



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

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

Engineering Department  
Design Division

31001 Lahser Road  
Beverly Hills, MI  
48025

248-645-2000

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

March 9, 2026  
Joesph Merucci, Township Manager  
Oakland Township  
4393 Collins Road  
Rochester, MI 48306

Re: Silverbell Road and Gallagher Road Paving Project Scope Synopsis

The RCOC, in cooperation with the Township of Oakland, commissioned a scoping study to be completed by Hubbell, Roth & Clarke, Inc. for the paving of Silverbell and Gallagher roads. The following is a description of the proposed improvements necessary to complete the paving of Silverbell Road (Abbey Road to E. of Great Fosters Drive (1700' E. of Gallagher Road)) and Gallagher Road from Silverbell Road to Cider Hill Drive, with asphalt resurfacing extended to Orion Road to complete the corridor. The current scoping plans do not show the resurfacing to Orion Road, however, the remainder of Gallagher Road would be resurfaced as part of the project to Orion Road.

EXISTING CONDITIONS

Silverbell Road

- Existing gravel road east of Abbey Road.
- Classified as a county primary road west of Gallagher Road.
- Classified as a county local road east of Gallagher Road.
- 2022 - 3,556 vehicles/day – West of Gallagher
- 2022 - 1,446 vehicles/day – East of Gallagher
- Existing path along the north side of the roadway up to Gallagher Road

Gallagher Road

- Existing gravel road from Silverbell Road to Cider Hill Drive.
- Classified as a county primary
- 2022 - 1,117 vehicles/day
- Existing path along the west/north side of the roadway

The preliminary layout depicts a total road width of approximately 29.5', primarily consisting of two 12-foot lanes with curb and gutter (2.67' each side). During design, shoulders may be utilized at certain locations to further reduce impacts as appropriate.

3,400 feet of Silverbell Road proposed to be paved.

4,200 feet of Gallagher Road proposed to be paved.

ALIGNMENTS

Existing vertical profile for both Silverbell and Gallagher is inconsistent from a design speed perspective throughout the proposed corridor to be paved. This will result in vertical changes along both roadways in the final condition to meet a consistent design speed for each segment and improve safety along the corridor. As part of the scoping study, the vertical profile along Silverbell would meet a 50 MPH design speed while along Gallagher would meet a 40 MPH design speed.

Upon completion of the paving, a speed study conducted by the MSP would be



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required in order to establish posted speed limits.

The horizontal alignment along both roadways will require significant adjustment in order to minimize impacts to existing developed properties. Along both roadways, there are areas that have a significant elevation difference between the existing roadway/adjacent slopes and must provide reasonable access to adjacent properties. Couple the existing grade differences with proposed vertical roadway changes, the result is to adjust the location of the roadway centerline to minimize impacts. In addition, Gallagher Road is not located along a border between sections in the Township and has significant existing curvature that will require re-alignment to meet an appropriate design speed.

The Silverbell Road centerline is proposed to shift up to 10' north of existing alignment, west of Gallagher, to provide reasonable slopes for driveways along the south side of the road.

The north-south section of Gallagher is proposed to shift up to 22 feet west of the existing road centerline to avoid impacts to the homes along the east side of the road. East of Goodison Place Drive, Gallagher Road is proposed to shift up to 40 feet north of the existing road centerline in order to soften and realign the curvature through this area.

Horizontal curves will have a maximum of a 4% superelevation where necessary.

The intersection of Silverbell/Gallagher is proposed to be a tee intersection with a center left turn lane along Silverbell Road.

It should be noted that given the horizontal and vertical changes along the route, there will be significant existing vegetation removal within the existing ROW due to slope grading and construction activities. The scoping level plans do show a conceptual slope stake line (SSL). The SSL represents the approximate limits of grading necessary to complete the road construction and full vegetation (clearing) removal will occur within the SSL limits. During design, the limits of the SSL will be minimized as much as possible.

#### UTILITIES

There is an existing water main along the west side of Gallagher, north of Silverbell. Grade cuts above water main may require relocating the main deeper to provide minimum cover and will be determined during final design. If the water main is impacted and in conflict with the proposed road work, replacement water main would be considered project participating and be a federal aid eligible cost. Since this is a local utility, the utility owner would be responsible for the design, permit acquisition, construction engineering and the local match on the federal funds (20%).

#### PERMITTING

It is anticipated that the project will require EGLE permitting for impacts to wetlands along the route and the replacement of two culverts.



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On Gallagher Road, there are two stream crossings (Sta 60+00 (48" dia) and Sta 91+00 (60" dia)) that are proposed to be replaced. Final sizing of the culverts would be completed as part of the design. The RCOC also expects that small amounts of wetland impacts along the Gallagher corridor will occur. These will be minimized with the use of steeper grading and/or retaining walls as appropriate.

### DRAINAGE

While the scoping plans do not show a proposed storm drainage system, one will be required to provide necessary roadway drainage for both Silverbell and Gallagher roads. This eventuality has been anticipated and is included in the conceptual construction cost estimate, including costs associated with stormwater regulatory compliance.

### RIGHT-OF-WAY

There will be a need to acquire both permanent and temporary easements throughout the corridor. It is currently anticipated that approximately 36 temporary (grading) easements and 6 permanent highway easements will be required for the project. During design, easement requirements will be refined and minimized where possible to further reduce project impacts.

It is noted that there is an existing conservation easement at 4605 Hidden Glen Circle. The project will be required to stay outside of the limits of the conservation easement.

### SITE CONSTRAINTS

Given that the project is utilizing federal funds, the project will need to comply with NEPA and State Historical Preservation Office (SHPO) requirements. It is noted that there is the possibility of several potential historical structures along the route and the project will need to avoid impacts to those properties.

### COSTS

The following is an approximate estimate of overall costs for the project:

Scoping Study – Under agreement between Township/RCOC

Design Costs (budget): \$1,000,000 (50% RCOC/50% Twp)

ROW Costs (budget): \$500,000 (50% RCOC/50% Twp)

Construction Engineering (budget): \$1,500,000 (50% RCOC/50% Twp)

Construction Costs (budget- excluding utilities): \$ 10,000,000 (80% Federal; 10% RCOC; 10% Township)

Construction Cost (budget - water main): \$200,000 (80% Federal, 20% Township)



Based on the above, the following would be an approximate breakdown of financial responsibilities for the project:

Oakland Township: \$2,540,000 (incl. \$40,000 for water main construction costs)

RCOC: \$2,500,000

Federal Funding (const only): \$8,160,000

The RCOC is looking forward to reviewing the above information with the Township to discuss the proposed improvements and next steps.

Sincerely,

Jeff O'Brien, PE  
Design Engineer

cc. Gary Piotrowicz, PE County Highway Engineer/Deputy Managing Director  
Samuel Fitzer, PE, Director of Engineering

**ENGINEER'S OPINION OF PROBABLE PROJECT COST**

<b>PROJECT:</b> Silverbell and Gallagher Paving Improvements	<b>DATE:</b> 2/12/2026
<b>LOCATION:</b> Oakland Township, MI	<b>PROJECT NO.:</b> 20240709
<b>BASIS FOR ESTIMATE:</b> <input checked="" type="checkbox"/> CONCEPTUAL <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> FINAL	<b>ESTIMATOR:</b> RAI
<b>SCOPE:</b> Paving of Silverbell Road and Gallagher Road	<b>CHECKED BY:</b> JQD

DESCRIPTION	QUANT.	UNIT	UNIT PRICE	TOTAL
Mobilization (10%)	1	LS	\$ 806,824.50	\$ 806,824.50
Clearing, RCOC	4.5	Acre	\$ 20,000.00	\$ 90,000.00
Culv, Rem, Less than 24 inch	34	Ea	\$ 650.00	\$ 22,100.00
Fence, Rem	210	Ea	\$ 5.00	\$ 1,050.00
Guardrail, Rem	200	Ft	\$ 5.00	\$ 1,000.00
Pavt, Rem	127	Syd	\$ 10.00	\$ 1,270.00
Sidewalk, Rem (HMA)	2,750	Syd	\$ 17.00	\$ 46,750.00
Sidewalk, Rem (Conc)	775	Syd	\$ 17.00	\$ 13,175.00
Station Grading	77	Sta	\$ 15,000.00	\$ 1,155,000.00
Subgrade Undercutting	5,750	Cyd	\$ 80.00	\$ 460,000.00
SESC	1	LS	\$ 45,000.00	\$ 45,000.00
Project Cleanup	1	LS	\$ 15,000.00	\$ 15,000.00
Aggregate Base, 4 inch, 21AA, RCOC	6,650	Syd	\$ 14.00	\$ 93,100.00
Aggregate Base, 8 inch, 21AA, RCOC	34,500	Syd	\$ 18.00	\$ 621,000.00
Approach, 21AA, 6 inch	650	Syd	\$ 20.00	\$ 13,000.00
Geogrid	17,000	Syd	\$ 5.00	\$ 85,000.00
Curb and Gutter, Conc, Det B2	15,600	Ft	\$ 35.00	\$ 546,000.00
Storm Sewer	1	LS	\$ 1,500,000.00	\$ 1,500,000.00
MS4 Infrastructure Allowance	1	LS	\$ 350,000.00	\$ 350,000.00
Remove and Replace 48" Culvert	1	LS	\$ 80,000.00	\$ 80,000.00
Remove and Replace 60" Culvert	1	LS	\$ 100,000.00	\$ 100,000.00
Pavt, Cleaning	1	LS	\$ 15,000.00	\$ 15,000.00
HMA Surface, Rem	1,000	Syd	\$ 5.00	\$ 5,000.00
HMA, 6 inch	8,900	Ton	\$ 150.00	\$ 1,335,000.00
HMA Approach	500	Ton	\$ 200.00	\$ 100,000.00
Driveway, Nonreinf Conc, 6 inch	300	Syd	\$ 70.00	\$ 21,000.00
Sidewalk Ramp, ADA, Modified	1,000	Sft	\$ 7.00	\$ 7,000.00
Path, HMA	660	Ton	\$ 250.00	\$ 165,000.00
Sidewalk, Conc, 4 inch	9,000	Sft	\$ 7.00	\$ 63,000.00
Post, Mailbox	34	Ea	\$ 200.00	\$ 6,800.00
Pavement Markings and Signing	1	LS	\$ 50,000.00	\$ 50,000.00
Minor Traffic Devices	1	LS	\$ 120,000.00	\$ 120,000.00
Traf Regulator Control	1	LS	\$ 30,000.00	\$ 30,000.00
Maintaining Traffic	1	LS	\$ 120,000.00	\$ 120,000.00
Water Main Relocation	500	Ft	\$ 400.00	\$ 200,000.00
Block Retaining Wall	3,000	Sft	\$ 100.00	\$ 300,000.00
Turf Establishment	36,500	Syd	\$ 8.00	\$ 292,000.00

<b>Subtotal Construction Costs</b>	<b>\$ 8,875,069.50</b>
<b>Contingency 15%</b>	<b>\$ 1,331,260.00</b>
<b>Total Construction Cost</b>	<b>\$ 10,206,329.50</b>

**Notes and Assumptions:**

- 12' lanes with curb & gutter
- 6" HMA on 8" aggregate base
- 3,400' of paving on Silverbell, 4,250' on Gallagher = ~77 Sta
- Subgrade undercut and geogrid quantities account for approximately 50% of aggregate base area at a depth of 1'
- Retaining wall from ~77+25 to ~78+75 R: (150\*10) = 1500 sft
- Retaining wall from ~78+50 to ~80+00 L: (150\*6) = 900 sft
- Sidewalk = ~3,258' of 8' wide and 1,833' of 5' wide

**Costs not included:**

- Inspection, layout, R.O.W., etc.

# ROAD COMMISSION FOR OAKLAND COUNTY

## **SCOPING STUDY FOR THE PAVING OF SILVERBELL ROAD AND GALLAGHER ROAD**

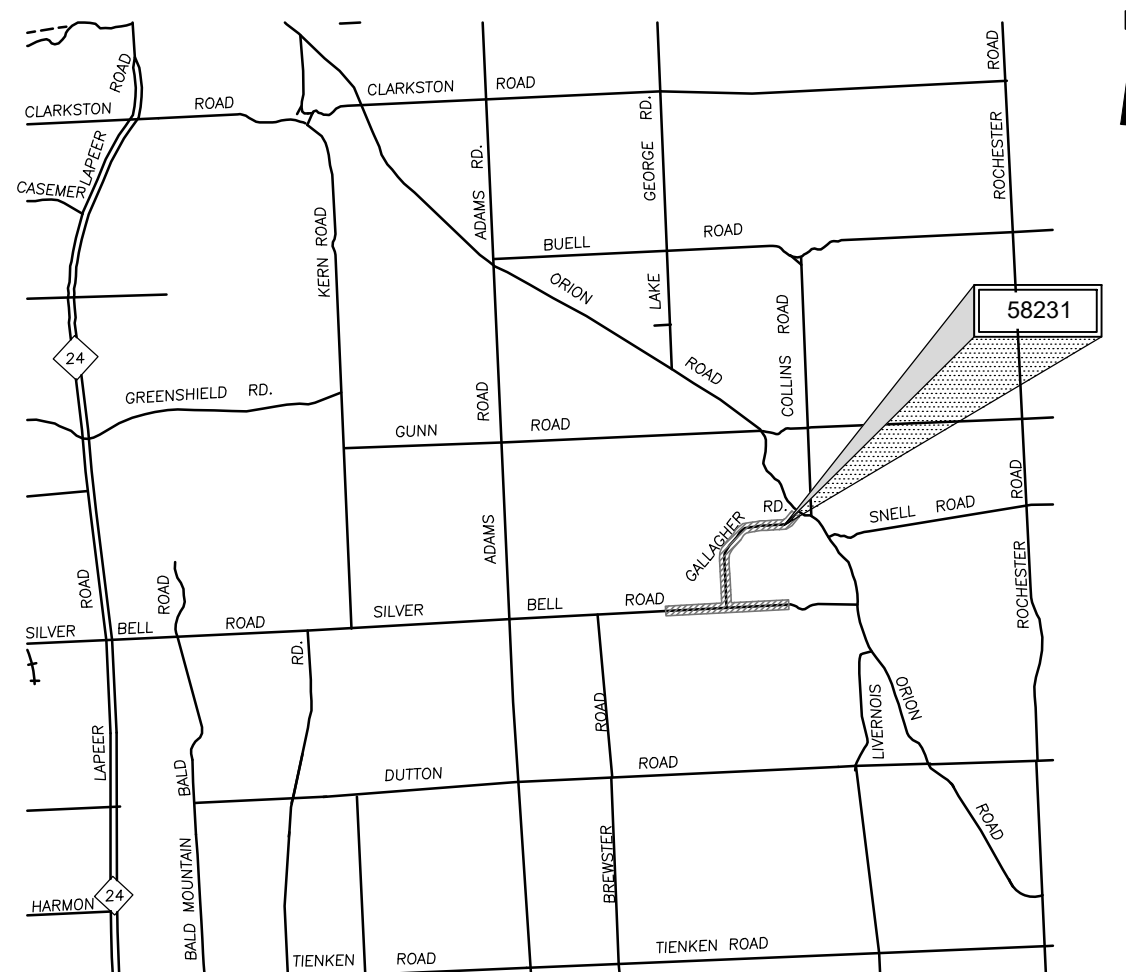
### **OAKLAND TOWNSHIP**

RCOC JOB NO. 58231

#### INDEX OF SHEETS

- 1 - COVER
- 2 - TYPICAL SECTION
- 3 TO 8 - SILVERBELL PLAN, PROFILE, & SECTIONS
- 9 TO 14 - GALLAGHER PLAN, PROFILE, & SECTIONS

### **CONCEPT SCOPING PLANS 3/6/2026**



SCALE  
FULL SIZE (11"x17")  
PLAN SHEET 1" = 100 FT  
PROFILE HOR. 1" = 100 FT  
PROFILE VER. 1" = 20 FT

#### STATE OF MICHIGAN BOARD OF ROAD COMMISSIONERS FOR OAKLAND COUNTY

#### BOARD OF ROAD COMMISSIONERS

JAMES ESSHAKI - COMMISSIONER  
TYLENE L. HENRY - COMMISSIONER  
ERIC D. MCPHERSON - COMMISSIONER

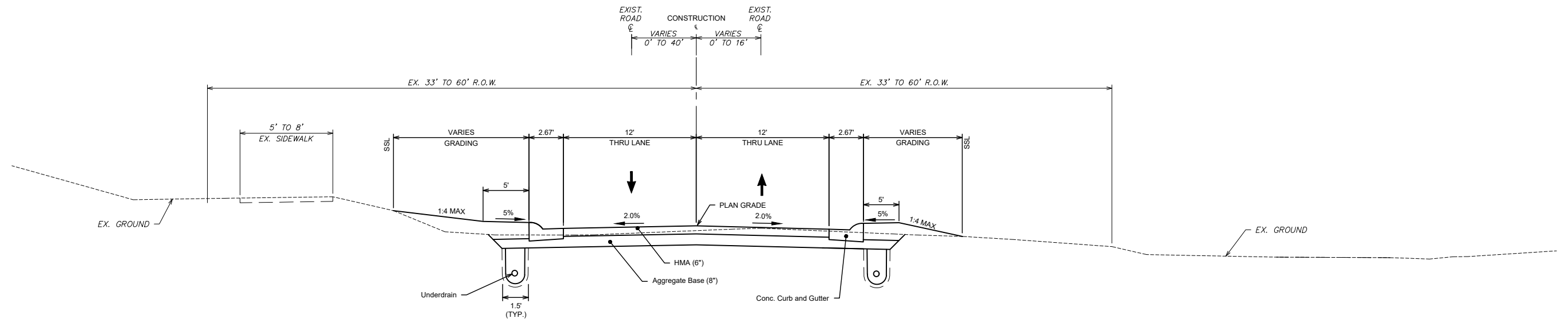
DENNIS G. KOLAR, P.E. - MANAGING DIRECTOR

PROJECT NO. 58231 OAKLAND TOWNSHIP

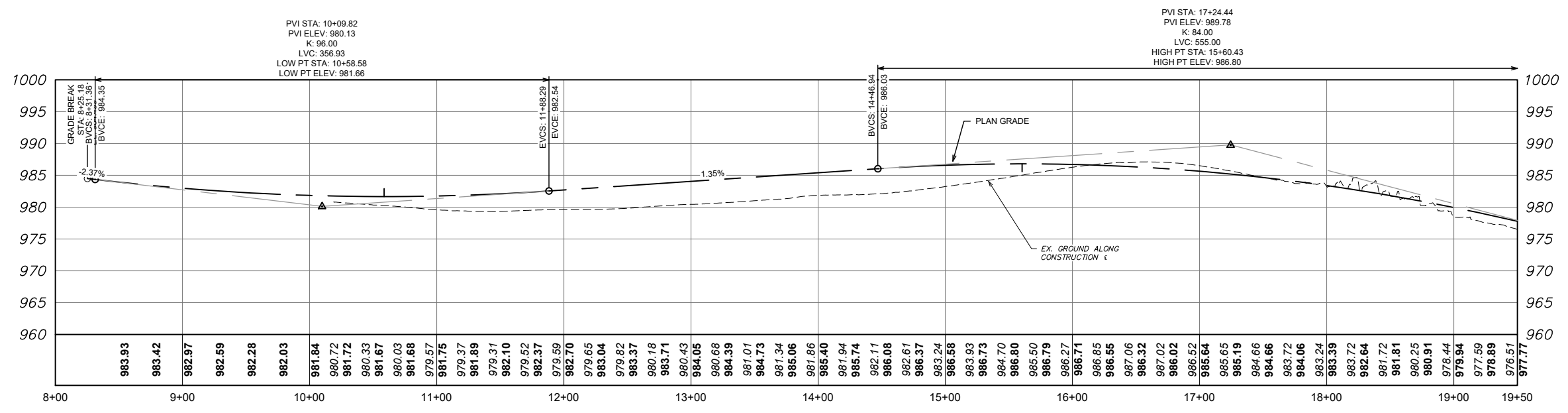
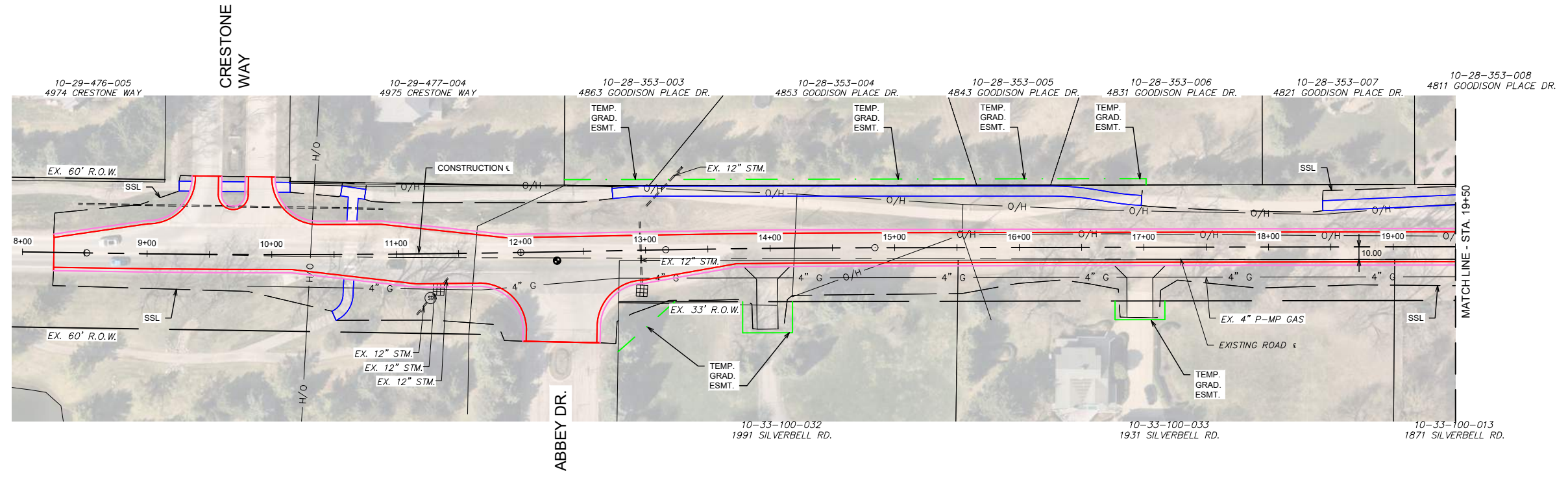
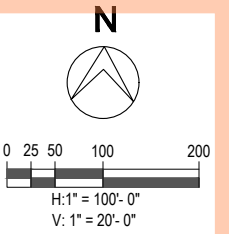
ROAD SILVERBELL AND GALLAGHER

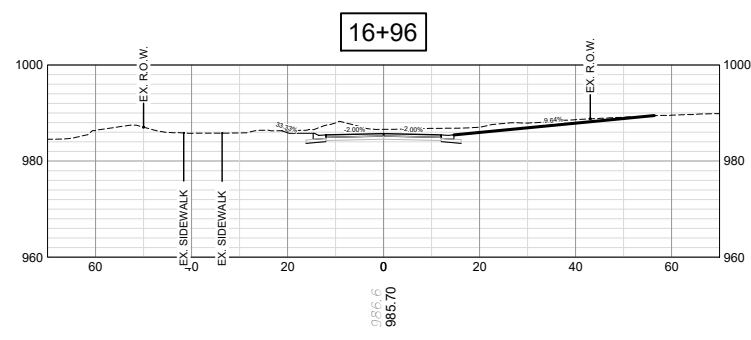
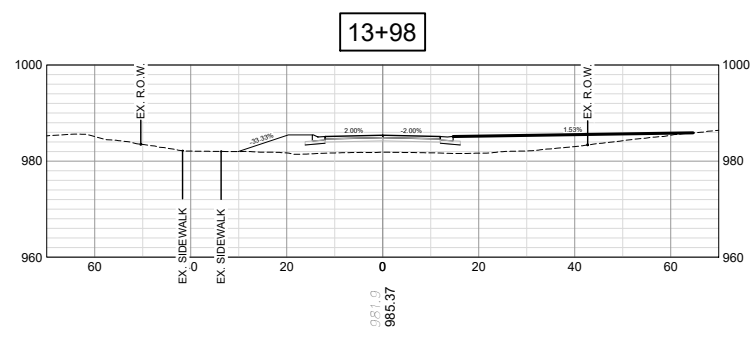
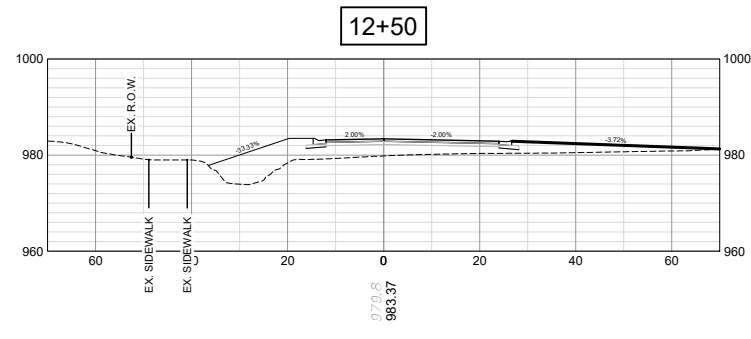
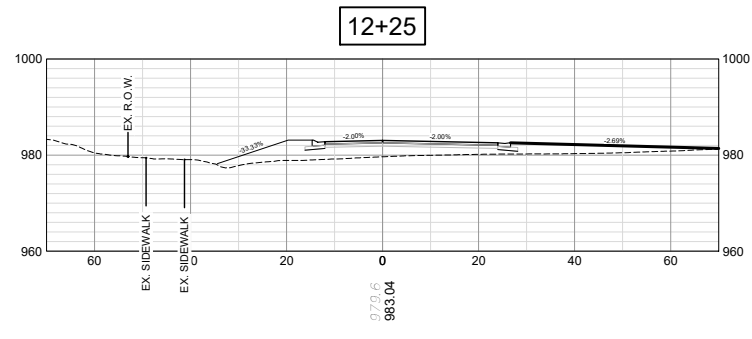
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	DESCRIPTION	BY	DATE	BY	DATE



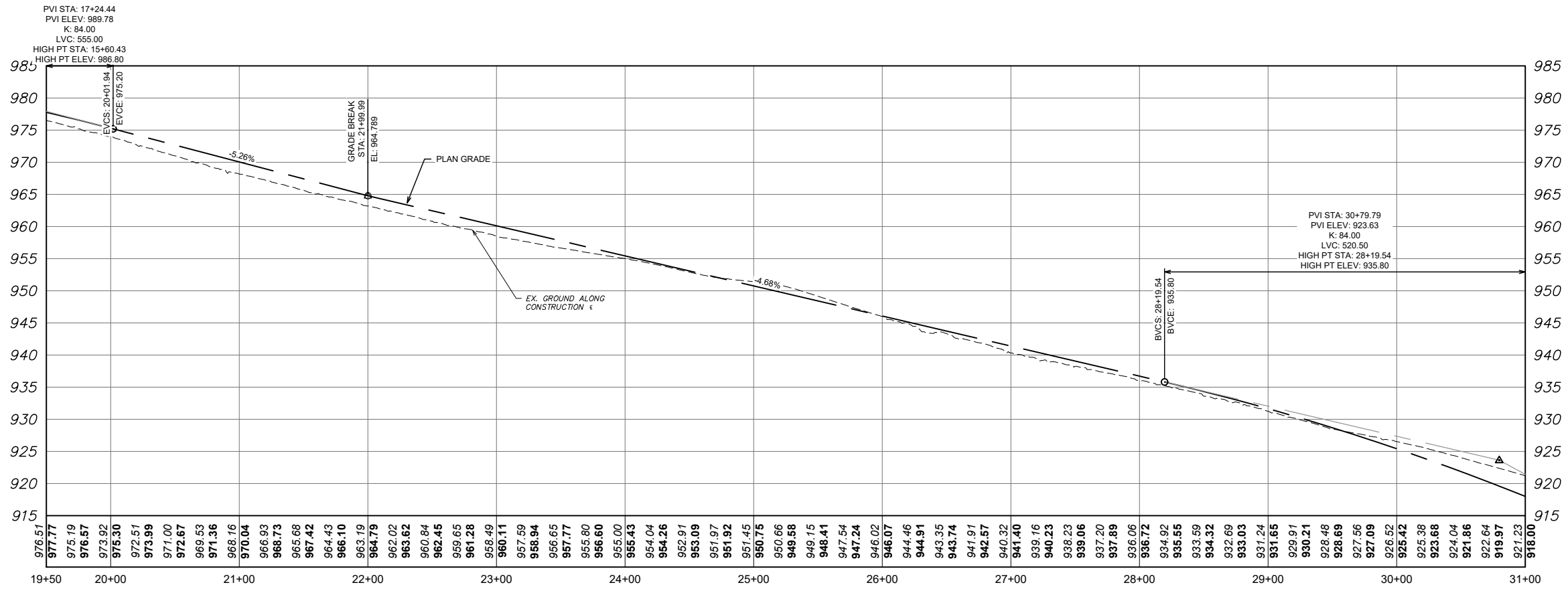
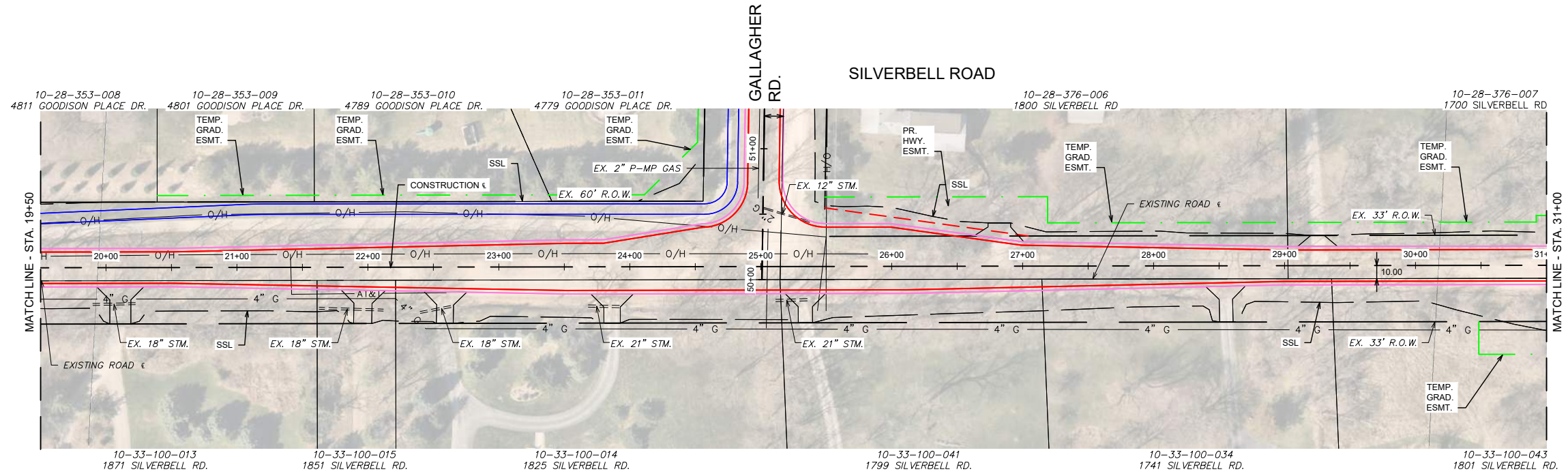
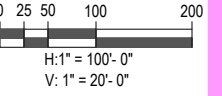


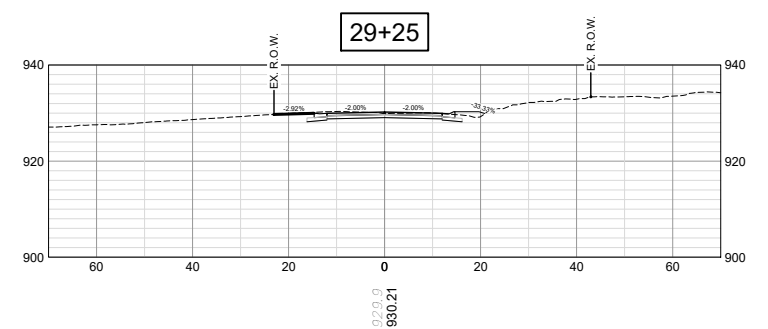
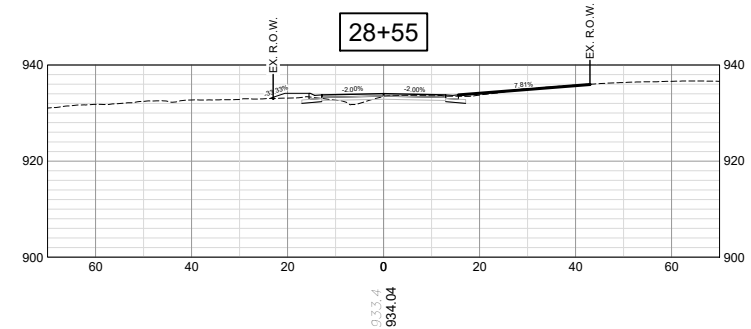
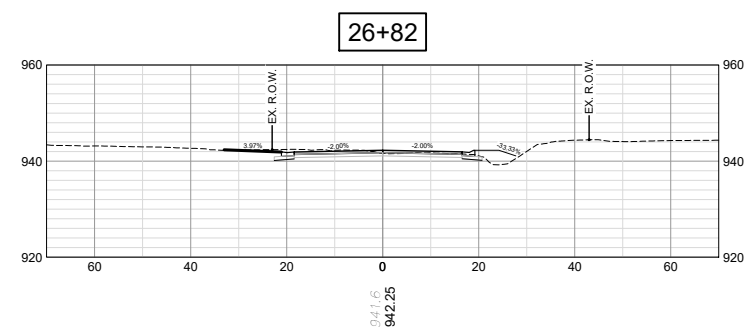
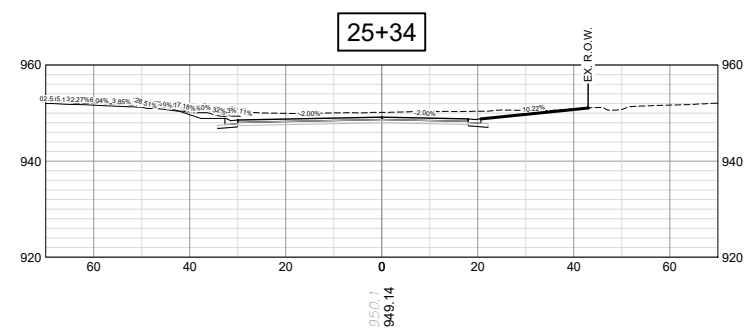
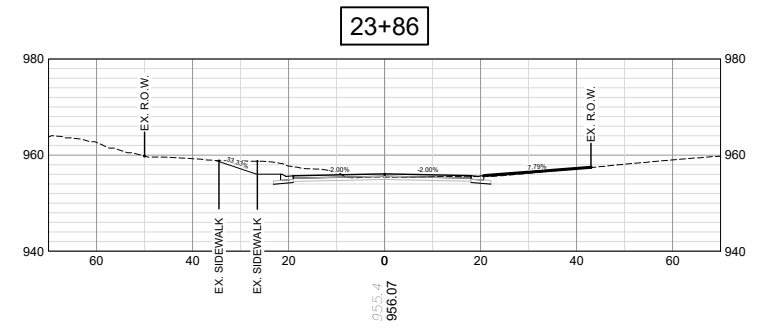
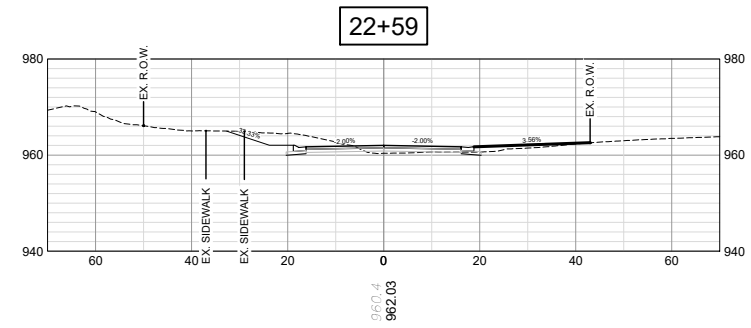
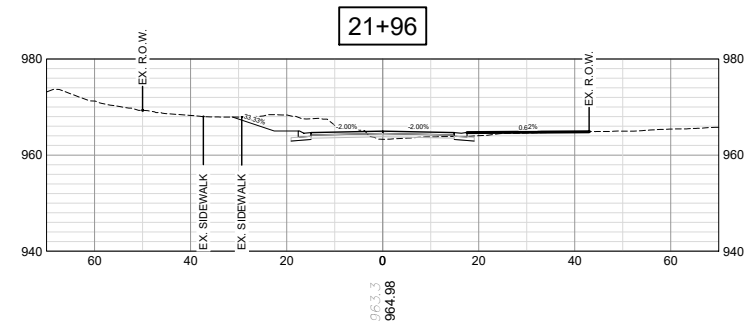
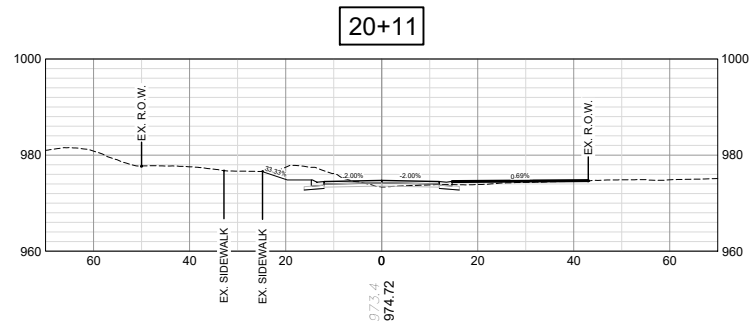
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NO SCALE





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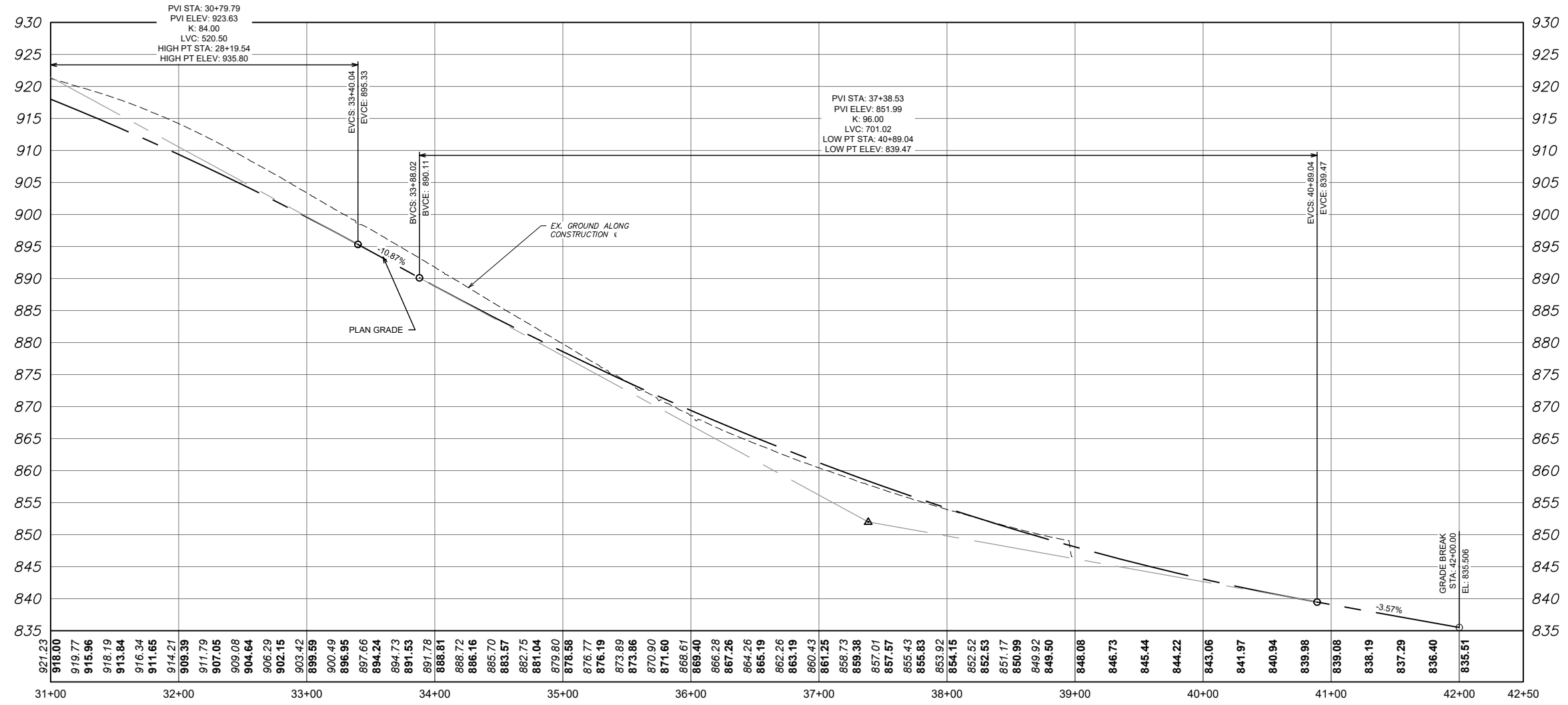
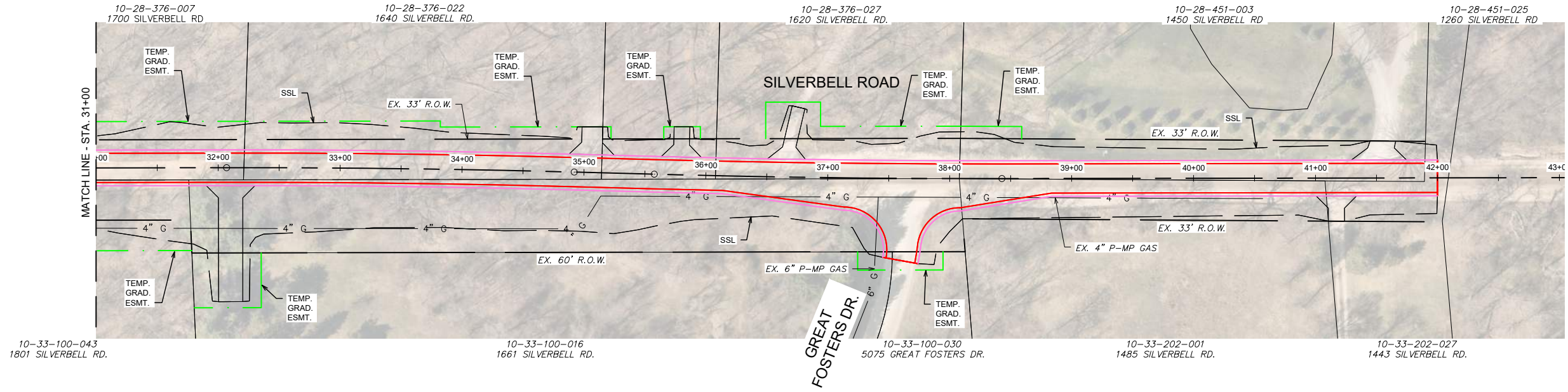


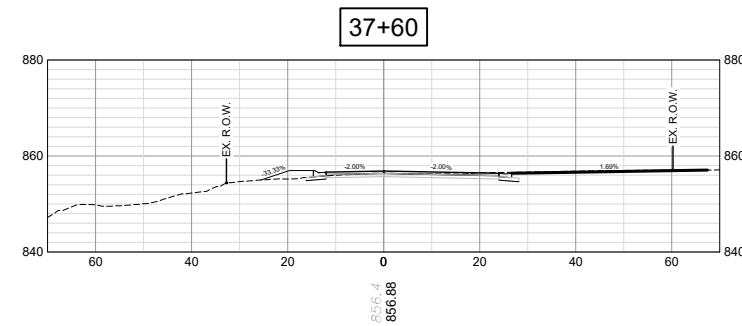
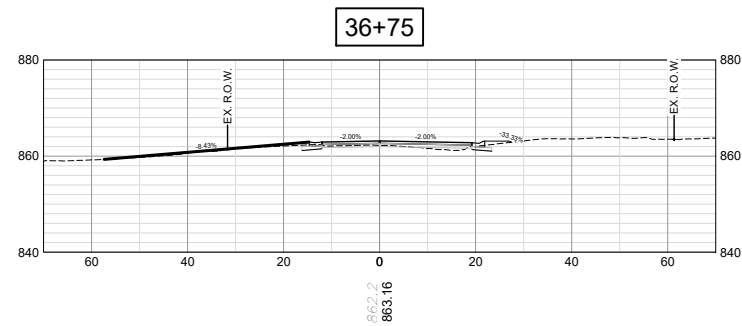
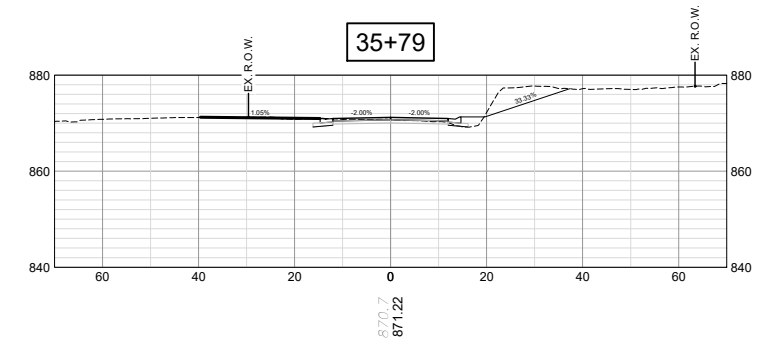
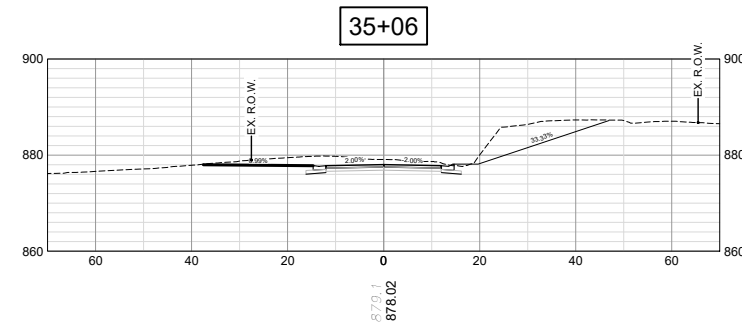
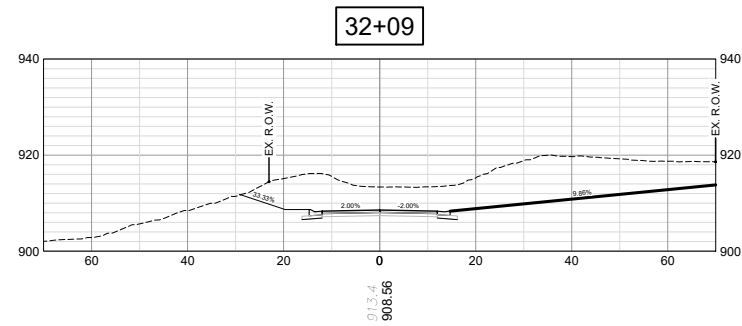
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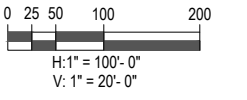


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V: 1" = 20'-0"

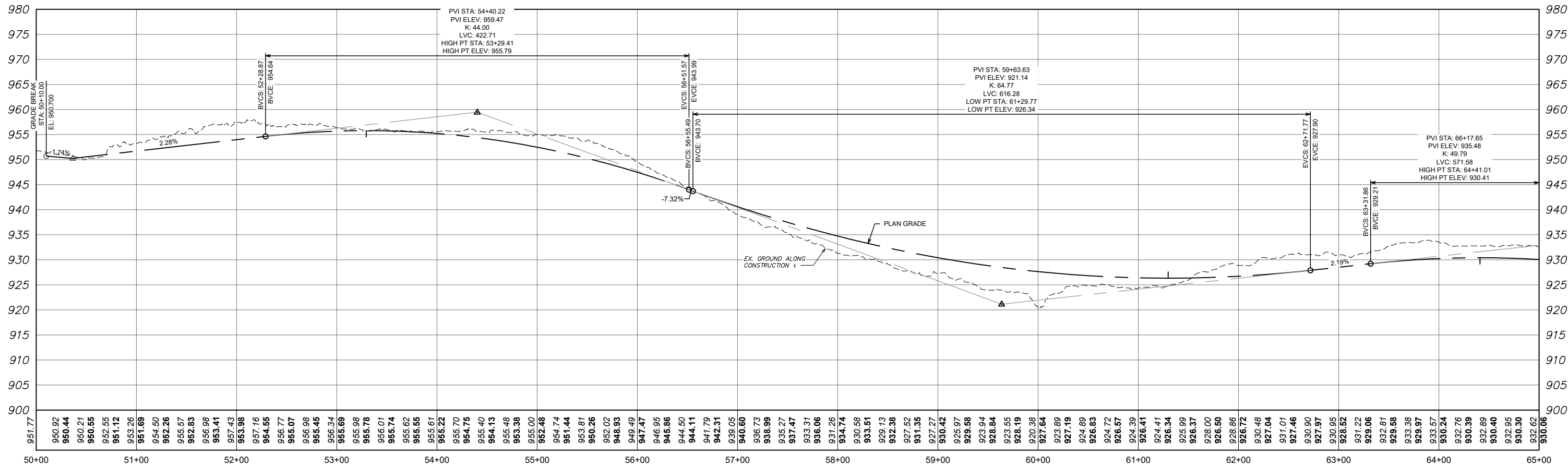
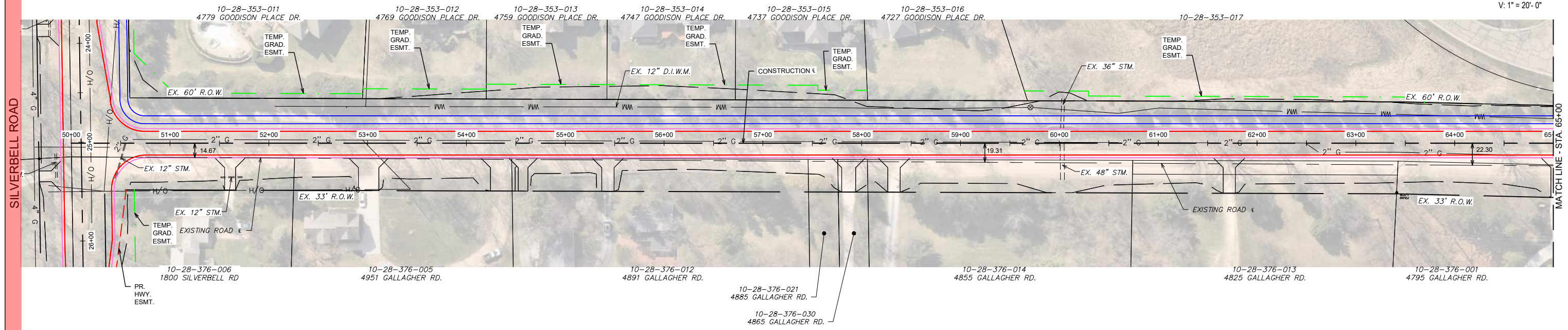


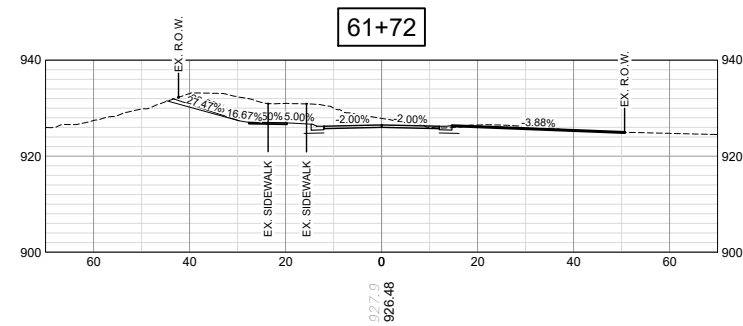
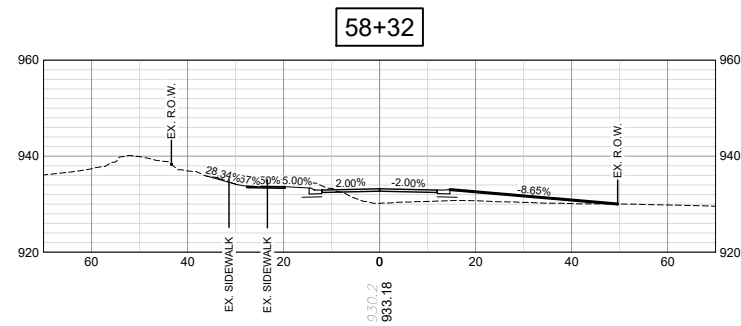
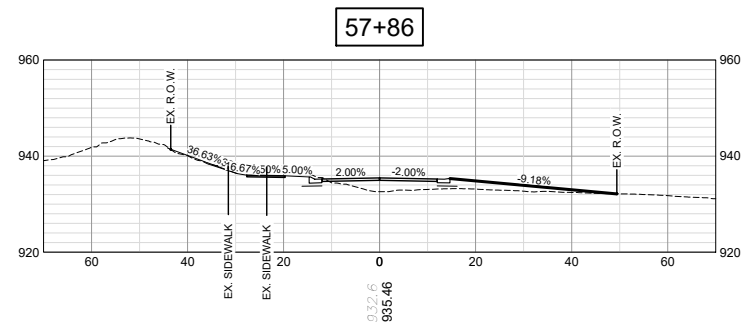
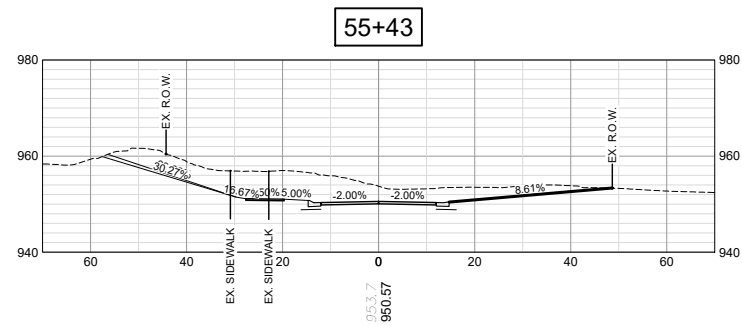
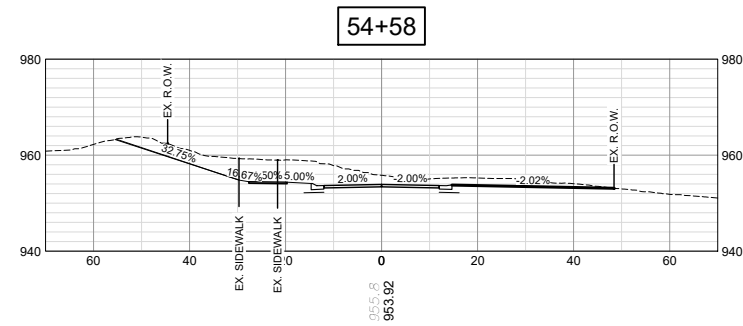
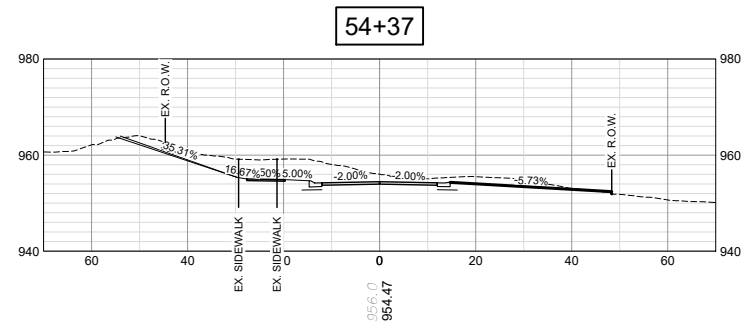
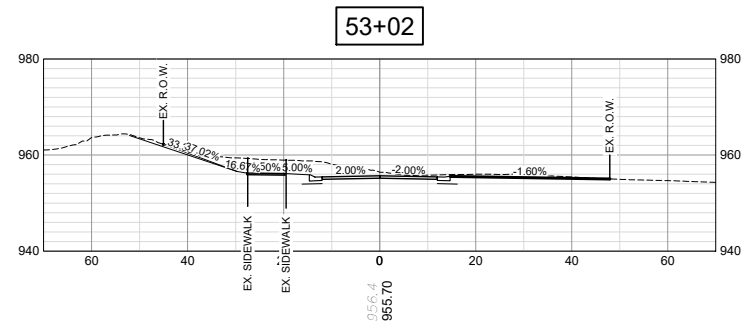
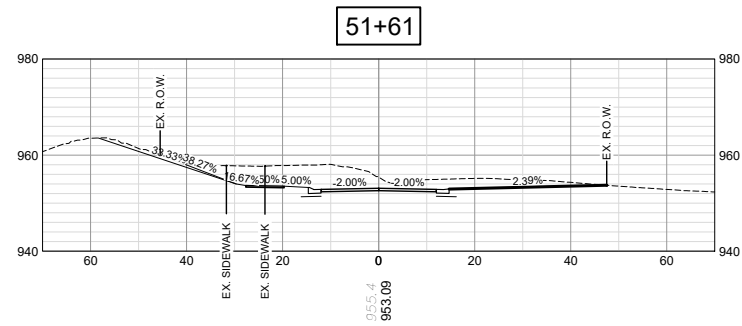


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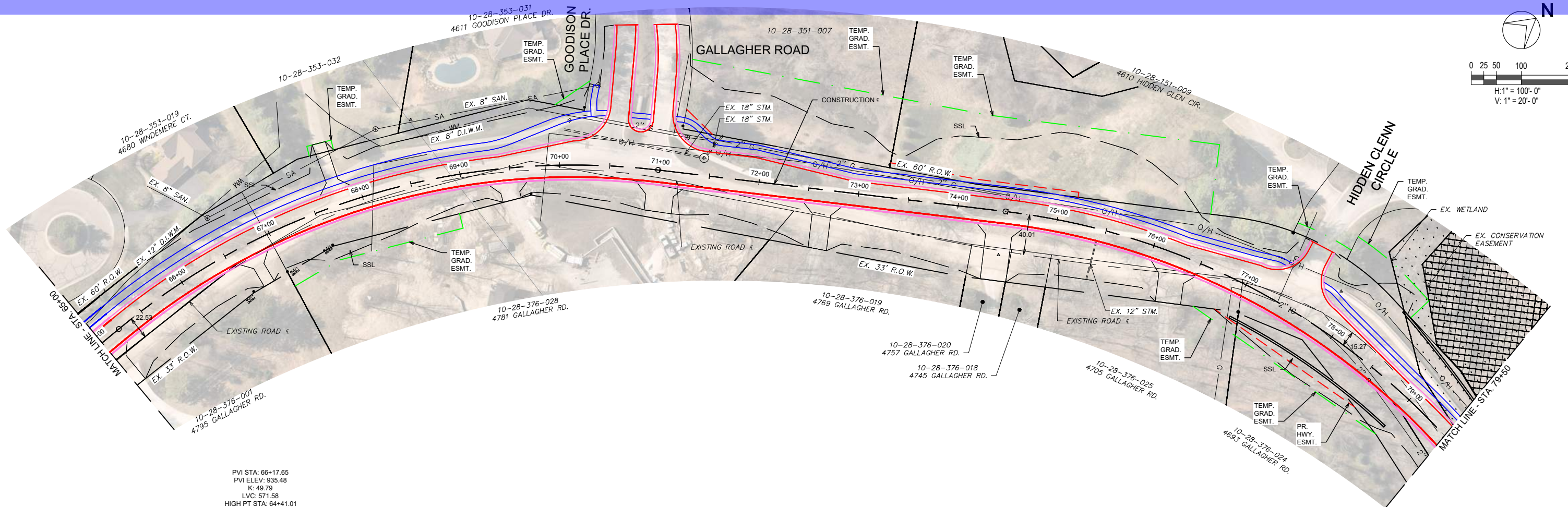
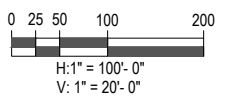
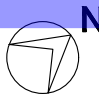


### GALLAGHER ROAD

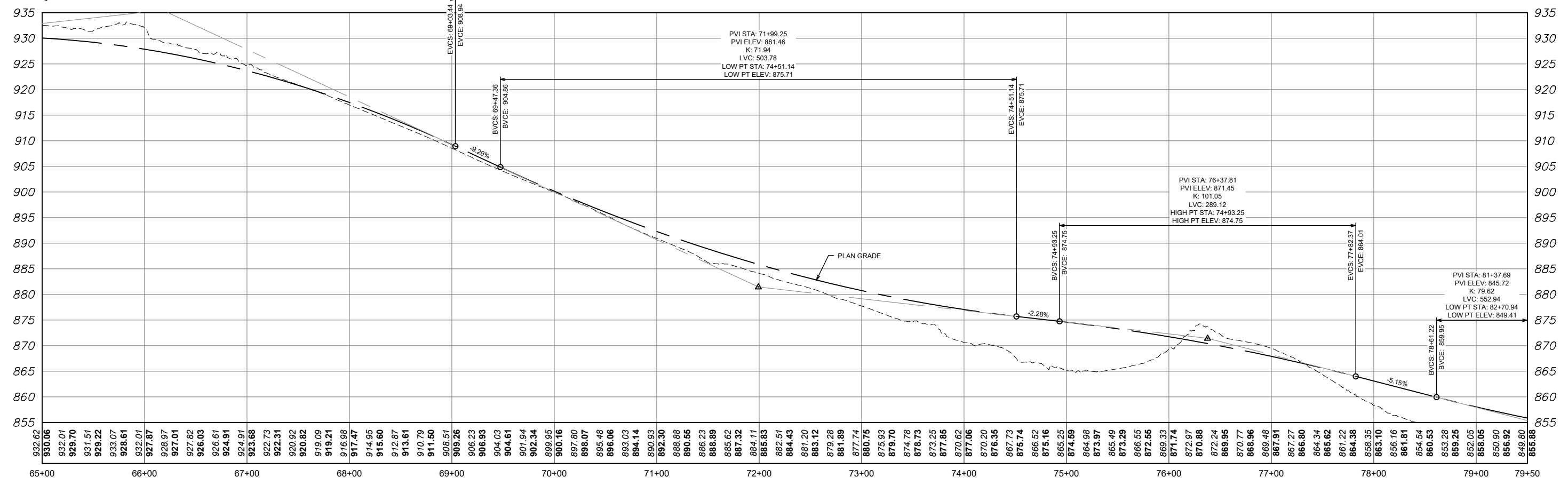




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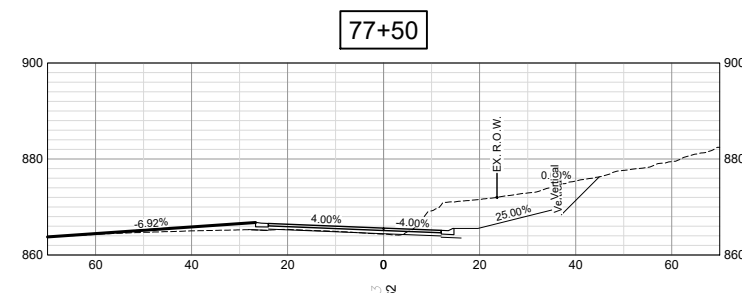
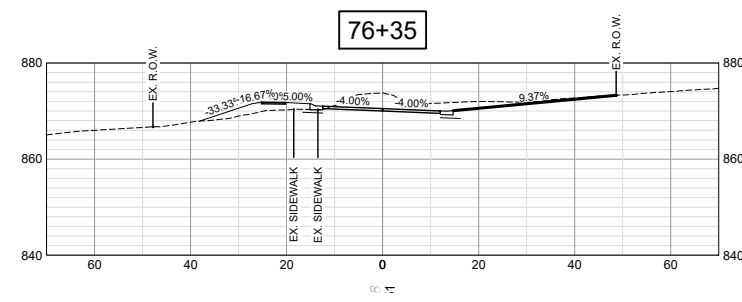
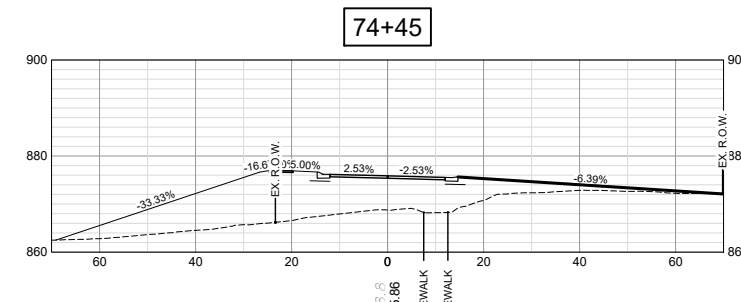
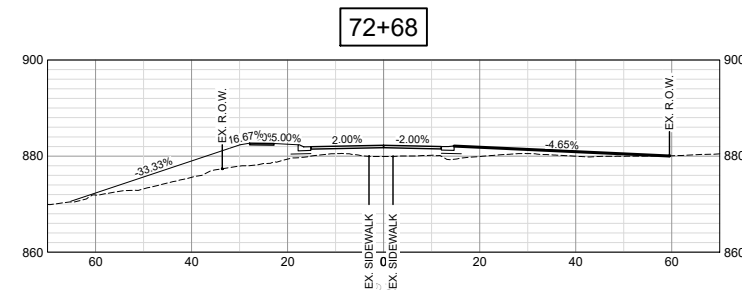
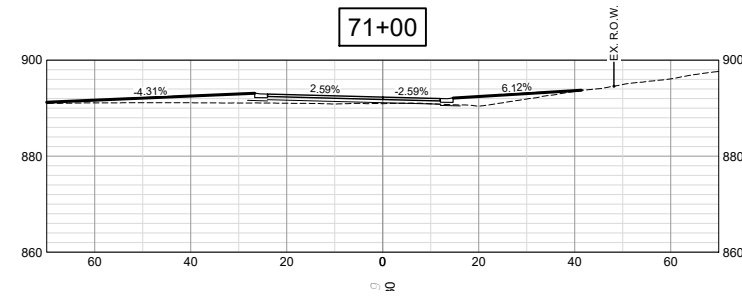
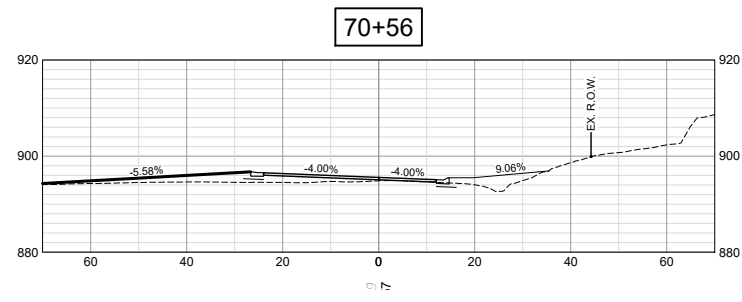
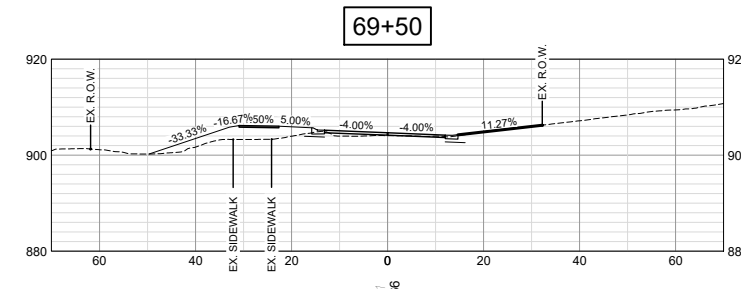
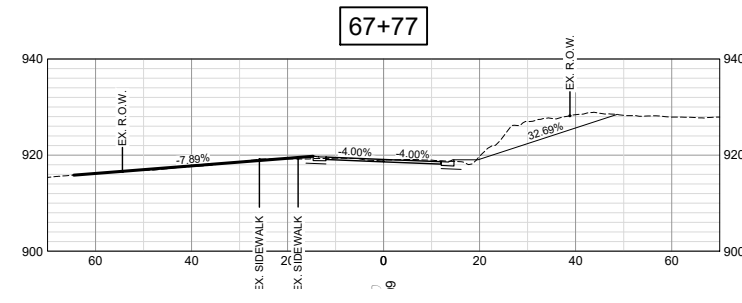
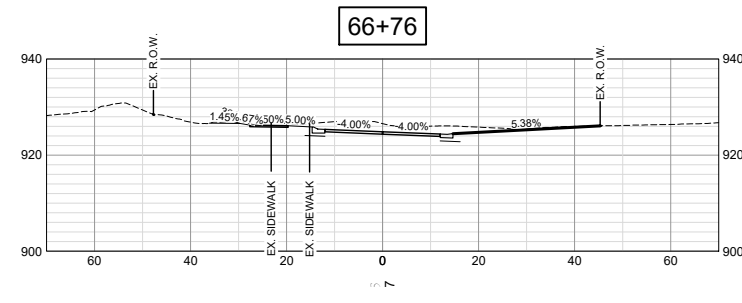
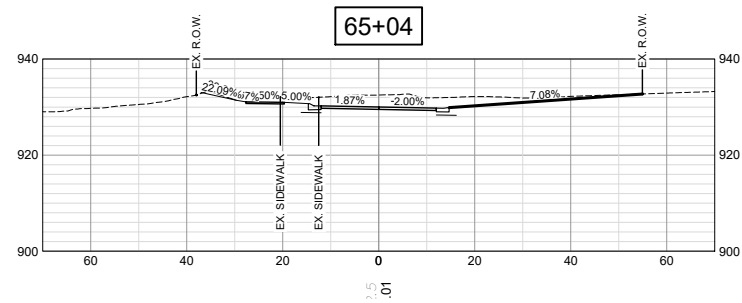
PVI STA: 66+17.65  
PVI ELEV: 935.48  
K: 49.79  
LVC: 571.58  
HIGH PT STA: 64+41.01  
HIGH PT ELEV: 930.41



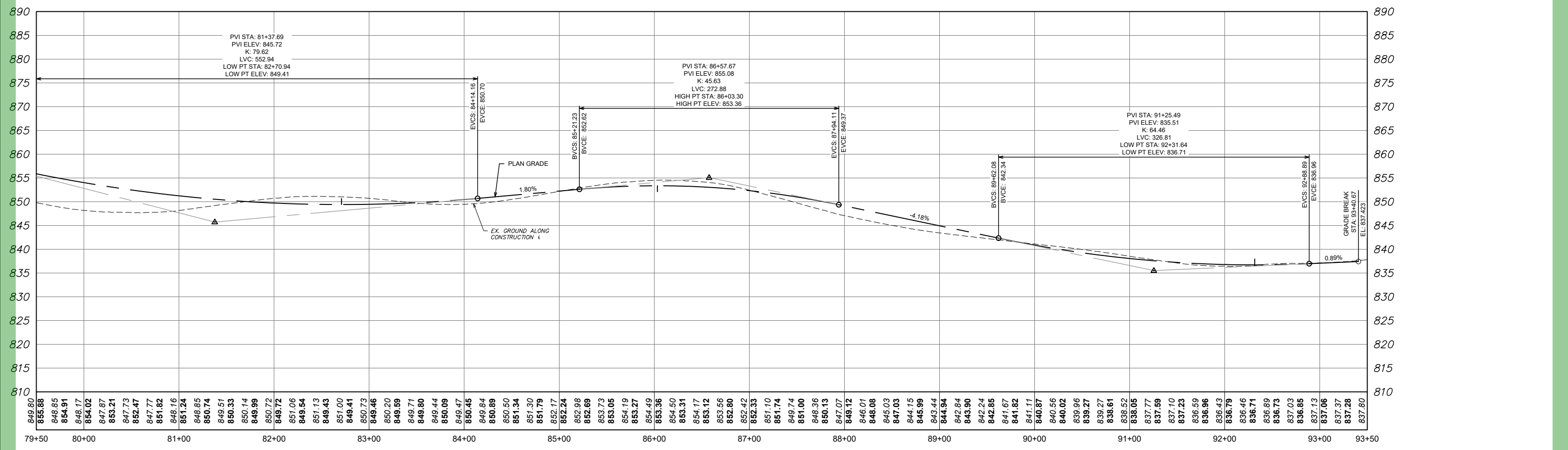
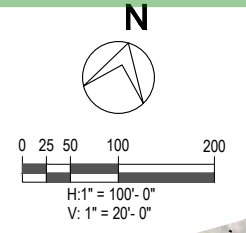
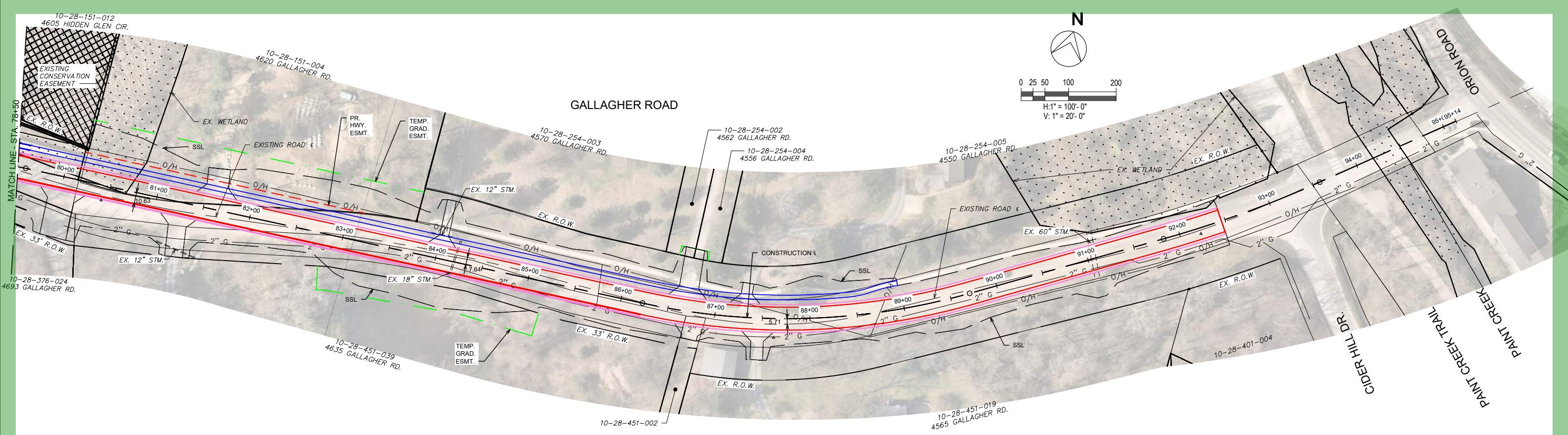
PROJECT NO.  
58231  
DATE  
3/6/26

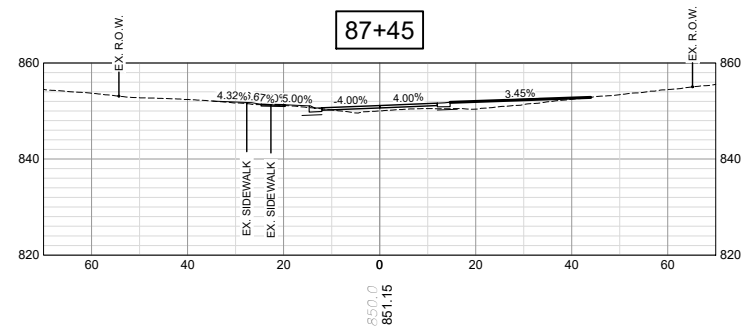
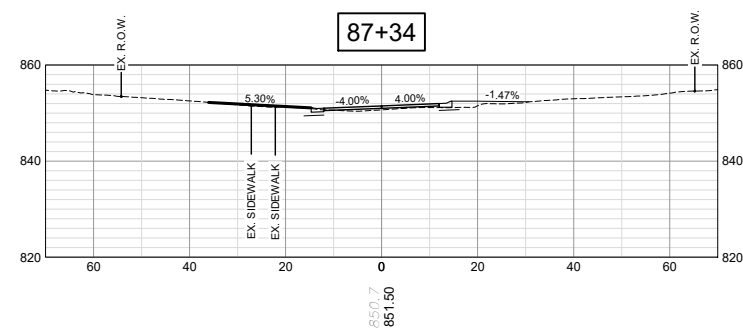
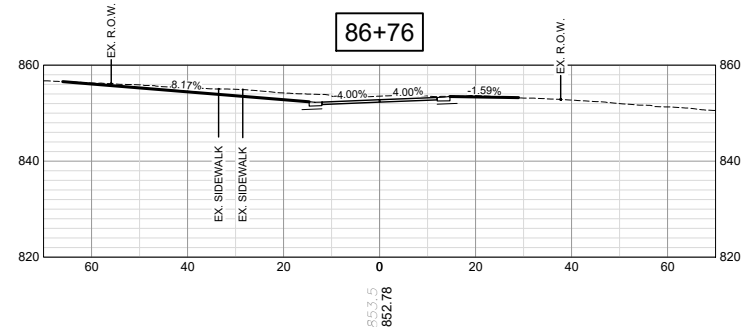
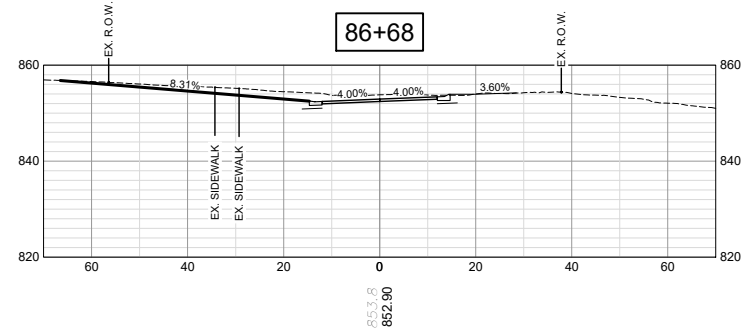
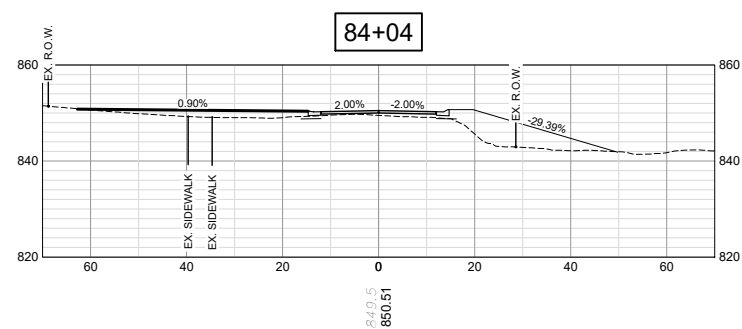
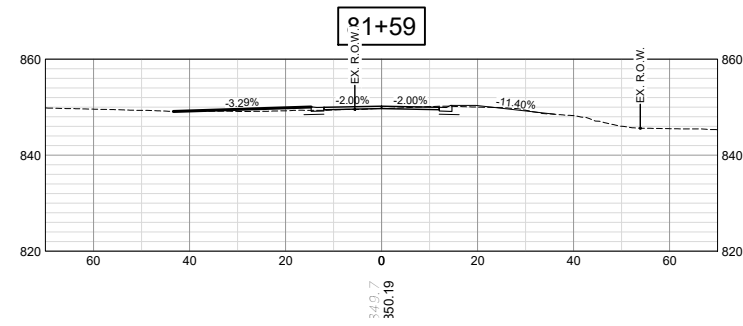
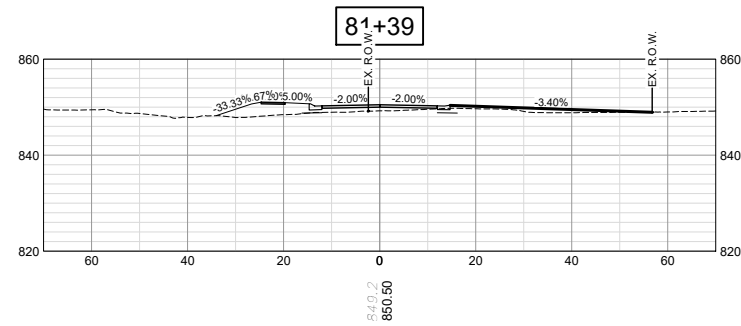
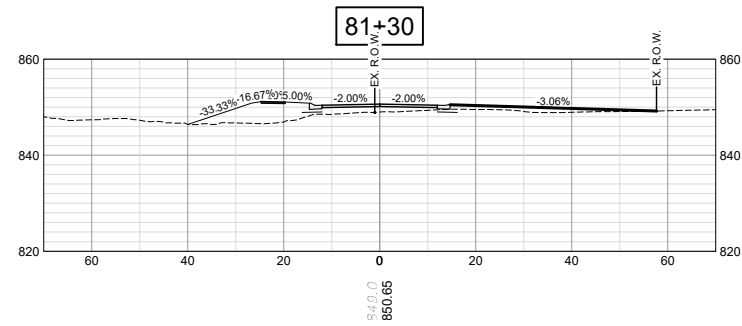
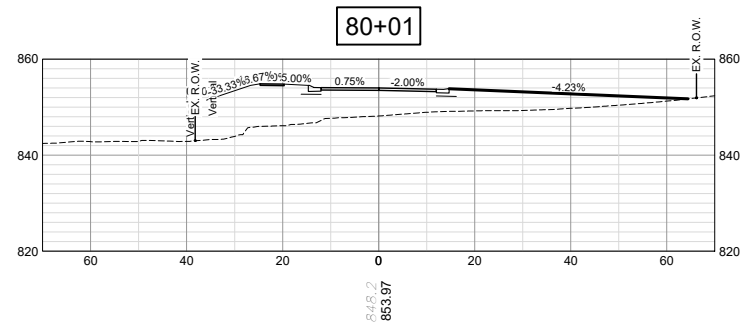
**GALLAGHER ROAD PRELIMINARY ALIGNMENT**  
SILVERBELL ROAD AND GALLAGHER ROAD

DESIGN PHASE  
CONCEPT  
SHEET NO.  
11 of 14



SCALE: 1" = 40'





SCALE: 1" = 40'