



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

Board of Road Commissioners

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**Gary Piotrowicz, P.E.,
P.T.O.E.**
Deputy Managing Director
County Highway Engineer

July 24, 2017

**NOTICE TO PROPERTY OWNERS
ADMINISTRATIVE MEETING**

Interest has been shown by owners of property in **Herndon's Walnut Lake Estates, Herndon's Walnut Lake Estates No. 1, Amended Plat of Herndon's Walnut Lake Estates No. 1, Supervisor's Plat of Whitmer Farms and Whitmers Walnut Lake Subdivision**, referred to as S.A.D. No. 24216, located in West Bloomfield Township, to improve and pave **PUTNAM DRIVE, BELGRAVE AVENUE (platted as Beechwood Avenue), DEERING STREET (platted as Deering Avenue), SUNNY CREST DRIVE, EASTMAN BOULEVARD (platted as Edgewood Boulevard), WYCLIFFE AVENUE (portions platted as Wycliff Road), GROSVENOR AVENUE, LAWNSDALE AVENUE AND HORSESHOE DRIVE**, by means of special assessment in accordance with the provisions of Michigan Public Act 246 of 1931, as amended.

You can initiate a special assessment street improvement project by filing a petition with the Road Commission for Oakland County (RCOC). The petition must contain the signatures of more than 51% of the owners of the abutting footage adjacent to each and every street, or portions of streets described in the petition. Projects also can be initiated by township resolution.

The Road Commission recognizes you are being requested to make an important decision, and it is our intent to present information for your consideration and evaluation prior to project initiation. Therefore, the Road Commission has established a preliminary procedure that requires that we conduct an Administrative Meeting to elaborate on the attached information and provide any additional information requested by property owners.

The Administrative Meeting has been scheduled for **Monday, August 7, 2017 at 7:00 p.m.**, at **West Bloomfield Township Hall, 4550 Walnut Lake Road, West Bloomfield, Michigan**. All property owners in the proposed special assessment district are invited to attend this meeting. Please call (248) 645-2000, extension 2270, for further information. If you require accommodation in accordance with the provisions of the Americans with Disabilities Act (ADA) or provisions within Title VI, including those requiring language assistance and / or special accommodations, the Road Commission for Oakland County (RCOC) will provide such services, free of charge, with reasonable advance notice (7 business days) to the RCOC. Please contact the RCOC Subdivision Improvement and Development Division (SID) at 31001 Lahser Road, Beverly Hills, MI, 48025 or (248) 645-2000, ext. 2270 to submit your request.

Sincerely,

Rick Saporsky, P.E., Supervisor
Subdivision Improvement and Development

RJS/ssk
Attachments

Engineering Department

**Subdivision
Improvement Division**

31001 Lahser Road
Beverly Hills, MI 48025

248-645-2000

FAX
248-645-5043

GENERAL PROPOSAL INFORMATION

The Road Commission for Oakland County has prepared the following street improvement proposal for your consideration. The streets to be improved are **PUTNAM DRIVE, BELGRAVE AVENUE (platted as Beechwood Avenue), DEERING STREET (platted at Deering Avenue), SUNNY CREST DRIVE, EASTMAN BOULEVARD (platted as Edgewood Boulevard), WYCLIFFE AVENUE (portions platted as Wycliff Road), GROSVENOR AVENUE, LAWNDALE AVENUE AND HORSESHOE DRIVE**, located in Herndon's Walnut Lake Estates, Herndon's Walnut Lake Estates No. 1, Amended Plat of Herndon's Walnut Lake Estates No. 1, Supervisors Plat of Whitmer Farms and Whitmers Walnut Lake Subdivision, Section 19, 24 & 25, West Bloomfield Township, Oakland County, Michigan.

PAVEMENT

The existing roadbed will be pulverized and regraded. A bituminous (asphalt) pavement 4 inches thick and 20-23 feet wide will be placed on the conditioned roadbed.

DRAINAGE

A limited amount of drainage improvements will be made to reasonably assure drainage of the pavement. There will be intermittent curb and gutter removal and replacement throughout the project to provide positive drainage.

ENVIRONMENT

Provisions have been made to ensure that erosion and sedimentation does not occur where the storm runoff flows into a natural watercourse. These provisions are in accordance with Michigan Department of Environmental Quality guidelines.

RESTORATION

Turf areas disturbed during construction will be restored with topsoil and sod. Sprinkler systems that are disturbed by construction will be restored to their condition prior to construction.

DRIVEWAY APPROACHES

As needed, up to a 5 foot approach will be constructed to existing driveways to provide a smooth transition from the newly paved roadway. Unpaved driveways will receive a 10-foot drive approach. Paved driveways ending in close proximity to the property line will be connected. The lengths of approaches connecting existing paved drives may therefore vary. Cracking or rupturing of the drive approach caused by frost action on the drive culvert cannot be prevented. A guarantee for driveway rupture therefore cannot be given.

WARRANTY/MAINTENANCE

The Road Commission will replace or repair any defective pavement and related drainage facilities during the first 15 years following completion of construction of the special assessment improvement project. Defective pavement does not include minor surface cracks inherent in any road surfacing materials. The Road Commission will provide a level of maintenance equal to that performed in new subdivision streets constructed in accordance with the Road Commission's requirements.

DETERMINATION OF BENEFITS

The Road Commission for Oakland County employs the "Unit of Benefit" method for apportioning costs when assessing street improvements.

The abutting footage of all lots is totaled and divided by the number of homesites affected, yielding the average base-lot size. Lots with abutting footage equal to or less than the base lot are assessed as base lots (1.0 unit of benefit). Lots having abutting footage greater than the base lot size, including corner lots and building sites consisting of more than one lot, are assessed a larger amount based on a declining-rate curve. The curve declines at a rate such that each additional foot over the base lot is assessed at a lesser amount per foot, resulting in a maximum assessment of no more than 30% greater than the base-lot amount.

All Properties within the assessment district, as shown on the attached plat, will be apportioned an assessment based on the benefit received. In cases such as, but not limited to: 1) non-abutting properties; 2) back lots; 3) corner lots; 4) acreage parcels; 5) outlots; and 6) commercial property; each situation will be assigned an assessment by the Road Commission as warranted.

Adjacent lots or portions of lots owned by the same owner and which are landscaped or utilized as a home site generally will be assigned one unit of benefit, as modified by the declining rate curve. However, the Road Commission reserves the right to determine whether ownership of multiple lots constitutes one home site or is to be considered a special assessing situation.

Corner lots having frontage abutting a major road and having drive access from such roads, may receive a 25% reduction in their assessment. Internal corner lots having frontage touching two existing residential streets, one side of which is to be improved, may also receive a reduced assessment. The amount of the reduction, if any, is at the discretion of the Road Commission. Non-abutting parcels that must utilize the proposed improvement are considered a special assessing situation and as such, are subject to an assessment as assigned by the Road Commission.

APPORTIONMENT OF COST

The total estimated cost of the proposed improvement is **\$2,259,970.45**. Based on this estimate, the base lot assessment for this project is **\$11,447.82**. The maximum assessment is **\$14,538.72**. A preliminary assessment roll will be available at the Administrative Meeting. This tentative assessment could change depending on the accepted low bid of the contractor to be hired to perform the work.

It is the policy of the Road Commission that, in the event the bid of the lowest responsible bidder exceeds the estimate of cost in its First Order of Determination of Necessity by 15% or more, the Road Commission will not award the contract. In such event, the Road Commission will set a time and place to hear objections to the proposed improvement in light of the increase in costs and will reconsider its determination of necessity. Upon conclusion of the hearing, the Road Commission may either revoke or confirm its previous orders.

PAYMENTS

Assessment payments may be paid over a 10-year period or may be paid in full prior to the first due date without interest or penalty, or may be paid at any time before the annual due date with interest accrued to date. The annual interest rate charged to the Assessment District will be at the current rate allowable per the governing state statute. The interest rate will be 6% per year.

The first installment due date will generally be due upon substantial completion of construction activity. However, if the construction starting date is delayed, the first payment could be due before substantial completion. If any installment is not paid when due, a penalty of 1/2 of 1%, plus accrued interest, will be charged for each month that the installment remains unpaid.

The Oakland County Treasurer will collect the annual installment. An annual statement will be mailed to each property owner approximately four weeks prior to the due date stating the annual payment including interest and the remaining amount owed.

SENIOR CITIZENS DEFERMENT ACT

Senior citizens meeting certain qualifications may defer payment of special assessments as described in Michigan Public Act 225 of 1976. Additional information regarding this Act may be obtained by contacting the Oakland County Treasurer's Office at (248) 858-0620.

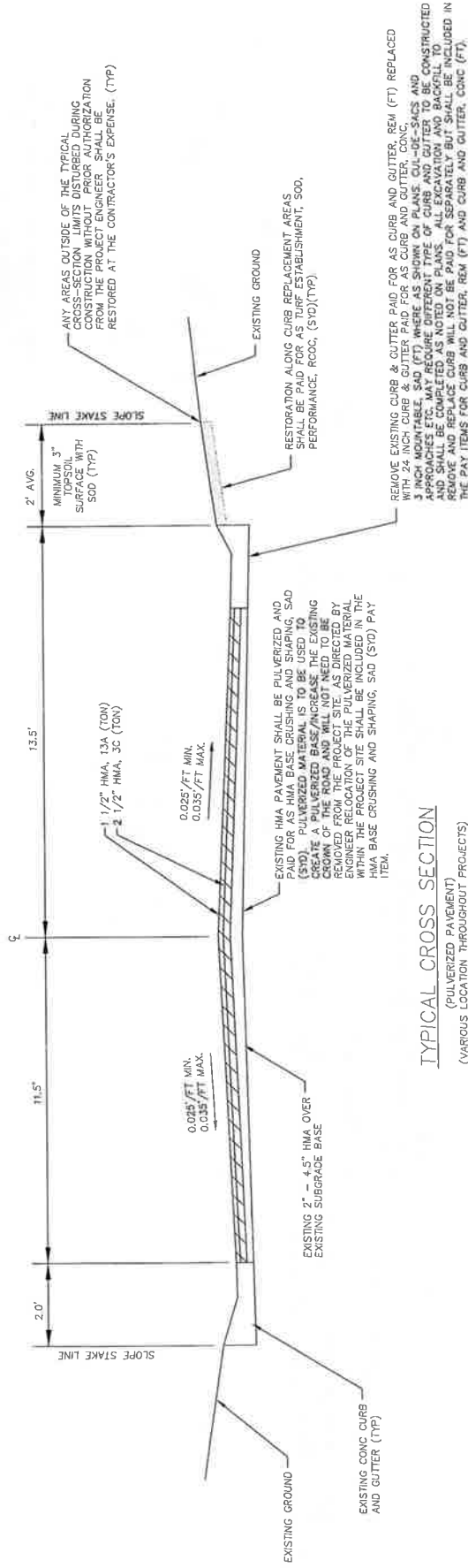
WHY SPECIAL ASSESSMENT PAVING?

The Road Commission is responsible for a system of more than 2,700 miles of roads, which is the largest county road system in Michigan and the second largest road system in the state. Only the state highway system, under the jurisdiction of the Michigan Department of Transportation, is larger.

The bulk of funding to maintain the county road system is received from state-collected fuel taxes and vehicle registration fees. The Road Commission receives no direct revenue from property taxes. Michigan's gas tax rate has been below the national average for decades, and Michigan has remained among the bottom nine states in the nation in per capita state and local road funding since at least the 1960s.

Federal road funds, derived from the federal gas tax, are the primary source of funds for major road improvements on county roads in Oakland County. Residential streets are not eligible for federal road funds. The Special Assessment paving Program is the Road Commission's only viable means of assisting property owners with the paving of residential streets.

- NOTE:
- THE EXISTING TOP OF CURB GRADE SHALL BE THE NEW TOP OF CURB GRADE.
 - THE EXISTING BACK OF CURB ALIGNMENT SHALL BE USED FOR THE NEW BACK OF CURB ALIGNMENT.

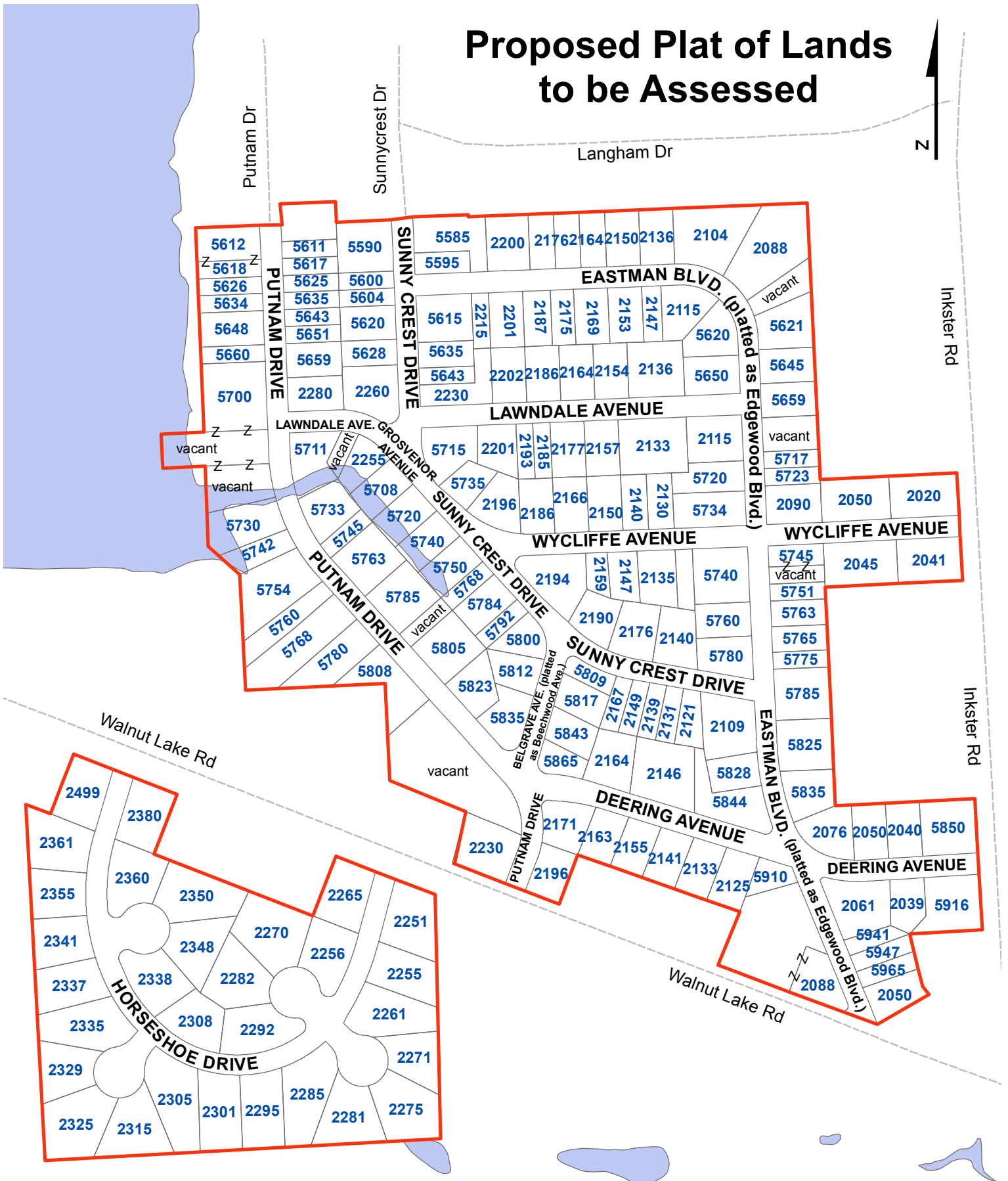


TYPICAL CROSS SECTION

(PULVERIZED PAVEMENT)
(VARIOUS LOCATION THROUGHOUT PROJECTS)

HERNDON'S WALNUT ESTATES
NO. 24216
WEST BLOOMFIELD TOWNSHIP

Proposed Plat of Lands to be Assessed



Herndon's Walnut Lake Estates No. 1
S.A.D. No 24216
West Bloomfield Township