TRAFFIC COMMITTEE MINUTES FEBRUARY 21, 2007 FINAL

A regular meeting of the Troy Traffic Committee was held Wednesday, February 21, 2007 in the Lower Level Conference Room at Troy City Hall. Pete Ziegenfelder called the meeting to order at 7:30 p.m.

1. Roll Call

PRESENT: Sara Binkowski
Ted Halsey
Jan Hubbell
Gordon Schepke
Pete Ziegenfelder
Ted Hwang, Student Rep.
Prithvi Murthy, Student Rep.

ABSENT: John Diefenbaker
Richard Kilmer

Also present: Renee Freeman, 3848 Estates
Tom Lancaster, 2638 Winter
Greg Jankowski, 6776 Montclair
Michelle Jankowski, 6776 Montclair
Hector Bultynck, 1535 Muer
Eileen Carty, 990 DeEtta
Dennis Roys, 990 DeEtta
Robert Outland, 38 Timberview
and John Abraham, Traffic Engineer
Lt. Scott McWilliams, Troy Police Dept.
Lt. Robert Matlick, Troy Fire Dept

Resolution to Excuse Absent Members

RESOLUTION #2007-02-18
Moved by Halsey
Seconded by Hubbell

To excuse Diefenbaker and Kilmer.

YES: All-5
NO: None
ABSENT: 2 (Diefenbaker, Kilmer)
MOTION CARRIED

2. Minutes – January 17, 2007

RESOLUTION #2007-02-19
Moved by Binkowski
Seconded by Schepke

To approve the January 17, 2007 minutes as printed.

YES: All-5
NO: None
ABSENT: 2 (Diefenbaker, Kilmer)
MOTION CARRIED

PUBLIC HEARINGS

Mr. Ziegenfelder recommended that the following requests for sidewalk waivers be denied because:

1. A recent survey by the National Association of Realtors, and the National Association of Home Builders found that the third most important item that people are looking for in a community is sidewalks on both sides of the street.

2. The Troy Futures Committee found that one of the items to improve mobility in Troy was sidewalks on both sides of the street.

3. At some point in time, sidewalks that lead nowhere and connect to nothing will start connecting to other sidewalks and leading somewhere.

4. The Traffic Committee can grant a temporary waiver that is good for two years and at the end of those two years, a sidewalk may still be required to be installed.

5. The City of Troy Public Works Department recommends the denial of the waiver.

6. The petitioner signed an Agreement for Irrevocable Petition for Sidewalks.

3. Request for Sidewalk Waiver – 1535 Muer

Hector and Lisa Bultynck request a waiver for the sidewalk at 1535 Muer. The sidewalk ordinance requires that sidewalk be installed in conjunction with the construction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Petitioners state that the neighborhood is already developed with no sidewalks existing, and a sidewalk would lead nowhere and connect to nothing.

Mr. Bultynck addressed the committee and said he thought it would look ridiculous to have only one house with sidewalk when no other properties on Muer have sidewalks.

RESOLUTION #2007-02-20
Moved by Halsey
Seconded by Hubbell

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

   WHEREAS, Hector and Lisa Bultynck has requested a temporary waiver of the requirement to construct sidewalk on the property because there are no other sidewalks in the area; and

   WHEREAS, the Traffic Committee has determined the following:

   a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and

   b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and

   c. The construction of a new sidewalk would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

   NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a two-year waiver of the sidewalk requirement for the property at 1535 Muer, which is owned by Hector and Lisa Bultynck.

YES: All-5
NO: None
ABSENT: 2 (Diefenbaker, Kilmer)
MOTION CARRIED

4. Request for Sidewalk Waiver – 6776 Montclair

Michelle Jankowski requests a waiver for the sidewalk at 6776 Montclair. The sidewalk ordinance requires that sidewalk be installed in conjunction with the development of this parcel due to a recent lot split, combined and replatted. The Public Works Department recommends denial of this waiver request. Petitioner has signed an "Agreement for Irrevocable Petition for Sidewalks."

Petitioner states that the neighborhood is already developed with no sidewalks existing, and a sidewalk would lead nowhere and connect to nothing.

Martin and Rhonda Lindell, 6710 Montclair, wrote to the Traffic Engineer supporting the waiver (letter attached). They feel that placing the short segment of sidewalk on a long street with no other sidewalks is ridiculous.

Marcella Shelby, 6855 Montclair, also wrote to say that she also supports the waiver, as she doesn't want a sidewalk in front of 6776 Montclair (copy attached).

The Traffic Engineer also received an email (attached) from Jan Roberts, 6781 Montclair, across the street from the property in question. She and her husband do not want a sidewalk on Montclair.

Greg Jankowski told the committee that there are no other sidewalks on Montclair.

RESOLUTION #2007-02-21
Moved by Hubbell
Seconded by Schepke

1. WHEREAS, City of Troy Ordinances, Chapter 34, Section 8(D) allows the Traffic Committee to grant temporary waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

   WHEREAS, Michelle Jankowski has requested a temporary waiver of the requirement to construct sidewalk on the property because there are no other sidewalks in the area; and

   WHEREAS, the Traffic Committee has determined the following:

   a. A variance will not impair the public health, safety or general welfare of the inhabitants of the City and will not unreasonably diminish or impair established property values within the surrounding area, and

   b. A strict application of the requirements to construct a sidewalk would result in practical difficulties to, or undue hardship upon, the owners, and

   c. The construction of a new sidewalk would lead nowhere and connect to no other walk, and thus will not serve the purpose of a pedestrian travel-way.

   NOW THEREFORE, BE IT RESOLVED that the Traffic Committee grants a two-year waiver of the sidewalk requirement for the property at 6776 Montclair, which is owned by Michelle Jankowski.

YES: All-5
NO: None
ABSENT: 2 (Diefenbaker, Kilmer)
MOTION CARRIED

REGULAR BUSINESS

5. Install Traffic Signal at Woodside Bible Church and Rochester Road

Tom Lancaster, representing Woodside Bible Church, requests installation of a traffic signal on Rochester Road at the church driveway. There are several services each Sunday, and members of the large congregation have difficulty entering and exiting the driveway because of the heavy traffic on Rochester Road and the high number of parishioners at each service.

This becomes of greater concern during times when they have back-to-back services on Sunday, when one group of parishioners is trying to leave the parking lot and another group is trying to get in. Mr. Lancaster requested consideration to installing a traffic signal at the main drive that would be operational on Sundays to take care of the Sunday traffic situation. The church is aware that the traffic signal installation may cost approximately $120,000, and they indicated that their congregation may be able to bear this expense, considering its benefits.

The proposed location (main drive) is approximately mid-mile on Rochester Road between Square Lake and South Boulevard, aligned directly opposite DeEtta, a City road.

A consultant for the church performed a traffic study when it was being planned, and determined that with the projected traffic, a traffic signal will not be warranted as per the Michigan Manual of Uniform Traffic Control Devices.

Traffic volume studies from June 2006 show the following:

	South Drive Vehicles per Day			**North Drive Total (In and Out)**	**Total Church Traffic**
	West	East	Total		
Saturday	209	198	407	271	678
Sunday	1737	1289	3026	1940	4966

Peak Hours

Sunday (one hour) 11 a.m. to 12 p.m. = 517 vehicles exited
219 vehicles entered

12 noon to 1 p.m. = 546 vehicles exited

Observations also indicate that between 10:30 a.m. and 1 p.m., there were long lines stacked in the left turn lane of Rochester Road and in the parking lot on several occasions. Many motorists made risky maneuvers trying to get in and get out of the church during this peak period. Attached is a copy of a memo from the Traffic Engineer to City Council addressing some traffic concerns on Rochester Road between Square Lake and South Boulevard.

Tom Lancaster, Administrative Pastor, represented the church at the meeting. He thinks the biggest problem is with cars exiting the south driveway and trying to turn left to go south on Rochester. Signage at the north driveway indicates that only right turns are allowed, but drivers don't always comply. He pointed out that the signal would only be cycling for around three hours a week, on Sunday mornings. He indicated the peak time for church traffic is between 10:00-11:30 a.m. He is concerned that there could be a serious crash, and therefore is prepared to ask the congregation to pay for the light.

Eileen Carty, 990 DeEtta, is opposed to the signal. DeEtta is directly opposite the south church driveway. She has no problem turning onto Rochester Road, and feels that a signal would be an inconvenience to her. She is also concerned that the church may eventually want the signal cycling at other times during the week, when there are other services and activities at the church.

Bob Outland, 38 Timberview, sees the worst traffic around 9:30 a.m., with parishioners leaving after the early service and entering for the 10:00 service at the same time. He thinks prohibiting SB traffic from turning left into the south drive would improve the flow. The constant turning in and out also slows Rochester Road traffic. He also noted that there are many vehicles that turn right and find a suitable driveway to make a U-turn to head south, increasing traffic. He also indicated that the traffic light would only help DeEtta residents in making left turns.

Lt. McWilliams was in the area the previous Sunday and agrees with Mr. Lancaster that driving there was like playing Russian roulette. He also saw drivers turning south out of the north entrance, which is prohibited. He suggests spreading out the times of the services to allow people to leave after one service before others start arriving for the next one. He also suggests that church members wearing safety vests try to direct traffic to the proper exits when leaving the parking lots.

Mr. Schepke wants the church to try everything else less invasive to resolve the issue before considering a traffic signal. He would also like to see the service times staggered more.

Mr. Halsey thought making one driveway in only and one driveway out only might help, as well as spreading out the service times.

Ms. Binkowski suggested that the north drive could handle all southbound traffic entering the property, and all northbound traffic leaving. This would leave the south driveway for traffic entering from the south, and exiting to the south. She agreed that the church should try out other options before going to the traffic signal option.

<u>RESOLUTION #2007-02-22</u>
Moved by Binkowski
Seconded by Halsey

Recommend no changes.

YES: All-5
NO: None
ABSENT: 2 (Diefenbaker, Kilmer)
MOTION CARRIED

6. Install STOP sign on Lancer at Jack – Schroeder Elementary

Renee Freeman, 3848 Estates, requests a STOP sign on Lancer at Jack, by Schroeder Elementary School. Lancer runs east and west and ends at a "T" intersection with Jack, in front of the school. There is a YIELD sign at present. Ms. Freeman feels that the intersection is dangerous for children walking to school because traffic is not required to stop. Currently, there is a 3-way STOP at the other end of Jack where it intersects with Kristen, and Ms. Freeman would like another STOP sign on Lancer at Jack so that kids walking to school can cross safely and get to the south side of the intersection and cross Jack at the designated crosswalk (as shown in the attached diagram). Ms. Freeman also indicated that this is the designated route to school and requested that a sidewalk connection be provided within school property for kids to walk up to the building. This would be something for the school district to consider since all walking children now have to walk over an area on school property that is not paved or cleared of snow during winter (shown in attachment).

Ms. Freeman brought a letter to the meeting from her neighbors, Barbara and John Kirwan, supporting her request for a STOP sign to enhance student safety. Lt. McWilliams recommends that the STOP sign on Lancer at Jack be approved.

The committee also noted that kids have only a tiny walkway shoveled into the snowdrifts when walking from the street to the school property. Then, they have to walk across a parking lot to get to the building. The low concrete parking blocks in the parking area have been moved out of place and need to be realigned to provide some semblance of a walkway for the kids.

The committee feels the STOP sign request is justified, and furthermore, they want STOP signs on northbound and southbound Jack at Lancer

Ms. Freeman also pointed out that parents drive out of the school driveway, straight across to Lancer, without stopping. The committee felt this should be remedied by a STOP sign at the exit of the school driveway, therefore, ALL-WAY STOP signs are recommended at the intersection of Jack, Lancer and the school driveway.

RESOLUTION #2007-02-23
Moved by Halsey
Seconded by Schepke

Recommend installation of all-way STOP signs on Lancer at Jack, including the school driveway.

YES: All-5
NO: None
ABSENT: 2 (Diefenbaker, Kilmer)
MOTION CARRIED

7. Establish Fire lanes at 3900 Northfield Parkway

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

RESOLUTION #2007-02-24
Moved by Halsey
Seconded by Hubbell

Recommend that the fire lanes/tow away zones shown in the attached sketch be established at 3900 Northfield Parkway.

YES: All-5
NO: None
ABSENT: 2 (Diefenbaker, Kilmer)
MOTION CARRIED

8. Establish Fire lanes at 30 East Big Beaver Road

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

RESOLUTION #2007-02-25
Moved by Hubbell
Seconded by Halsey

Recommend that the fire lanes/tow away zones shown in the attached sketch be established at 30 East Big Beaver Road.

YES: All-5
NO: None
ABSENT: 2 (Diefenbaker, Kilmer)
MOTION CARRIED

9. Establish Fire Lanes at 3615 Livernois Road

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the

attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

RESOLUTION #2007-02-26
Moved by Hubbell
Seconded by Schepke

Recommend that the fire lanes/tow away zones shown in the attached sketch be established at 3615 Livernois Road.

YES: All-5
NO: None
ABSENT: 2 (Diefenbaker, Kilmer)
MOTION CARRIED

10. Establish Fire Lanes at 1639 East Big Beaver Road

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

RESOLUTION #2007-02-27
Moved by Halsey
Seconded by Hubbell

Recommend that the fire lanes/tow away zones shown in the attached sketch be established at 1639 East Big Beaver Road.

YES: All-5
NO: None
ABSENT: 2 (Diefenbaker, Kilmer)
MOTION CARRIED

11. Establish Fire Lanes at 30 East Long Lake Road

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

RESOLUTION #2007-02-28
Moved by Hubbell
Seconded by Binkowski

Recommend that the fire lanes/tow away zones shown in the attached sketch be established at 30 East Long Lake Road.

YES: All-5
NO: None
ABSENT: 2 (Diefenbaker, Kilmer)
MOTION CARRIED

12. Visitors' Time

No one else wished to address the committee.

13. Other Business

Mr. Halsey inquired about lengthening the right turn lane on eastbound Wattles at Rochester Road to help alleviate rush-hour backups. The Traffic Engineer explained that we looked into this a few years ago and found that there is not enough pavement width to legally mark it as two lanes.

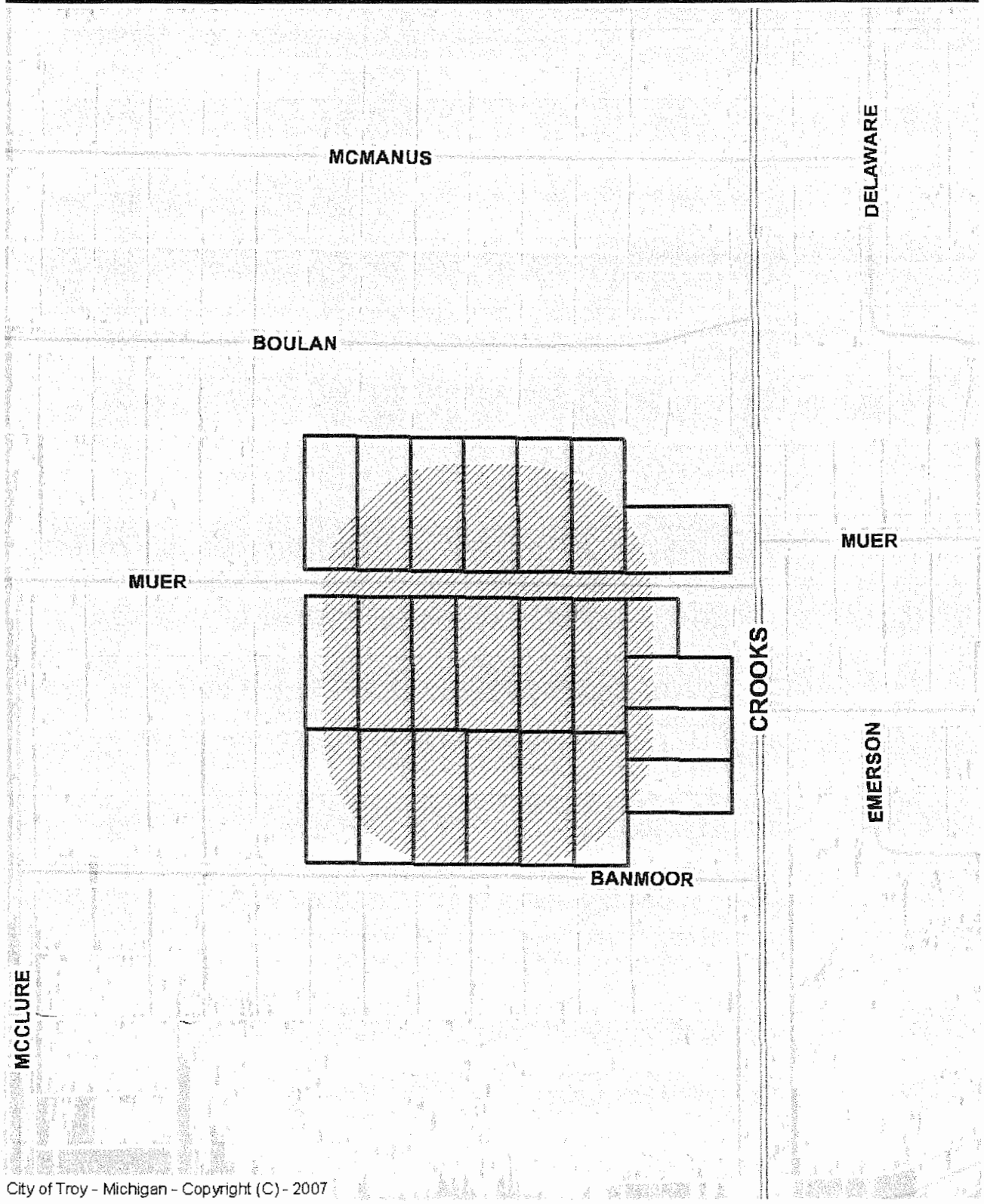
19. Adjourn

The meeting adjourned at 8:52 p.m.

Pete Ziegenfelder, Chairman

Laurel Nottage, Recording Secretary

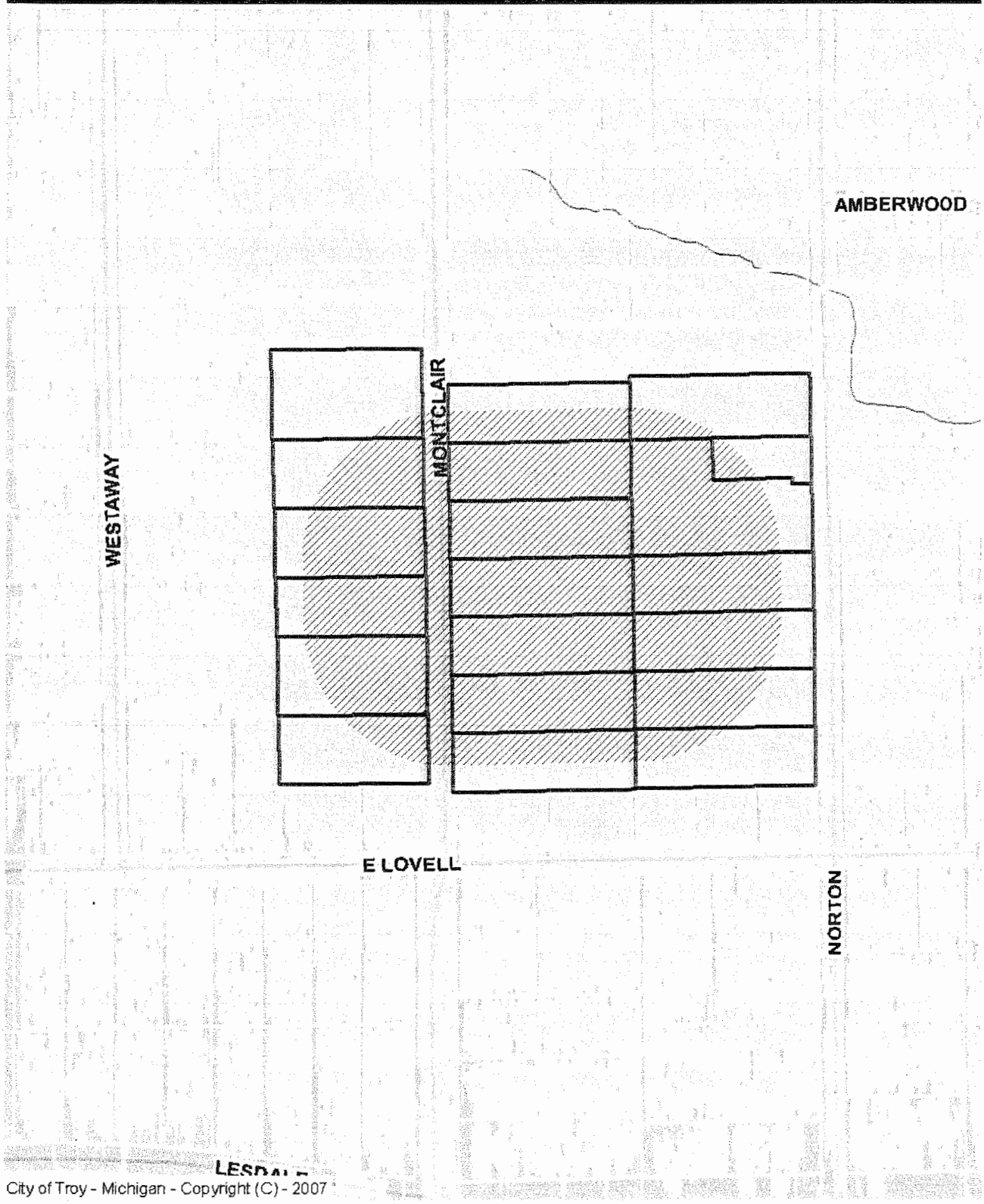
City of Troy Geographical Information Systems Online



City of Troy - Michigan - Copyright (C) - 2007

Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally

City of Troy Geographical Information Systems Online



City of Troy - Michigan - Copyright (C) - 2007

Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally

John K Abraham

From: Steven J Vandette
Sent: Monday, February 12, 2007 9:19 AM
To: John K Abraham
Subject: FW: Please forward to John Abrham

-----Original Message-----
From: Janroberts2001@aol.com [mailto:Janroberts2001@aol.com]
Sent: Friday, February 09, 2007 12:40 PM
To: Steven J Vandette
Subject: Please forward to John Abrham

Hi John,

I just received you letter pertaining to installing sidewalks at 6776 Montclair in Troy. Our home is across the street (6781 Montclair). We cannot attend the meeting on February 21st because we're spending the winter in Florida. Both are not interested in the sidewalk across the street (Count our vote as NO)

Sincerely,
Jan Roberts

ITEM 4

Martin and Rhonda Lindell
6710 Montclair
Troy, Michigan 48085-1625
(248) 879-7844

February 8, 2007

Mr. John Abraham
Traffic Engineer, City of Troy
500 West Big Beaver
Troy, Michigan 48084
Re: waiver of sidewalk at 6776 Montclair

Dear Sir,

We support the waiver of a sidewalk requirement at 6776 Montclair.

There are no sidewalks at this time on Montclair. Placing approximately one hundred twenty feet of sidewalk on one side of a street about two-thirds of a mile long that has no other sidewalks is ridiculous. No one would use that small segment of sidewalk.

Both of us are in support of waiving the sidewalk requirement.

Sincerely,

Martin + Rhonda Lindell

Martin and Rhonda Lindell

cc: 6776 Montclair

RECEIVED
FEB 9 2007
ENGINEERING

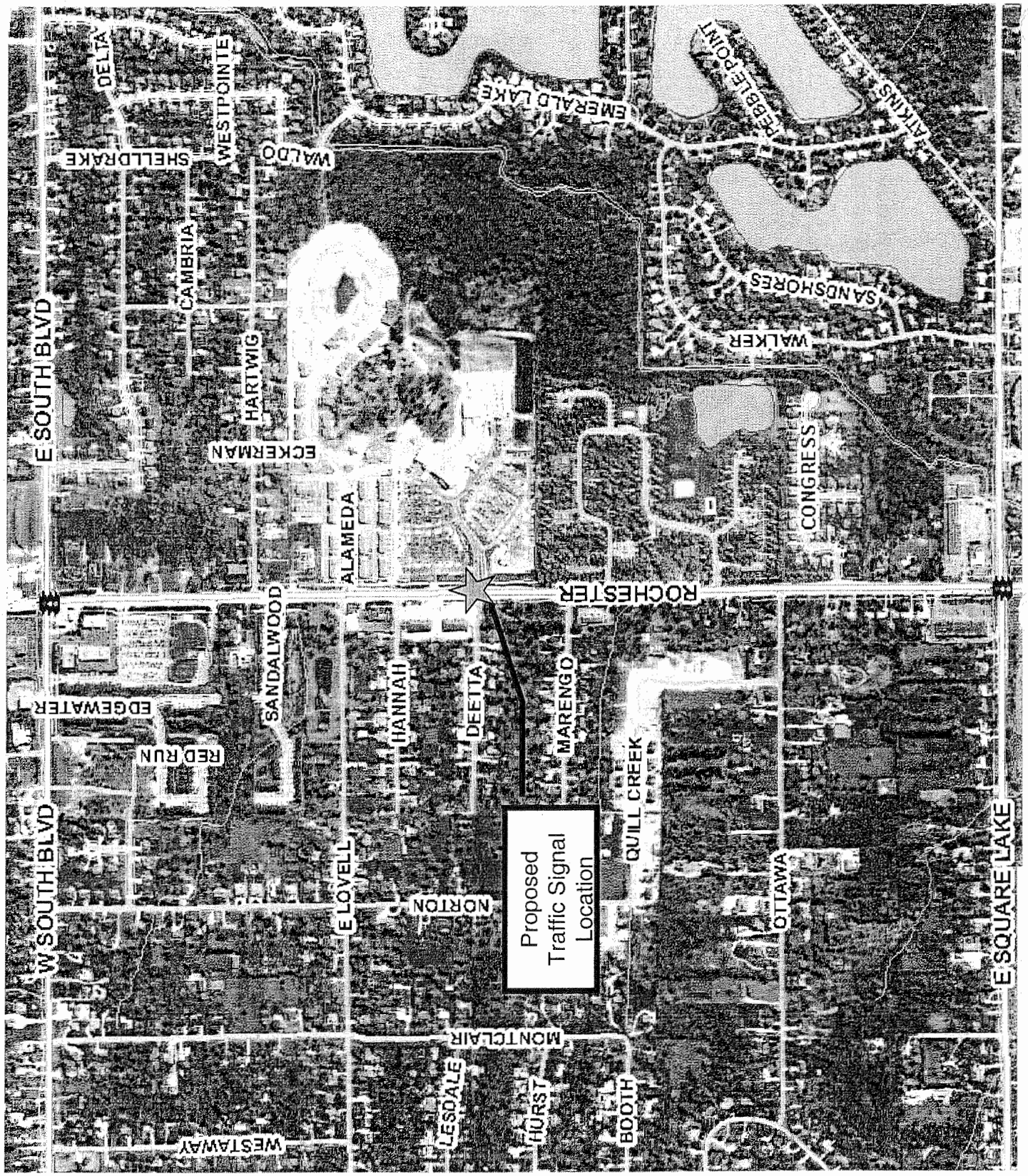
To Whom this may Concern!

My name is Marcella Shelby
I live at 6855 Montclair for
40 years. I am against sidewalks
in front of 6776 Montclair
I am unable to attend meeting
due to health reasons!

Thank you
Marcella Shelby

RECEIVED
FEB 1 2 2007
ENGINEERING

S Marcella L. Shelby
6855 Montclair Dr.
Troy, MI 48085


DELTA
WESTPOINTE
SHELLDRAKE
WALDO
EMERALD LAKE
PEBBLE POINT
ATKINS
CAMBRIA
SANDSHORES
WALKER
E SOUTH BLVD
HARTWIG
ECKERMAN
CONGRESS
ALAMEDA
ROCHESTER
SANDALWOOD
EDGEWATER
HANNAH
DEETTA
MARENGO
RED RUN
QUILL CREEK
W SOUTH BLVD
E LOVELL
NORTON
Proposed Traffic Signal Location
OTTAWA
E SQUARE LAKE
MONTCLAIR
LESDALE
HURST
BOOTH
WESTAWAY

June 12, 2006

TO: John M. Lamerato, Acting City Manager

FROM: Brian P. Murphy, Assistant City Manager/Services
Steve Vandette, City Engineering
John K. Abraham, Traffic Engineer

SUBJECT: Agenda Item: Report on Traffic Signal Study for Rochester Road between Square Lake and South Boulevard

Introduction:

As requested at a May City Council meeting, a traffic study was performed to evaluate the need and proper location of a traffic signal along Rochester Road between Square Lake and South Boulevard. The following studies were performed as a part of this effort.

a. Traffic volume study – Traffic volumes on all streets intersecting Rochester, and on Rochester Road.
b. Traffic crash study – Traffic crashes for the past three years were analyzed.
c. Field observations at peak hours.

The above studies indicate that although there are some areas of Rochester Road that experience some left-turn-related concerns (mostly due to improper use of the center left turn lane), a traffic signal is not warranted at any location, and that a traffic signal may not correct existing concerns due to the locations of driveways and local streets. Observations indicate backups to half a mile for northbound traffic between 4:40 and 5:30 pm; however, a traffic signal will not resolve this; but rather may exacerbate it. National studies also show that traffic signals installed at locations that do not meet warrants increase the number of traffic crashes, and in general traffic signals increase traffic congestion.

The following sections describe the details of the studies performed:

A traffic signal location study was performed to find locations on Rochester Road between Square Lake and South Boulevard that may be conducive to installation of a traffic signal. The intersection of Rochester Road with the Woodside Church main drive on the east and DeEtta, a City street, on the west, provides a location that is mid-mile in this section, and also provides a "square" intersection that has no offset driveways/roadways. The second location is the intersection of Alameda (private street from Northwyck Condominiums) and Lovell Street with Rochester Road. The other locations such as Sandalwood Drive, Marengo and others along Rochester Road present a left turn conflict situation that makes traffic signal installation a challenge and not effective.

Traffic volume studies:

Traffic counts were performed for a majority of streets in this section of Rochester Road. While traffic counts were performed on weekdays for all other streets and driveways, the Woodside Bible Church driveways' traffic counts were performed over the weekend. The following table shows the 24-hour traffic volumes:

Road/Driveway	24-hour Traffic Volume (vehicles per day)
Rochester Road (Square Lake to South Blvd.)	43,400
Sandalwood	302
Lovell	788
Alameda (private)	1266
Hannah	239
DeEtta	227
Ottawa	392
Marengo	392
Woodside Church main drive	3224 (Sunday)
Woodside Church north drive	1940 (Sunday)

The highest count observed was at the Woodside Bible Church main drive on a Sunday. The peak traffic times for the church are between 10:00-10:30 a.m., 11:00 to 11:30 a.m., and 12:45 to 1:15 p.m. on Sundays. Such heavy activity at the church happens on Sundays when traffic on Rochester Road is light. Field observations show that during these peak hours it is difficult to make left turns from northbound Rochester onto local streets such as DeEtta, Hannah and Lovell, due to vehicles standing in the center left-turn lane trying to enter the church driveway or other illegal uses of the left turn lane.

All other traffic counts range between 302 and 1266 vehicles per day. As such, these are in the lower end of the range of traffic volumes on Troy residential streets where volumes range between 300-5000 vehicles per day. These traffic volumes are lower than the thresholds prescribed by the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) traffic signal warrants.

Traffic Crash Analysis:

Traffic crashes for 2003, 2004, and 2005 were analyzed and the following table summarizes the data:

Location	2003	2004	2005	3-year Total
Rochester & Sandalwood/Hartwig	5 (1)	5 (2)	1 (0)	11
Rochester & Alameda/Lovell	6 (1)	4 (1)	1 (0)	11
Rochester & Hannah	1 (0)	1 (0)	0 (0)	2
Rochester & DeEtta/Woodside	6 (1)	1 (0)	0 (0)	7
Rochester & Marengo	4 (0)	0 (0)	4 (1)	8
Rochester & Ottawa	4 (0)	3 (1)	5 (1)	12
Yearly Total	**26**	**14**	**11**	

(x) = Number of crashes that could be prevented by a traffic signal at the location.

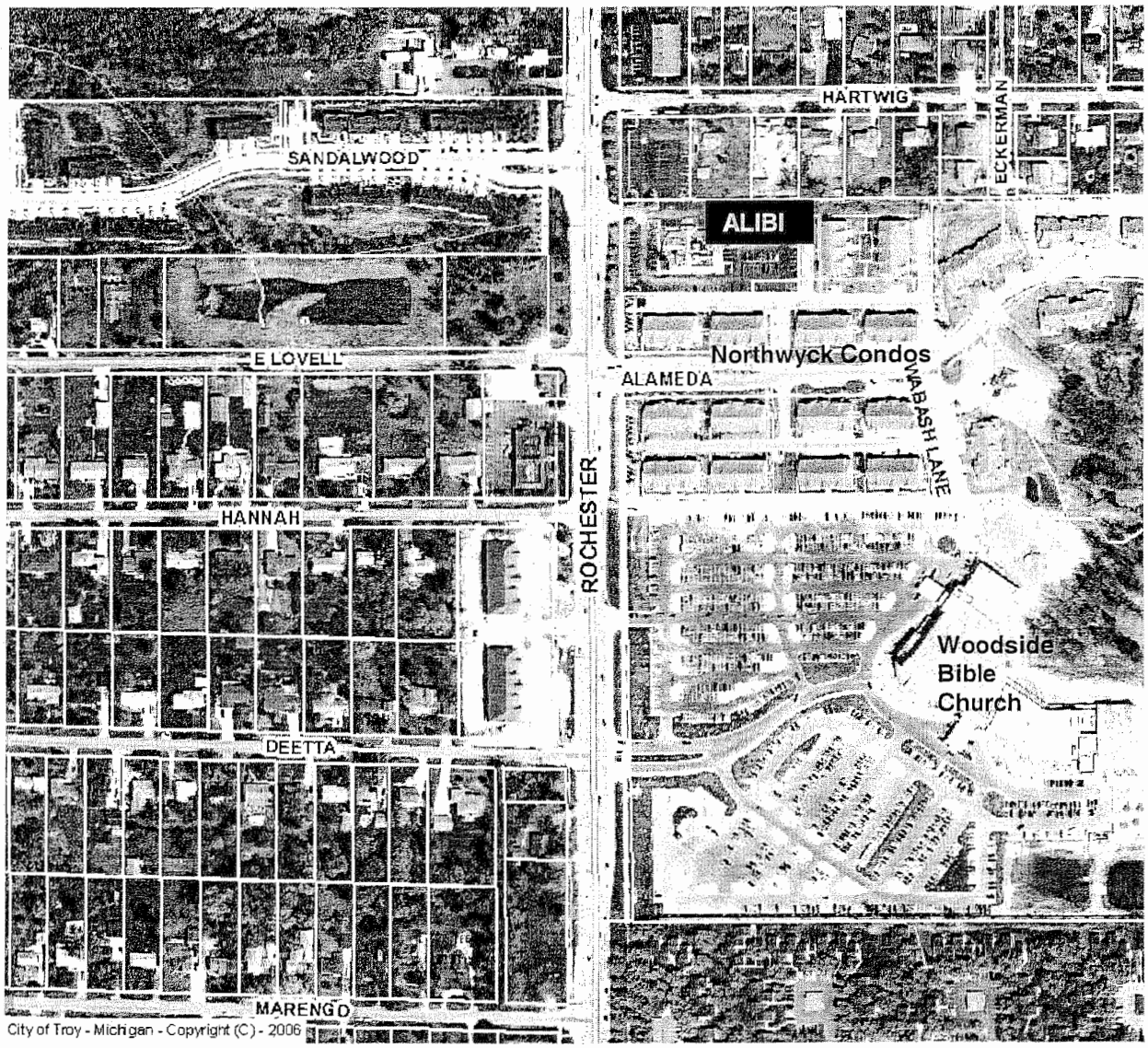
Traffic crashes in this mile section show a decreasing trend in the past three years. It can be seen that there is no particular intersection that exhibits a traffic crash concern that can be corrected by a traffic signal. Crashes that can be corrected by a traffic signal include head-on and broadside crashes. Most of the crashes were of the rear-end type, and this type of crash tends to increase when traffic signals are installed. The MMUTCD requires at least five correctable crashes in each of the previous three years to warrant a traffic signal to correct a traffic crash concern.

Field observations

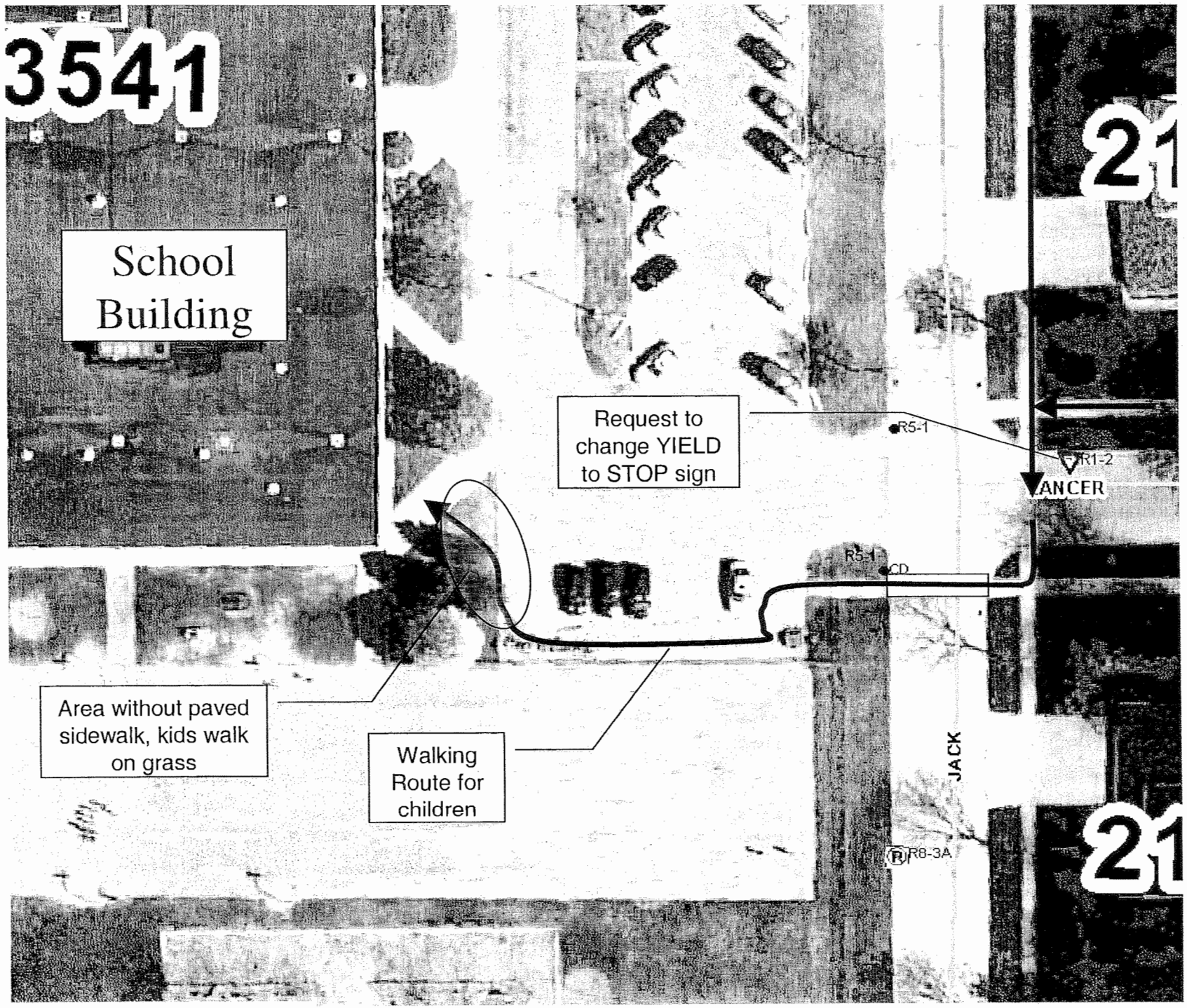
Site visits during various occasions show that during the AM peak, the very heavy southbound traffic experiences minor backups at Square Lake, making it difficult to enter the shopping center at the northwest corner. During the PM peak, there is often a ½ mile backup of the heavy northbound traffic from South Boulevard. These backups result from traffic signals at the M-59 ramps and at Auburn Road (both in Rochester Hills). During this period, getting in and out of driveways and local streets in the north ½ mile was observed to be a challenge. Often motorists stop to let other drivers in and out of these driveways and streets.

Another area of concern was left turn conflicts due to vehicles entering and exiting the Alibi restaurant, Alameda Blvd., E. Lovell Street and Sandalwood Drive. All of these curb cuts are in close proximity and are all offset to one another. Installation of a traffic signal will not help this situation. Traffic crashes in this area were looked at to find any patterns or trends; none were found. During off-peak hours, none of the intersections in this mile showed major traffic concerns. Observations show that many traffic concerns are attributable to the improper use of the left-turn lane. More often than not, drivers attempting to make a left turn from a minor street/driveway onto Rochester Road (both NB and SB), often use the left-turn lane as an acceleration lane, waiting for a gap in traffic in the direction he/she wishes to travel.

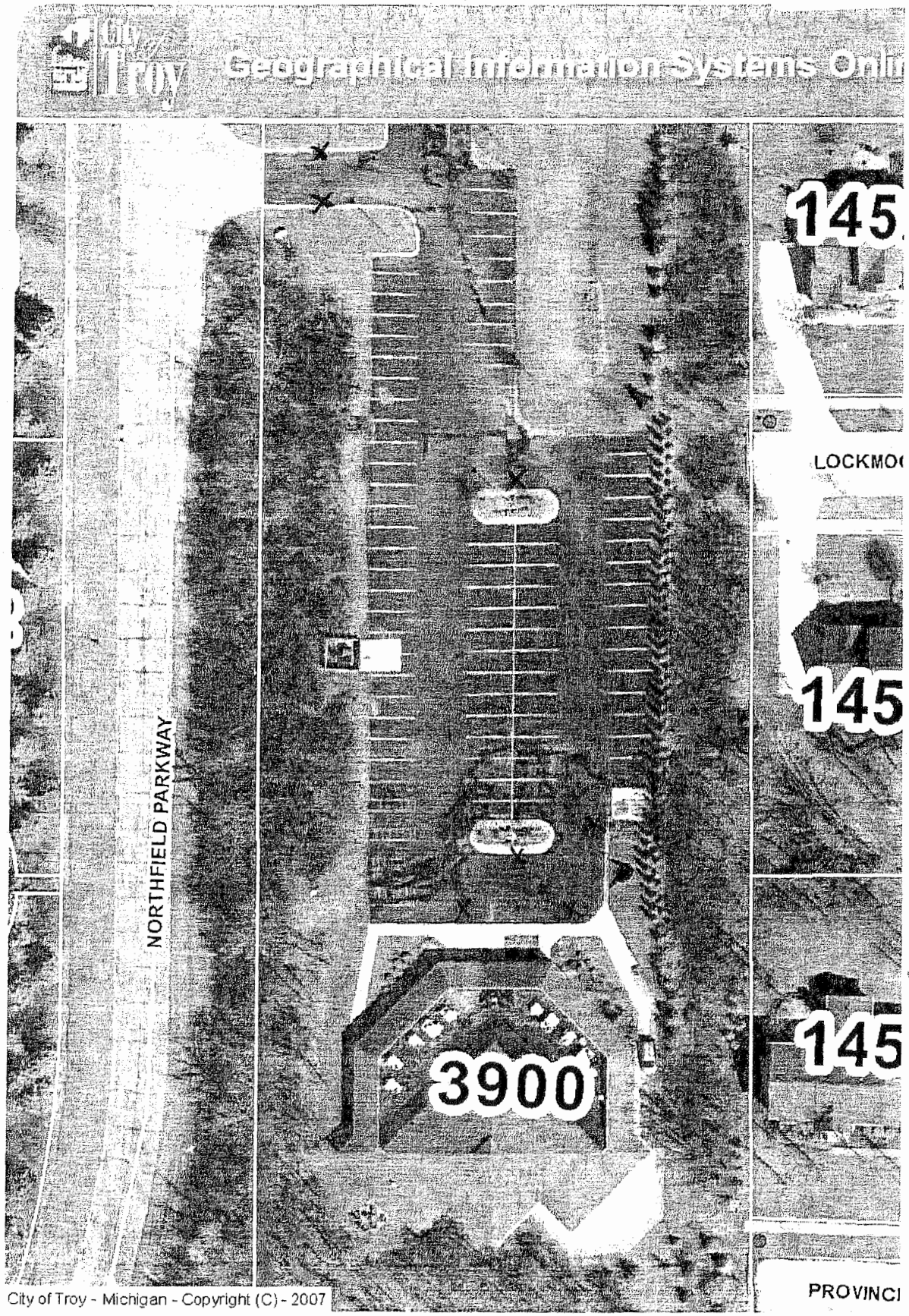
We will try to work with the Woodside Bible Church regarding educating parishioners via their newsletters and sermons on the proper use of the left turn lane. Attempts will be made to contact the condominium associations of Sandalwood and Northwyck Condominiums for the same purpose. This may be followed by some enforcement by our Police Department to further educate the motorists in the area. We will monitor traffic crashes in the area on a yearly basis to find if there are any major changes that would require other improvements in the area.



Council Reports & Communications\Rochester Road SL-SB traffic study.doc


3541
School Building
Request to change YIELD to STOP sign
R5-1
R1-2
ANCER
R5-1
CD
Area without paved sidewalk, kids walk on grass
Walking Route for children
JACK
R8-3A
21
21

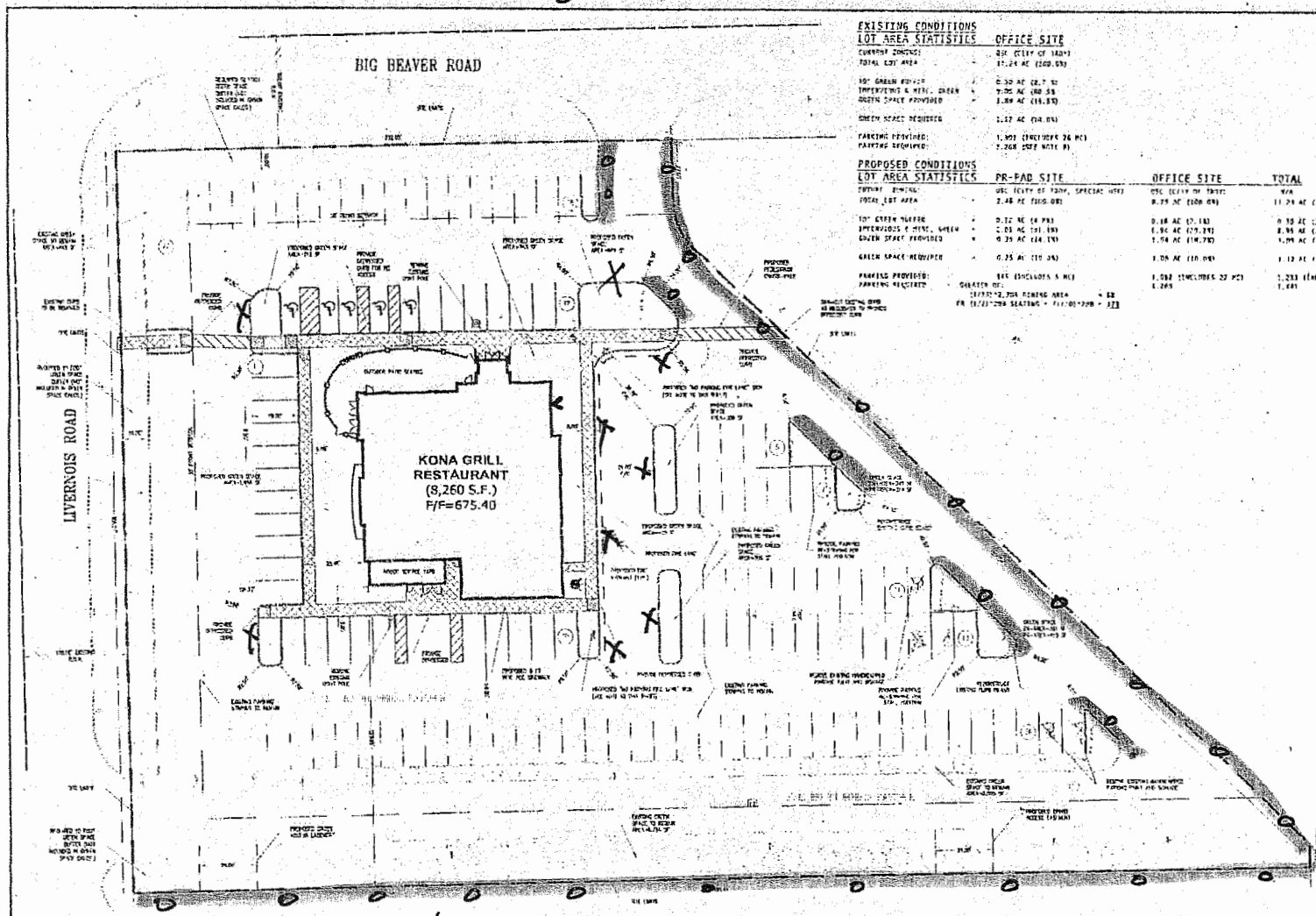
ITEM 6



Note: The information provided by this application has been compiled from rec deeds, plats, tax maps, surveys, and other public records and data. It is not a l

KONA GRILL

30 EAST BIG BEAVER



EXISTING

NEW XXX

GRAPHIC SCALE

EXISTING CONDITIONS

LOT AREA STATISTICS		OFFICE SITE
CURRENT ZONING:		OSC (CITY OF TROY)
TOTAL LOT AREA	=	11.24 AC (100.0%)
10' GREEN BUFFER	=	0.30 AC (2.7 %)
IMPERVIOUS & MISC. GREEN	=	7.95 AC (70.5%)
GREEN SPACE PROVIDED	=	3.29 AC (29.3%)
GREEN SPACE REQUIRED	=	1.12 AC (10.0%)
PARKING PROVIDED:		1.303 (INCLUDES 26 HC)
PARKING REQUIRED:		1.268 (SEE NOTE 8)

PROPOSED CONDITIONS

LOT AREA STATISTICS		PR-PAD SITE	OFFICE SITE	TOTAL
CURRENT ZONING:		OSC (CITY OF TROY, SPECIAL USE)	OSC (CITY OF TROY)	N/A
TOTAL LOT AREA	=	2.48 AC (100.0%)	8.75 AC (100.0%)	11.24 AC (100.0%)
10' GREEN BUFFER	=	0.12 AC (4.8%)	0.18 AC (2.1%)	0.30 AC (2.7%)
IMPERVIOUS & MISC. GREEN	=	2.03 AC (81.9%)	5.94 AC (67.9%)	7.97 AC (70.9%)
GREEN SPACE PROVIDED	=	0.35 AC (14.1%)	2.74 AC (31.3%)	3.09 AC (27.5%)
GREEN SPACE REQUIRED	=	0.25 AC (10.0%)	0.87 AC (10.0%)	1.12 AC (10.0%)
PARKING PROVIDED:		50 (INCLUDES 4 HC)	1.253 (INCLUDES 22 HC)	1.303 (INCLUDES 27 HC)
PARKING REQUIRED:	=	GREATER OF: (1/3)*2.258 DINING AREA = 68; OR (1/2)*298 SEATING = 149; (1/80)*298 = 4	1.268	1.268

LEGEND

- PROPOSED FLARED END SECTION
- EXISTING FLARED END SECTION
- PROPOSED STORM MANHOLE
- EXISTING STORM MANHOLE
- PROPOSED INLET
- EXISTING INLET
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- PROPOSED VALVE AND VAULT
- EXISTING VALVE AND VAULT
- PROPOSED VALVE BOX
- PROPOSED CATCH BASIN
- EXISTING CATCH BASIN
- PROPOSED SANITARY MANHOLE
- EXISTING SANITARY MANHOLE
- PROPOSED B BOX
- EXISTING VALVE BOX
- PROPOSED WATERMAIN
- EXISTING WATERMAIN
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- HIGH WATER LEVEL
- NORMAL WATER LEVEL
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED SILT FENCE
- STRAW BALES
- EMERGENCY FLOOD ROUTE
- APPROXIMATE GARAGE LOCATION
- EXISTING LIGHTPOLE
- PROPOSED LIGHTPOLE
- EXISTING TREE

NOTE

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS LINES, ELECTRIC CABLE, TELEPHONE LINES, ETC., AS SHOWN ON THE PLAN, ARE BASED ON THE BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETENESS OF THE INFORMATION. HOWEVER, THE OWNERS AND CMJ DO NOT ASSUME RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONS SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL UTILITY COMPANIES AND THEIR FACILITIES THAT MAY BE LOCATED WITHIN THE SITE PRIOR TO ANY WORK.

2. EXISTING GRADES AND IMPROVEMENTS ARE SHOWN FROM THE BEST INFORMATION AVAILABLE AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES THE PLAN SHALL BE IMMEDIATELY REPORTED TO THE OWNER.

3. ALL DIMENSIONS ARE TO BACK OF CURB OR UNIT OUTSIDE UNLESS OTHERWISE NOTED.

4. FOR ACCURATE BOUNDARY INFORMATION SEE THE ORIGINAL BOUNDARY SURVEY PREPARED BY HOWARD & TAYLOR DATED MARCH 31, 2006.

5. ALL PROPOSED PARKING SHALL BE 4 INCH WIDE YELLOW PAINT.

6. ALL PROPOSED CURB SHOWN HEREON IS 6 INCH NARROW PAVE CURB AND GUTTER UNLESS OTHERWISE NOTED.

7. ALL EXISTING TREES ON THE SITE ARE TO REMAIN UNDISTURBED.

8. SEE THE PARKING STUDY PREPARED AND APPROVED SEPARATELY FROM THE MUNICIPAL LAND USE SERVICES DEPARTMENT BY HOWARD & TAYLOR DATED JULY 17, 2006 REVISED AUGUST 8, 2006. EXISTING PARKING CONFIGURATION ON THE BEAVER SITE IS THE PROPOSED PARKING CONFIGURATION PLACED ON THIS PROPERTY BY C.M. LAVOIE & ASSOCIATES, INC.

9. STORMWATER RETENTION TO BE PROVIDED IN AN EXISTING CONCRETE RETENTION BASIN LOCATED ON THE EAST OF THE PROPOSED PAD SITE TO THE WEST OF THE ARC BUILDING. REFER TO THE ALTA/ACSM LAND TITLE SURVEY PREPARED BY HOWARD & TAYLOR DATED JULY 31, 2006 REVISED AUGUST 8, 2006 FOR LOCATION.

10. ALL PROPOSED FIRE HYDRANTS SHALL BE INSTALLED AND MAINTAINED TO COMPLY WITH THE CONTROL DEVICES IN THE MUNICIPAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CITY OF TROY CODE CHAPTER 100).

CURRENT REVISION DATE: 09/06/06

I, CHRISTOPHER M. LAVOIE, A REGISTERED PROFESSIONAL ENGINEER OF MICHIGAN, HEREBY CERTIFY THAT THIS PLAN HAS BEEN PREPARED BY C.M. LAVOIE AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION.

ENGINEER No. 44847

MICHIGAN PROFESSIONAL ENGINEER LICENSE NO. 0104044847

DATED: MAY 2006

REVISED PLANS PER REQUIREMENTS OF THE PLAN REVIEW LETTER FROM THE CITY OF TROY PLANNING DEPARTMENT DATED MARCH 8, 2006.
1. CORRECT PARKING
2. REDUCE PARKING
3. REDUCE PAVE CURB
4. REVISED DRIVE APPROACH TYPE
5. REVISED DRIVE APPROACH
6. REVISED LIGHT POLE RELOCATION
7. REVISED FIRE HYDRANT LOCATION
8. ADDED GREEN SPACE CALCULATIONS

REVISED PLANS PER CLIENT
1. REMOVED PARKING SPACE

KONA GRILL

SEC OF BIG BEAVER ROAD AND LIVERNOIS ROAD
TROY, MI

PRELIMINARY SITE PLAN

DRAWN BY: JDF	CHECKED BY: CML
SCALE: 1"=20'	DATE: 03-31-06
JOB NUMBER: 06-117	SHEET: 1 OF 1

	DATE	DESCRIPTION
1	03-31-06	PRELIMINARY
2	04-04-06	PRELIMINARY
3		
4		
5		
6		
7		
8		

CML

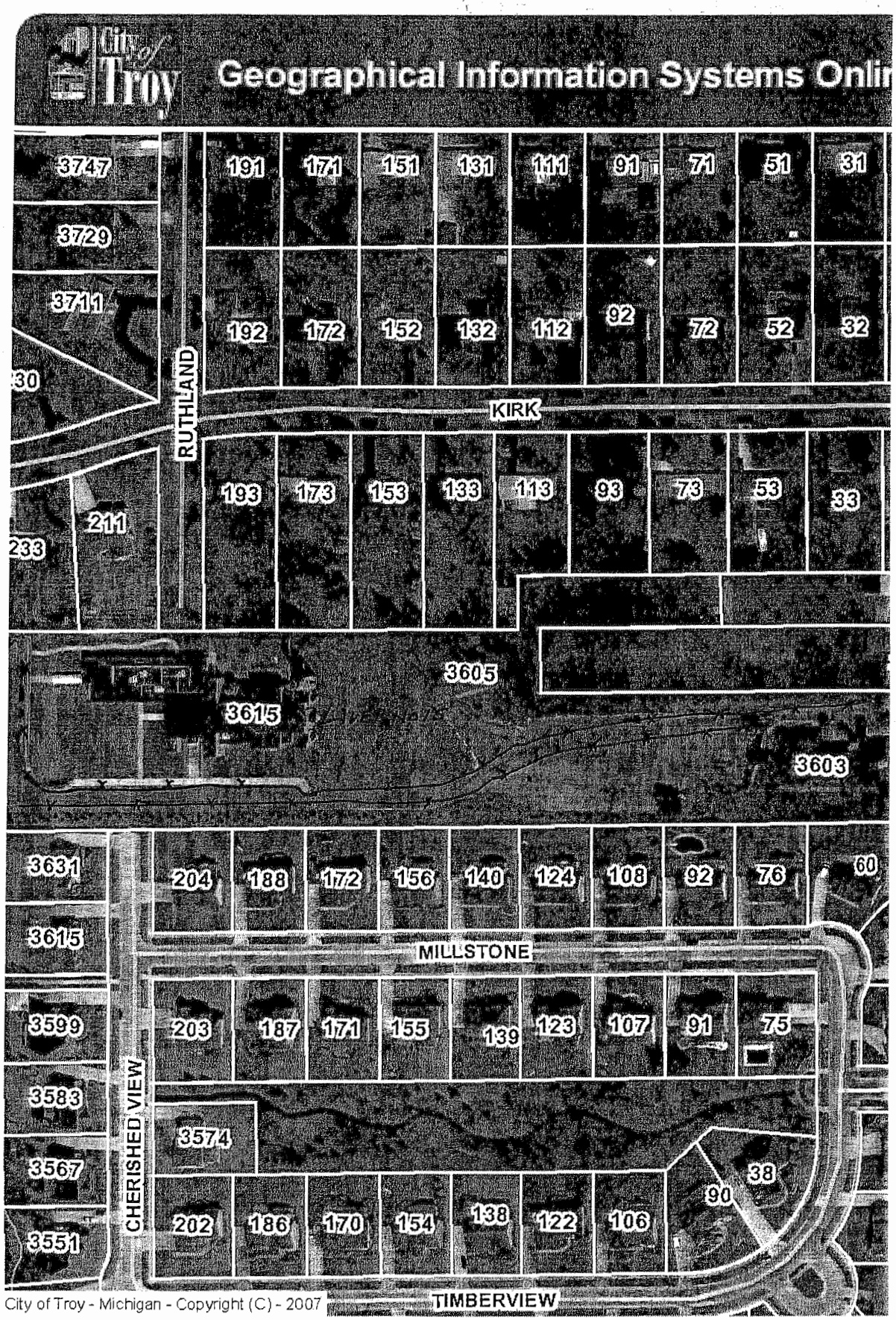
Consulting Civil Engineering
Land Planning & Surveying
2350 West Maple Rd.
Troy, MI 48084
Phone 248-524-0100
Fax 248-524-3126

C.M. Lavoie & Associates, Inc.

© Copyright 2006 C. M. Lavoie & Associates Inc.
These plans are protected under the United States Copyright Laws (under revisions, publication or unpublished) and are the property of the Designer/Consultant, including details and specifications, to remain, and be returned upon request of the Designer/Consultant. Any use or reproduction, including details and specifications, to construct and/or retain will be allowed only with written consent of the Designer, upon payment of a license fee to the Designer/Consultant for these plans and specifications.

ITEM 8

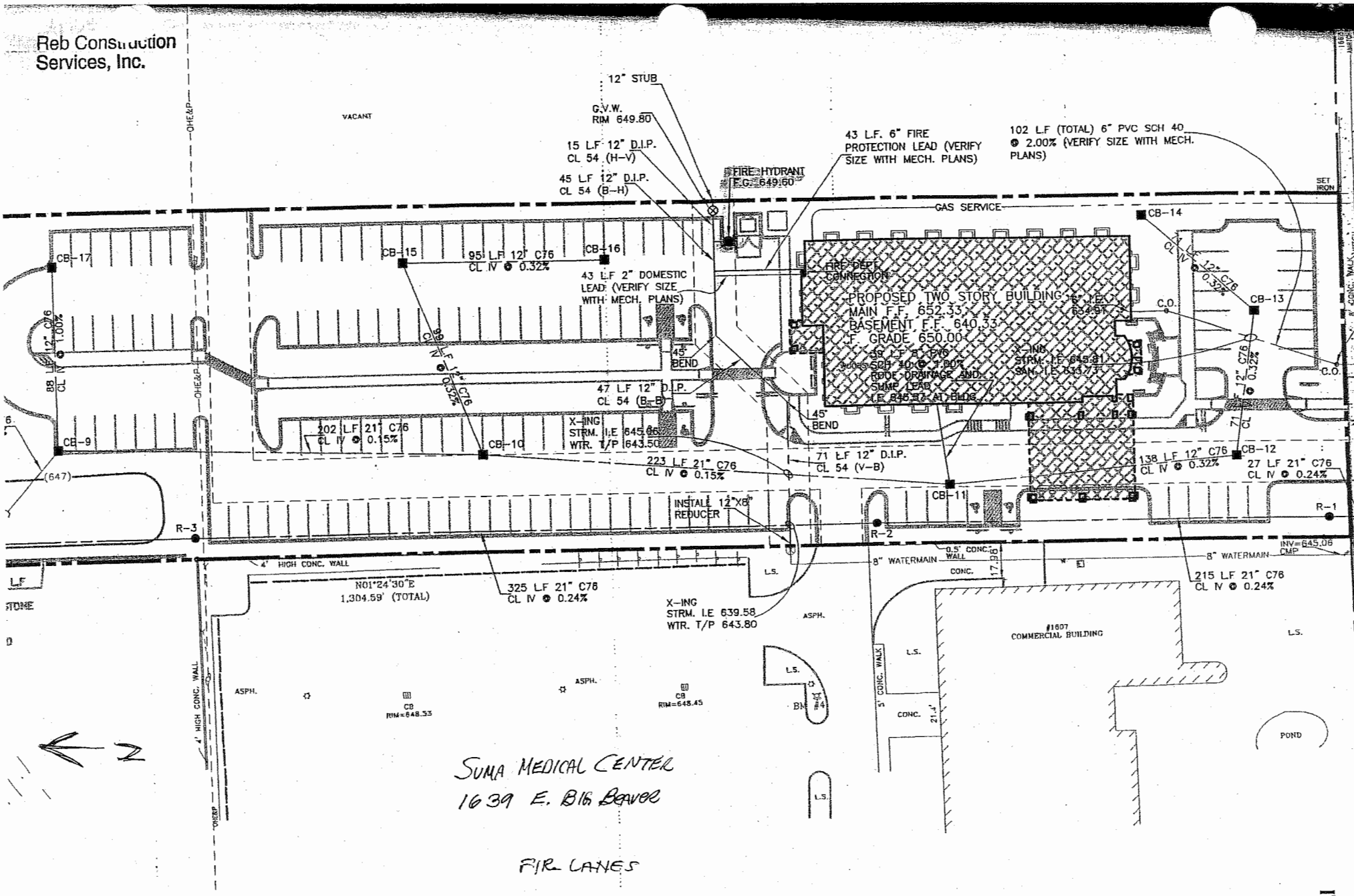
ITEM 9



3615
LIVERNOIS
st. MARKS

Note: The information provided by this application has been compiled from rec deeds, plats, tax maps, surveys, and other public records and data. It is not a l

Reb Construction Services, Inc.



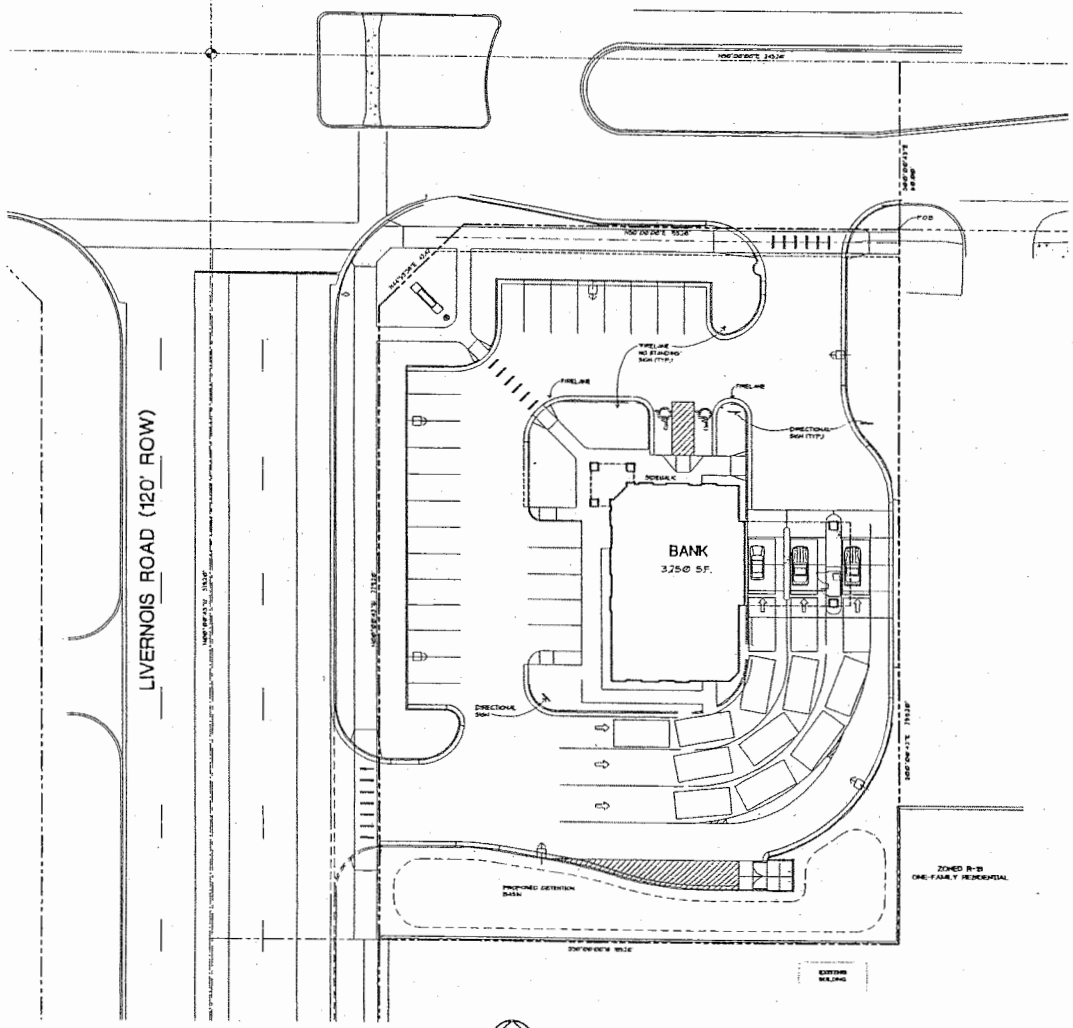
SUMA MEDICAL CENTER
1639 E. Big Beaver

FIR LANES

ITEM 10

Peoples State Bank

30 E. LONG LAKE ROAD (120' ROW)



SITE PLAN

SCALE: 1"=20'-0"

© COPYRIGHT 2008 ROGVOY ARCHITECTS, P.C.

issued for:

REVISED 27 APR. 05
REVISED 21 APR. 05
REVISED 20 JUNE 05
REVISED 29 JUNE 05
REVISED 21 JUNE 05
FIRELIN SITE PLAN 3 JULY 05
REVISED 15 AUG. 05
SITE PLAN 16 AUG. 05
REVISED 6 SEPT. 05
SITE PLAN 6 SEPT. 05
REVISED PLANNING COMMENTS 6 OCT. 05
SITE PLAN 1 OCT. 05
REVISED parking at BLDG 7 MAY 06
REVISED Landscape Provided 8 MAY 06
REVISED for Fire department 10 JAN 07

project:

PROPOSED
PEOPLES STATE BANK
TROY, MICHIGAN

ROGVOY
ARCHITECTS
32900 TELEGRAPH ROAD
SUITE 250
BINGHAM FARMS, MICHIGAN
48025-2404
PH 248.540.7700 FX 248.540.2710
ARCHITECTS@ROGVOY.COM

drawing:

CONCEPTUAL
SITE PLAN

DO NOT SCALE DRAWING

ITEM 11