be replaced before it fails or needs to be closed due to its poor rating. Timing also imposes a significant impact on the improvement of the Livernois to Sheldon segment. Costs for right-of-way acquisition and construction will only increase as time passes and it will cost substantially more to build this project in the future. Availability of funds also tends to drive project timing. Currently, funding is available for right-of-way acquisition and construction.

**12. Q. How can they trust the various government agencies, departments and boards etc. - they all tell us something different?**

- R. Many times inconsistent answers can be attributed to different governmental agencies being at different stages of a project. We strive to be as consistent and up to date with the sharing of information as possible, sometimes we are less successful than we would like to be.

The appearance of different answers can also be the result of inconsistent questions being asked. Often times what appears to be the same question is not and can generate a very different response. What is a set of "conceptual plans" can be very different to a planner, an engineer and a resident. A difference in semantics can often lead to the perception of inconsistent answers.

The following three questions may seem similar but would generate three very different, but honest answers:

- *Have plans been submitted for X project?*
- *Are there plans for project X?*
- *Have the consulting engineers for the RCOC developed a set of conceptual plans for project X and are those plans under review by the RCOC?*

**13. Q. Is the corridor one big project, or many small ones, relative to environmental impact studies, planning, design, funding and construction?**

- R. There are three separate projects: Livernois to Sheldon; the Tienken Road Bridge over Stony Creek, and Washington Road paving. The only section of Tienken Road under consideration for improvement is from Livernois Road to Sheldon Road.

**14. Q. For what segments and/or projects has design work already been started?**

- R. Design work is underway on the Tienken Road Bridge over Stony Creek project and it is anticipated that there will be a bid letting in winter of 2009-10. The bridge is currently under review by the City's Historic Districts Commission. Funding has been set aside through the local bridge program for the Tienken Road Bridge over Stony Creek.

The EA for the Livernois to Sheldon segment is being finalized for review by the FHWA. The RCOC has identified a five lane alternative as its preferred option; the Rochester Hills City Council has requested that a three lane option be considered as the City's preferred alternative. Data collection is just starting on the Washington Road segment. Funding has been set aside through the Oakland County Federal Aid Committee (FAC) for the paving of Washington Road.

**15. Q. Who has the responsibility to maintain what segments and facilities along the corridor?**

- R. Tienken and Washington Roads are under RCOC jurisdiction. The travel portion of the roadway, shoulders, drainage, traffic control signs, and bridge are maintained by RCOC. Examples of things not maintained by RCOC would include Oakland County Water Resources Commission drains and structures, utilities, mailboxes, sidewalks and pathways and like items including items placed in the right-of-way by the City or adjacent property owners.

**16. Q. Who controls/plans/studies/approves/decides what segment and/or project?**

- R. There are many levels that are involved in the decision making process on projects. RCOC, SEMCOG, the Regional Transportation Plan (RTP), Michigan Department of Transportation (MDOT), Michigan Department of Natural Resources (MDNR), Michigan Department of Environmental Quality (MDEQ), FHWA and the city or local community all have a role in the decision making process. RCOC has jurisdiction of the roads but needs approvals by one or more of the above for certain operations or improvements.

**17. Q. Are we just blowin' smoke with the Mayor's study? Will it have any impact?**

- R. The intent is for this Committee and these recommendations to have an impact. The Committee will not be able to resolve all of the issues within the study area. Not everyone who participated in the process will agree with all of the recommendations. Some of the recommendations are outside of the Committee's and the City's control. The intent of the Committee is to identify the issues and propose viable solutions, short and long term. The report and the recommendations do have an impact by giving the residents, the City and the RCOC a shared set of goals and targets to work towards in the future as new projects come forward.