

AGENDA

Traffic Committee Meeting

January 21, 2015 – 7:30 P.M.

Lower Level Conference Room – Troy City Hall

500 West Big Beaver Road

1. Roll Call
2. Minutes – November 19, 2014

REGULAR BUSINESS

3. Request for No Left Turn Sign – Kroger Gas Station – Rochester Road
4. Public Comment
5. Other Business
6. Adjourn

cc: Item 3: Residents on Glaser

Traffic Committee Members
Captain Robert Redmond & Sgt. Mike Szuminski, Police Department
Lt. Eric Caloia, Fire Department
William J. Huotari, Deputy City Engineer/Traffic Engineer

TRAFFIC COMMITTEE

MESSAGE TO VISITORS, DELEGATIONS AND CITIZENS

The Traffic Committee is composed of seven Troy citizens who have volunteered their time to the City to be involved in traffic and safety concerns. The stated role of this Committee is:

- a. To give first hearing to citizens' requests and obtain their input.
- b. To make recommendations to the City Council based on technical considerations, traffic surveys, established standards, and evaluation of citizen input.
- c. To identify hazardous locations and recommend improvements to reduce the potential for traffic crashes.

Final decisions on sidewalk waivers will be made by the Committee at this meeting.

The recommendations and conclusions arrived at on regular items this evening will be forwarded to the City Council for their final action. Any citizen can discuss these recommendations before City Council. The items discussed at the Traffic Committee meeting will be placed on the City Council Agenda by the City Manager. The earliest date these items might be considered by City Council would normally be 10 days to 2 weeks from the Traffic Committee meeting. If you are interested, you may wish to contact the City Manager's Office in order to determine when a particular item is on the Agenda.

Persons wishing to speak before this Committee should attempt to hold their remarks to no more than 5 minutes. Please try to keep your remarks relevant to the subject at hand. Please speak only when recognized by the Chair. These comments are made to keep this meeting moving along. Anyone wishing to be heard will be heard; we are here to listen and help in solving or resolving your particular concerns.

REGULAR BUSINESS**3. Request for No Left Turn Sign – Kroger Gas Station – Rochester Road**

Residents on Glaser request that left turns be prohibited to the Kroger gas station on the west side of Rochester Road at the southerly driveway. Residents report that turning traffic creates conflicts with traffic trying to turn to or from Glaser.

SUGGESTED RESOLUTIONS:

- a. **RESOLVED**, that a NO LEFT TURN sign be approved for the southerly driveway to the Kroger gas station site on the west side of Rochester Road.
- b. **RESOLVED**, that NO changes be made at the southerly driveway to the Kroger gas station site on the west side of Rochester Road.

4. Public Comment**5. Other Business****6. Adjourn**

A regular meeting of the Troy Traffic Committee was held Wednesday, November 19, 2014 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: Ollie Apahidean
Tim Brandstetter
Ted Halsey
Al Petrulis
Pete Ziegenfelder

Absent: David Easterbrook
Richard Kilmer

Also present: Steve Brandimore, Safe-Ed
Remo Roncone, Troy High School
Cornecut Rus, 329 Cherry Creek, Sterling Heights, MI 48314
Suresh Gummadi, 5961 Niles
Geetharani Balakrishnan, 5977 Niles
Travis Schmidt, 4201 Beach
Robert Lindh, 8800 23 Mile
Dan and Susan Elsea, 2555 Amherst
Zoryana Lisnea, 5993 Niles
Lori Grigg Bluhm, City Attorney
Mitch Grusnick, Building Official/Code Officer
Sgt. Mike Szuminski, Police Department
Lt. Eric Caloia, Fire Department
Bill Huotari, Deputy City Engineer/Traffic Engineer

2. Minutes – September 17, 2014

RESOLUTION # 2014-11-30

Moved by Kilmer
Seconded by Petrulis

To approve the September 17, 2014 minutes as printed.

YES: All 5 (Apahidean, Brandstetter, Halsey, Petrulis, Ziegenfelder)
NO: None
ABSENT: 1 (Easterbrook, Kilmer)

MOTION CARRIED

PUBLIC HEARINGS

3. Request for Sidewalk Waiver – 6097 Evanswood – Sidwell #88-20-01-451-011

Victoria Rus requests a sidewalk waiver for the sidewalk at 6097 Evanswood (Sidwell #88-20-01-451-011). Ms. Rus states that “the area along Evanswood is in a flood plain and part of the Plum Creek Drain. The road ditch would need to be enclosed and 203.5 c.y. of fill is required. Site does not have enough room to balance the fill.” Mr. Robert Lindh of Urban Land Consultants is acting on the property owner’s behalf relative to the request.

Mr. Lindh was in attendance at the meeting and discussed issues relative to the floodplain and the impact on the site. He stated that it will require 203 yards of fill to balance the work in the floodplain assuming the sidewalk were to be set at the typical 6” above the road. Mr. Lindh further stated that the installation of the driveway requires approximately 38 yards of material to be excavated. The sidewalk could be moved further to the west to reduce the impact to the floodplain and would be pursued by the applicant should the waiver be denied.

There were no other members of the public in attendance at the meeting that spoke on this item.

Traffic Engineering did receive three (3) emails from residents on Evanswood that want the sidewalk installed.

Mr. Ziegenfelder stated that there is existing sidewalk on Evanswood north and south of the property and that sidewalk at 6097 Evanswood would connect to the existing sidewalk to the south.

Mr. Apahidean disclosed that he had a loose family relation to the property owner that was discussed and the Committee determined that there was no conflict of interest.

Mr. Halsey stated that the Traffic Committee’s policy has been typically to deny a sidewalk waiver if a sidewalk connects to other sidewalk in the area.

Mr. Apahidean asked about the additional excavation required and the impact to the property to the north. Mr. Lindh explained that there would be no impact on the property to the north as any floodplain mitigation required would occur on the subject property.

Mr. Brandstetter asked about discussions between Mr. Lindh and the Engineering Department. The Engineering Department has reviewed the proposed grading plan and has met with Mr. Lindh to discussion options for minimizing floodplain impacts. Discussions revolved around maintaining existing elevations in floodplain areas.

Mr. Petrusis asked for clarification on the existing sidewalks on the site. There is an existing sidewalk directly to the south; there is existing sidewalk along Songbird (one lot to the north); and the existing lot to the north is currently in the process of being split by another owner and would be reviewed for sidewalk when a plan is submitted.

RESOLUTION # 2014-11-31

Moved by Halsey
Seconded by Brandstetter

WHEREAS, the Traffic Committee has determined, after a public hearing, that the Petitioner failed to establish the standards justifying the granting of a waiver,

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee denies a waiver of the sidewalk requirement for 6097 Evanswood (Sidwell #88-20-01-451-011).

YES: 3 (Brandstetter, Halsey, Ziegenfelder)
NO: 2 (Apahidean, Petrusis)
ABSENT: 2 (Easterbrook, Kilmer)

MOTION CARRIED

Mr. Lindh asked after the waiver was denied if he could work with Engineering to determine a suitable location for the sidewalk that would minimize floodplain impacts. This was agreed to as the preferred solution.

4. Request for Sidewalk Waiver – 4201 Beach – Sidwell #88-20-18-376-039

Angela Cowlback requests a sidewalk waiver for the sidewalk at 4201 Beach (Sidwell #88-20-18-376-039). Ms. Cowlback states that “there are no other sidewalks on the west side of Beach Road.”

The sidewalk along the frontage of the property (i.e. along Amherst) has already been constructed.

Mr. Mark Calice of 4235 Beach stopped by the Engineering Department to express his opposition to sidewalk installation on Beach Road prior to the meeting. Mr. Calice lives two lots to the south of the subject property and points out that there is no sidewalk on the west side of Beach and he would like that to continue. He further discussed the unique character of Beach and the lack of sidewalks along the majority of its length. His opinion is that sidewalks do not fit a long Beach Road and that they should not be required. Mr. Calice supports a waiver of the sidewalk requirement for 4201 Beach Road.

Mr. Travis Schmidt of 4201 Beach was in attendance at the meeting and discussed the waiver request. Mr. Schmidt stated that there is no sidewalk on the west side of Beach Road between Big Beaver and Square Lake and that this section would be the only installation of sidewalk. The sidewalk would connect to no other sidewalk and would lead to nowhere. The sidewalk would end at the north end of his property and potentially lead users to access his neighbor’s property which could lead to damage to their property and/or be a hazard for users expecting the sidewalk to continue. There are two (2) large black

walnut trees that would have to be removed in order to install the sidewalk.

Ms. Susan Elsea of 2555 Amherst was in attendance at the meeting and spoke in support of the sidewalk waiver. Ms. Elsea stated that there is sidewalk along Amherst Court itself, but there is no existing sidewalk along Beach. The section of sidewalk on Beach would be 90' of sidewalk to nowhere. There is an existing sidewalk along the east side of Beach that can be used, but it does not lead to anywhere either.

Mr. Dan Elsea of 2555 Amherst reiterated comments already made plus he added that the sidewalk would just look out of place and silly as it would be the only section of sidewalk on the west side of Beach.

Mr. Petrulis, who lives on Beach, stated that there is no other sidewalk on the west side of Beach in this area.

Mr. Ziegenfelder asked about any future projects by the City to widen Beach Road and/or to construct sidewalk. There are no plans at this time, other than normal maintenance, for Beach Road.

RESOLUTION # 2014-11-32

Moved by Halsey

Seconded by Brandstetter

WHEREAS, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Angela Cowlback has requested a waiver of the requirement to construct sidewalk based on no other sidewalks on the west side of Beach Road; and

WHEREAS, the Traffic Committee has determined the following:

- a. A waiver 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 waiver of the sidewalk requirement for 4201 Beach (Sidwell #88-20-18-376-039).

YES: All 5 (Apahidean, Brandstetter, Halsey, Petrulis, Ziegenfelder)

NO: None
ABSENT: 2 (Easterbrook, Kilmer)

MOTION CARRIED

- 5. **Reconsideration – Request for Sidewalk Waiver – 5961 Niles – Sidwell #88-20-09-227-018**
- 6. **Reconsideration – Request for Sidewalk Waiver – 5977 Niles – Sidwell #88-20-09-227-017**
- 7. **Reconsideration – Request for Sidewalk Waiver – 5993 Niles – Sidwell #88-20-09-227-016**

Victor DeFlorio requested reconsideration of the Committee’s denial of his sidewalk waiver request for the sidewalk at 5961 Niles, 5977 Niles and 5993 Niles Street. The requested waivers were denied on a 3-2 vote, with 2 committee members absent.

Mr. DeFlorio states that there are no sidewalks on the street. Mr. DeFlorio also states that due in part to the narrow right of way on this street, the installation of sidewalks at this time would be at a significant financial cost to him, since it would require a removal and replacement of the already poured driveway approaches, re-grading of the property and relocation of water shut off valves.

RESOLUTION # 2014-11-33

Moved by Apahidean
Seconded by Petruslis

WHEREAS, the Traffic Committee passed a resolution at its September 17, 2014 meeting denying a requested sidewalk waiver for the property at 5961 Niles, 5977 Niles and 5993 Niles Street in the City of Troy; and

WHEREAS, this motion was denied on a 3-2 vote, with 2 Committee members being absent; and

WHEREAS, the applicant has subsequently requested the full Committee reconsider this matter, and allow the applicant to an opportunity to present additional information to support his requested reconsideration.

NOW THEREFORE, BE IT RESOLVED, that the Traffic Committee **GRANTS** the Applicant’s request to reconsider its denial of a sidewalk variance for the property at 5961 Niles, 5977 Niles and 5993 Niles Street in the City of Troy.

YES: All 5 (Apahidean, Brandstetter, Halsey, Petruslis, Ziegenfelder)
NO: None
ABSENT: 2 (Easterbrook, Kilmer)

MOTION CARRIED

The purchasers of each of these residential properties asked the Traffic Committee to again consolidate the requests, due to the similarities of each request, and the Traffic Committee had no objection to the consolidation of the three separate requests,

RESOLUTION # 2014-11-34

Moved by Apahidean
Seconded by Petrulis

NOW THEREFORE BE IT RESOLVED, that the Traffic Committee **AGREES** to consolidate the requests for reconsideration and sidewalk waiver requests for 5961 Niles, 5977 Niles and 5993 Niles Street, in the City of Troy.

YES: All 5 (Apahidean, Brandstetter, Halsey, Petrulis, Ziegenfelder)
NO: None
ABSENT: 2 (Easterbrook, Kilmer)

MOTION CARRIED

Ms. Zoryana Lisnea of 5993 Niles was in attendance at the meeting and stated that there is no other sidewalk on Niles Street. A sidewalk would lead to nowhere. She believes that it is detrimental to the property as it has to be placed close to the house due to the narrow right-of-way width and size of the home.

Ms. Geetharani Balakrishnan of 5977 Niles stated that the proposed location for the sidewalk would make it impossible to park a car in the driveway near the garage without impacting sidewalk. She does not want to lose the ability to park her vehicles in the driveway.

Mr. Suresh Gummadi of 5961 Niles commented that there would be no connection to another sidewalk. The proposed location is too close to the house and that it would actually be closer to the house than the road.

Mr. Ziegenfelder said that the sidewalk at 5993 Niles would connect to existing sidewalk along Square Lake Road. He also asked about any plans by the City to widen or improve Niles Street. There are no plans at this time, other than normal maintenance, for Niles. Mr. Ziegenfelder asked about the existing right-of-way width [50'] and if the sidewalk would need to be constructed in an easement.

Mr. Brandstetter stated that the proposed sidewalk would indeed need to be very close to the house and would create a hardship based on the location as a vehicle would have issues parking in the driveway without encroaching on the sidewalk.

Mr. Apahidean also commented on the location of the sidewalk and the hardship it creates

along with the potential safety issue of having parked vehicles near and/or encroaching on the sidewalk which could create an issue for pedestrians or bikers.

Mr. Halsey explained that this is a situation where there was too big of a house built on too small of a lot.

Ms. Bluhm explained that Mr. DeFlorio has agreed to provide a cash deposit commensurate with the cost of installing the sidewalk and has discussed the need for an easement with the property owners.

The property owners agreed at the meeting to provide a recordable easement for each property for possible future sidewalk installation.

RESOLUTION # 2014-11-35

Moved by Apahidean
Seconded by Petrulis

WHEREAS, City of Troy Ordinances, Chapter 34, allows the Traffic Committee to grant waivers of the City of Troy Design Standards for Sidewalks upon a demonstration of necessity; and

WHEREAS, Victor DeFlorio has requested a waiver of the requirement to construct sidewalk based the lack of other existing sidewalk on Niles Street and also based on the narrowness of the right of way for the property, which makes it more difficult to locate all necessary utilities on the property and would also result in the sidewalk being located less than a car's length from the residence; and

WHEREAS, the Traffic Committee has determined the following:

- a. A waiver 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 contingent upon the City's receipt of recordable easements for each of the properties, granting an easement for possible future sidewalk installation, and also upon the developer's deposit of cash to the City in the amount of \$1,032.50 for 5961 Niles Street; \$1,032.50 for 5977 Niles Street, and \$1,732.050 for 5993 Niles Street, based on a square footage calculation, the Traffic Committee grants a waiver of the sidewalk requirement for 5961 Niles Street (Sidwell #88-20-09-227-018), 5977

Niles Street (Sidwell #88-20-09-227-017), 5993 Niles Street (Sidwell #88-20-09-227-016).

YES: All 5 (Apahidean, Brandstetter, Halsey, Petrulis, Ziegenfelder)

NO: None

ABSENT: 2 (Easterbrook, Kilmer)

MOTION CARRIED

REGULAR BUSINESS

8. Request for No Left Turn Sign – Northfield Parkway, northbound at the Main Entrance to Troy High School

A temporary traffic control order was issued by the Traffic Engineer on October 24, 2014 based on review and a request from Troy High School Principal, Remo Roncone, in partnership with Steve Brandimore of Safe-Ed LLC and Sergeant Andy Breidenich of the Troy Police Department.

The temporary traffic control order prohibits left turns from northbound Northfield Parkway to the main entrance at Troy High School during the hours of 7:00 AM to 7:30 AM to coincide with the morning arrival, school days only with buses being exempt.

Mr. Remo Roncone, Principal of Troy High School, was in attendance at the meeting and discussed how traffic flow has improved since the signs were placed on November 3. The signs have had the intended impact by keeping bus traffic, student traffic and parents from intermingling, for the most part. By keeping traffic separated, traffic moves much more efficiently and is safer. Mr. Roncone will continue to use his weekly e-mail notice to inform and educate his students and parents on the restrictions.

Mr. Ziegenfelder asked about bus traffic and why they would still be allowed to turn left at the main entrance. Mr. Roncone explained that bus traffic is primarily before 7:00 AM and directed by on-site security. Allowing bus traffic to make left turns to the main entrance allows for them to drop off students and continue on with routes for other schools with minimal delay.

Mr Apahidean had concerns about northbound Northfield Parkway traffic continuing north and then making a U-turn in the commercial sites to the north so that a right turn could be made at the main entrance. There are no U-turn signs posted north of the driveway and this has not been an issue observed by Troy Police.

Mr. Petrulis asked about the afternoon dismissal time. The afternoon dismissal time is much different due to after school activities. It is not as significant as the morning arrival and is managed by the school.

Mr. Apahidean asked about crash history in this area. There have been two students involved in car/pedestrians crashes. One student was struck last year by a vehicle crossing Northfield Parkway. The other involved a student crossing Wattles on a bike. Vehicle

crashes are not common as the area is so congested in the morning that vehicle speeds are very low.

RESOLUTION # 2014-11-36

Moved by Brandstetter
Seconded by Apahidean

RESOLVED, that the Traffic Committee recommends that a NO LEFT TURN sign be approved for northbound Northfield Parkway which would prohibit left turns to the main entrance at Troy High School during the hours of 7:00 AM to 7:30 AM, school days only, with school bus traffic exempt.

YES: All 5 (Apahidean, Brandstetter, Halsey, Petrusis, Ziegenfelder)
NO: None
ABSENT: 2 (Easterbrook, Kilmer)

MOTION CARRIED

9. Legal Update by City Attorney Lori Bluhm

City Attorney Bluhm provided a presentation and discussion on Code of Ethics, Conflicts of Interest, Duties of the Traffic Committee, Open Meetings Act, Freedom of Information Act, Traffic Committee By-Laws and Variances.

9. Other Business

Mr. Ziegenfelder requested that future agenda items such as plot plans be provided as 11” x 17” handouts for better readability.

Mr. Brandstetter asked about an update on the radar speed boards. This will be provided at a meeting in the spring after a re-study has been completed to review before and after speeds.

10. Adjourn

The meeting adjourned at 9:52 p.m.

Pete Ziegenfelder, Chairperson

Bill Huotari, Deputy City Engineer/Traffic Engineer



TRAFFIC COMMITTEE REPORT

January 12, 2015

TO: Traffic Committee

FROM: Bill Huotari, Deputy City Engineer/ Traffic Engineer

SUBJECT: Request for No Left Turn Sign – Kroger Gas Station – Rochester Road

Background:

Residents on Glaser request that left turns be prohibited to the Kroger gas station on the west side of Rochester Road at the southerly driveway. Residents report that turning traffic creates conflicts with traffic trying to turn to or from Glaser.

Troy Police and Traffic Engineering met with two (2) residents on site to review their concerns. The residents reiterated previous comments that traffic to/from the Kroger gas station site has created a conflict with their access to/from Glaser. One resident reported that he had been in a crash recently but had not reported it to the Police Department. They stated that other residents on Glaser have been in near misses and will purposely drive past Glaser, turn into a parking lot or other street and then turn around to come back to the north to make a right turn.

The Kroger gas station is on the site of the old Burger King. The King Office Plaza sits to the west of the gas station and utilizes the same driveway approaches from Rochester Road. The southerly driveway was constructed in 1992 when the office building was constructed. The northerly driveway had existed prior to 1992 as the approach to Burger King. Both driveways are currently used by Kroger gas station customers as well as occupants/clients of the office plaza.

Traffic Engineering contacted Kroger (corporate), Kroger (local manager at Long Lake location) as well as a representative from the King Office Plaza to discuss the request.

Kroger reviewed the request and is concerned that eliminating left turns in to the southerly driveway would cause circulation issues on the gas station site and would create additional backups in and out at the northerly driveway. Left turn traffic would stack further on Rochester Road if only one driveway were available to enter the site, which could still create a conflict with turning traffic to/from Glaser. Kroger would not support eliminating left turns at the southerly driveway.

The King Office Plaza representative stated that the majority of their office traffic enters the site at the northerly driveway as there is a cross access easement in place. The southerly driveway is primarily used for exiting from the site. He did not feel it would be that large of an issue to prohibit left turns at the southerly driveway.

Traffic Engineering discussed the concerns with our consultant OHM Advisors as well as Troy Police. Both do not recommend changes at this time.

OHM reviewed the site and provided the following summary:

“While I never saw any conflicts between traffic on Rochester and Glaser, I can imagine what might eventually arise. The only potential new conflict would be between NB Rochester traffic turning left into the Kroger station. This must be a heavier movement than previously, and would diminish the number and size of gaps for Glaser traffic seeking to turn left to head south. I would assume that NB left turns would be greater into the southern driveway, which is directly aligned with Glaser. This movement would also generate the most impact on gaps for Glaser.

As both your PD and I have agreed, the number of crashes here is not unusual. Other than requiring more care and time to find reasonable gaps to exit, Glaser Drive is not encumbered to any greater extent than numerous side streets and driveways along the corridor.

This location should be monitored for future crashes. If it becomes problematic, then one possible solution is to restrict NB left turns into the south drive, requiring them to use the north drive instead. The restriction need not be for all day, and could be tied to use the a.m. and p.m. peak periods. But I do not recommend taking this step at this time”.

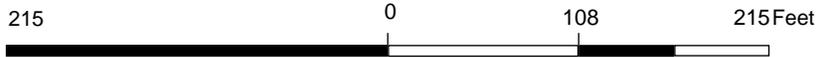
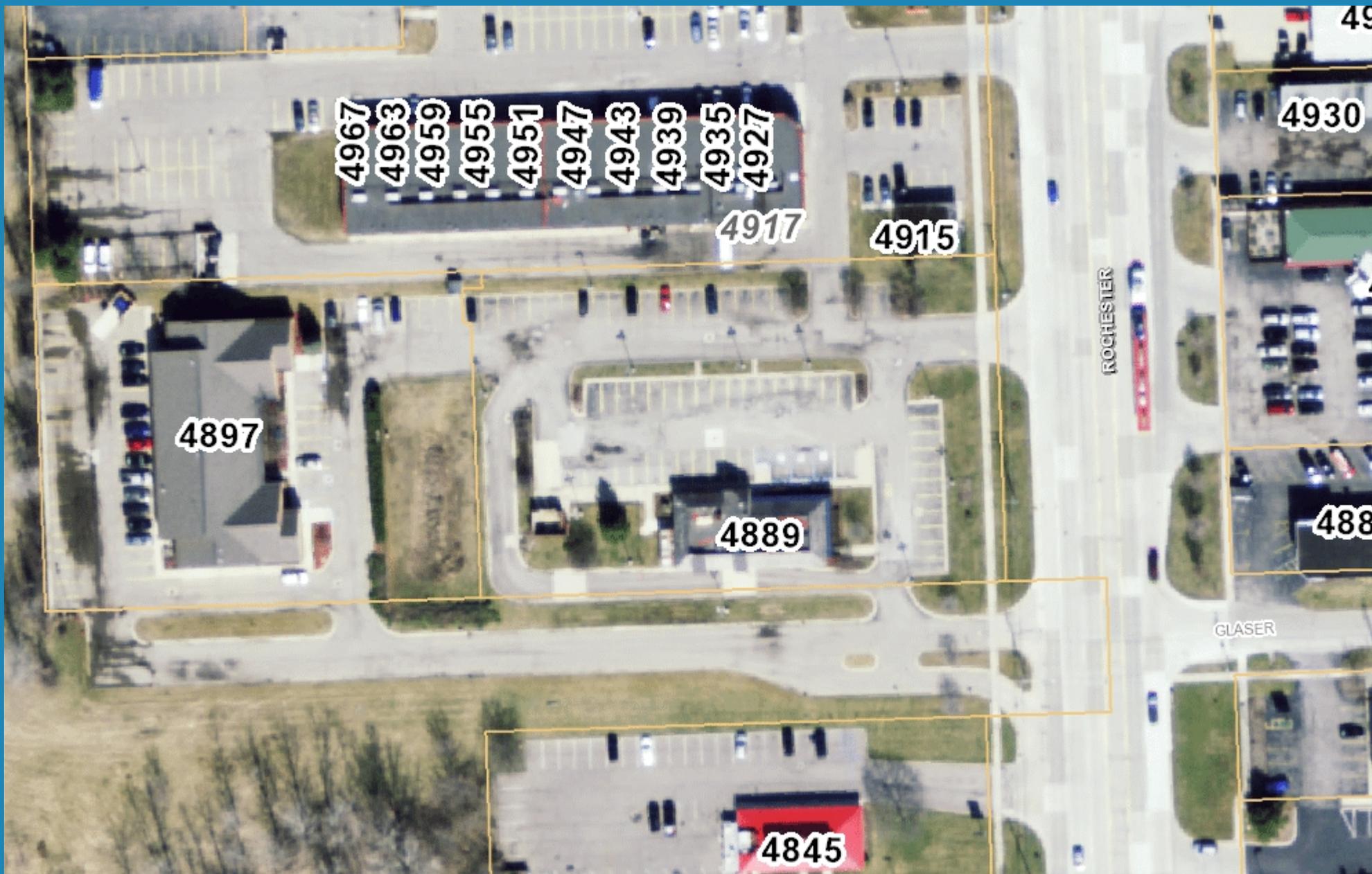
Traffic crashes were reviewed since the Kroger gas station opened on November 14, 2012 to the current date. There have been six (6) crashes reported; three (3) in 2014 and three (3) in 2013.

For perspective, the “Top 20 High-Frequency Crash Locations for Troy Road Segments, Ranked by 2009-2013 Five-Year Total” is included. The highest frequency segment is Big Beaver, from Coolidge to Crooks which has an average number of crashes annually of 57.6. Rochester, from Wattles to Long Lake, ranks #15 with an average number of crashes annually of 38.0 for the entire 1 mile segment.

Eliminating multiple access points to/from a site is generally regarded as good access management practice and is more easily accomplished at the time a site is built. To retroactively try and force elimination of an access point, without justification, can lead to legal challenges implicating loss in revenue due to lack of access to a site.

Recommendations:

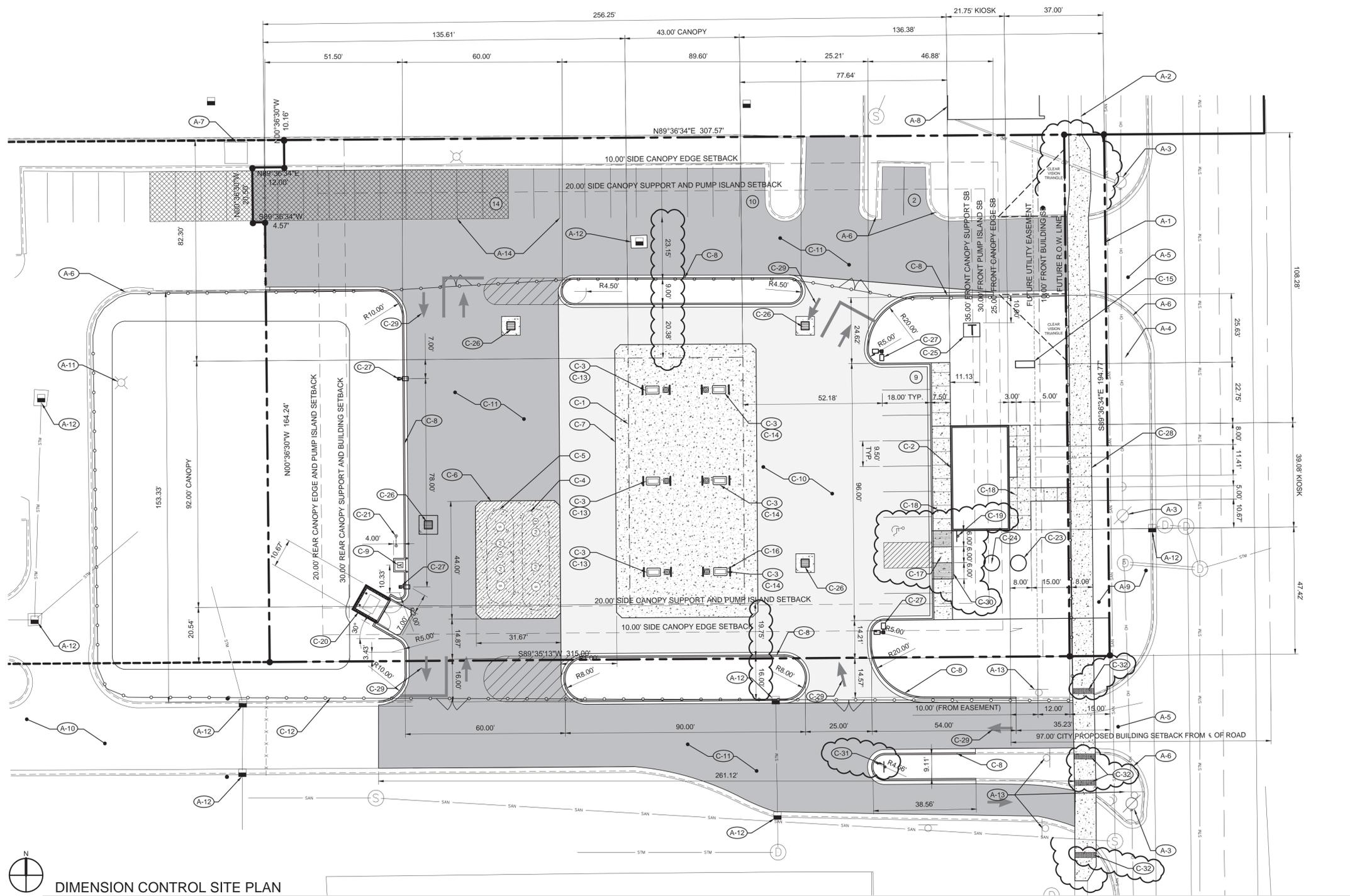
Recommend no changes at this time. Traffic Engineering and Troy Police will continue to monitor the area and if issues become more frequent then the location will be revisited in the future.



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 recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.







DIMENSION CONTROL SITE PLAN
SCALE: 1" = 20'-0"

A - SITE FEATURES TO REMAIN:

- A-1 PROPERTY LINE
- A-2 CONCRETE SIDEWALK
- A-3 UTILITY POLE
- A-4 FIRE HYDRANT
- A-5 APPROACH
- A-6 CONCRETE CURB
- A-7 TRANSFORMER PAD
- A-8 BUILDING
- A-9 LANDSCAPING
- A-10 ASPHALT
- A-11 SITE LIGHTING
- A-12 CATCH BASIN; PROTECT INLET S WITHIN LIMITS OF CONSTRUCTION FROM SILT AND DEBRIS RUNOFF USING SILT SACKS DURING CONSTRUCTION. SEE DETAIL 8/C-500.
- A-13 TRAFFIC SIGN
- A-14 PARKING SPACE

SCOPE OF WORK:

C - PROPOSED SITE IMPROVEMENTS:

- C-1 43.00' x 92.00' DISPENSER CANOPY (3,956 SF), CANOPY COLUMNS AND FOOTINGS. SEE CONSTRUCTION IMPROVEMENT PLAN ON SHEET CA1.0.
- C-2 39.08' x 21.75' EXPANDED KIOSK (850 SF). SEE FLOOR PLANS ON SHEET A1.0.
- C-3 3.00' x 5.00' DISPENSER ISLAND. SEE DETAIL 6 ON SHEETS T8.0 AND T8.1.
- C-4 20,000 GALLON DOUBLE-WALL UNDERGROUND STORAGE TANK (UNLEADED). SEE SHEET T3.0.
- C-5 18,000 GALLON DOUBLE-WALL SPLIT UNDERGROUND STORAGE TANK 8,000 GALLONS PREMIUM/10,000 GALLONS DIESEL. SEE SHEET T3.1.
- C-6 CONCRETE TANK MAT. SEE MATERIAL SCHEDULE NOTE 2/T1.0.
- C-7 CONCRETE DISPENSER MAT. SEE MATERIAL SCHEDULE NOTE 3/T1.0.
- C-8 CONCRETE CURB AND GUTTER. SEE DETAIL 4 TYPE A/C-500.
- C-9 AIR TOWER. ALL ASSOCIATED EQUIPMENT AND UTILITIES REQUIRED TO PROVIDE PROPER SERVICE. SEE DETAIL 1/A2.3.
- C-10 LIGHT DUTY BITUMINOUS PAVEMENT. SEE DETAIL 2/C-500.
- C-11 HEAVY DUTY BITUMINOUS PAVEMENT. SEE DETAIL 2D/C-500.
- C-12 CONSTRUCTION FENCE. SEE DETAIL 6/C-500.
- C-13 GASOLINE DISPENSER WITH CARD READER. SEE DISPENSER AND PIPING DETAILS ON SHEET T8.0.
- C-14 AUTOMOBILE MULTI-PRODUCT DISPENSER (3+1 GASOLINE/DIESEL). SEE DISPENSER AND PIPING DETAILS ON SHEET T8.1.
- C-15 MONUMENT SIGN. (BY SIGN CONTRACTOR). SEE DETAIL 1 ON SHT. AG202.
- C-16 U-SHAPED BOLLARD AT CANOPY COLUMNS. SEE CONSTRUCTION IMPROVEMENT PLAN ON SHEET CA1.0 FOR LAYOUT. (TYPICAL)
- C-17 BARRIER FREE ACCESSIBLE RAMP. SEE DETAILS 1 & 2 ON SHEET C-503 AND GRADING PLAN C-300.
- C-18 4" THICK 3,000 PSI CONCRETE SIDEWALK PER KROGER SPEC SECTION 321313. REFER TO DETAIL 2/C-503 FOR CONCRETE SIDEWALK ADJACENT TO BUILDING. PROVIDE CONTRACTION JOINTS AS INDICATED; MAXIMUM 5' SPACING. PROVIDE CONTRACTION JOINTS AS INDICATED AT BUILDING CORNERS AND AND AT ALL LOCATIONS WHERE SIDEWALK MEETS CONCRETE SLABS, FOUNDATIONS, OR CURB.
- C-19 BARRIER-FREE VAN ACCESSIBLE PARKING SIGN. SEE DETAIL CSD-60 ON SHEET C-503.
- C-20 TRASH ENCLOSURE. SEE DETAIL 3 ON C-502.
- C-21 TANK VENT RISER. SEE DETAIL 3/T-4.0.
- C-22 NOT USED.
- C-23 STORM WATER TREATMENT STRUCTURE. SEE STORMWATER MANAGEMENT PLAN, SHEET C-301.
- C-24 PROPOSED MANHOLE. SEE STORMWATER MANAGEMENT PLAN, SHEET C-301.
- C-25 CONCRETE TRANSFORMER PAD. SEE UTILITY PLAN ON SHEET C-400.
- C-26 PROTECT CATCH BASIN FROM SILT AND DEBRIS RUNOFF USING SILT SACKS DURING CONSTRUCTION. SEE DETAIL 8/C-500.
- C-27 POLE LIGHT FIXTURES. SEE UTILITY PLAN ON C-400.
- C-28 8'-0" WIDE CONCRETE PATH; PROVIDE AND INSTALL 4" NON REINFORCED CONCRETE OVER 4" MDOT 21AA AGGREGATE BASE. CONCRETE TO BE 3500 PSI @ 28 DAYS, 6 BAG MIX.
- C-29 DIRECTIONAL PAVEMENT MARKINGS. SEE DETAIL 1/C-500.
- C-30 6" STRAIGHT CURB. SEE DETAIL 1/C-503.
- C-31 PROVIDE AND INSTALL MUTCD W6-1 SIGNAGE.
- C-32 PROVIDE AND INSTALL 24" DEEP TRUNCATED DOME DETECTABLE WARNING. SEE DETAIL R-28-G ON SHEET C-503.

NOTES TO GENERAL CONTRACTOR:

1. UNDERGROUND UTILITIES MUST BE MARKED, AS REQUIRED BY PUBLIC ACT 53 OF 1974. TELEPHONE THE REGIONAL UTILITY LOCATOR/ONE-CALL SYSTEM OFFICE A MINIMUM OF THREE (3) WORKING DAYS BEFORE ANY DIGGING.
2. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR CONFIRMING THE HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO ANY CONSTRUCTION.
3. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR CALCULATING ALL MATERIAL QUANTITIES.
4. SEE SHEET G-002 FOR OTHER IMPORTANT GENERAL NOTES.

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37740 Hills Tech Dr. #4331
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www.landplan-engineering.com

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The Kroger Co.
1025 East 51st Street, Suite A
Troy, MI 48065
Phone: 313.752.9177
Fax: 313.752.9177

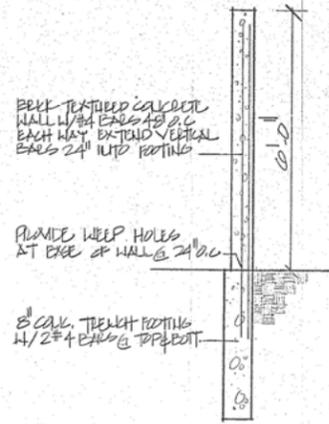
**KROGER D-487
RETAIL FUEL CENTER
4889 ROCHESTER ROAD at E. LONG LAKE ROAD
TROY, MI 48065
DIMENSION CONTROL SITE PLAN**

REV	DATE	DESCRIPTION
0	04/11/2012	OWNER REVIEW
1	04/23/2012	SITE PLAN REVIEW
2	05/11/2012	PLANNING COMMENTS
3	06/05/2012	SPC REVISIONS
4	07/23/2012	SITE PLAN/PERMITS
5	08/10/2012	ADDENDUM 1

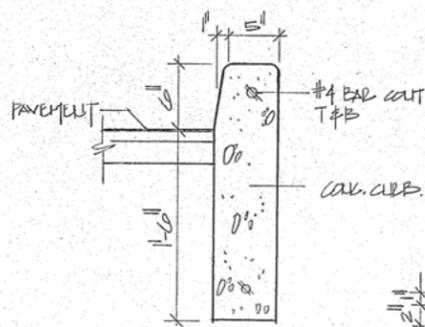
STATE OF MICHIGAN
REGISTERED PROFESSIONAL ENGINEER
JOHN G. DAMRATH III
ENGINEER
No. 38510
8-10-12

DATE: 02.16.2012
PROJECT NO.: 2012.1015
DESIGNED BY: LPE
DRAWN BY: LPE
CHECKED BY: JGD

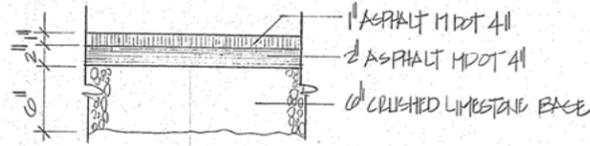
SHEET NO.
C-200



SCREEN WALL DETAIL
SCALE 1/2" = 1'-0"



CURB DETAIL

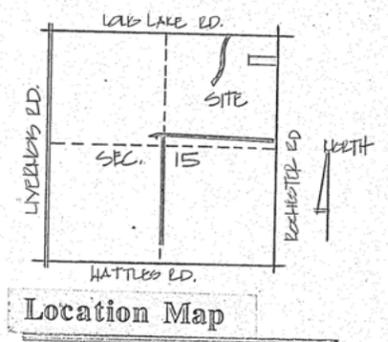


PAVEMENT DETAIL

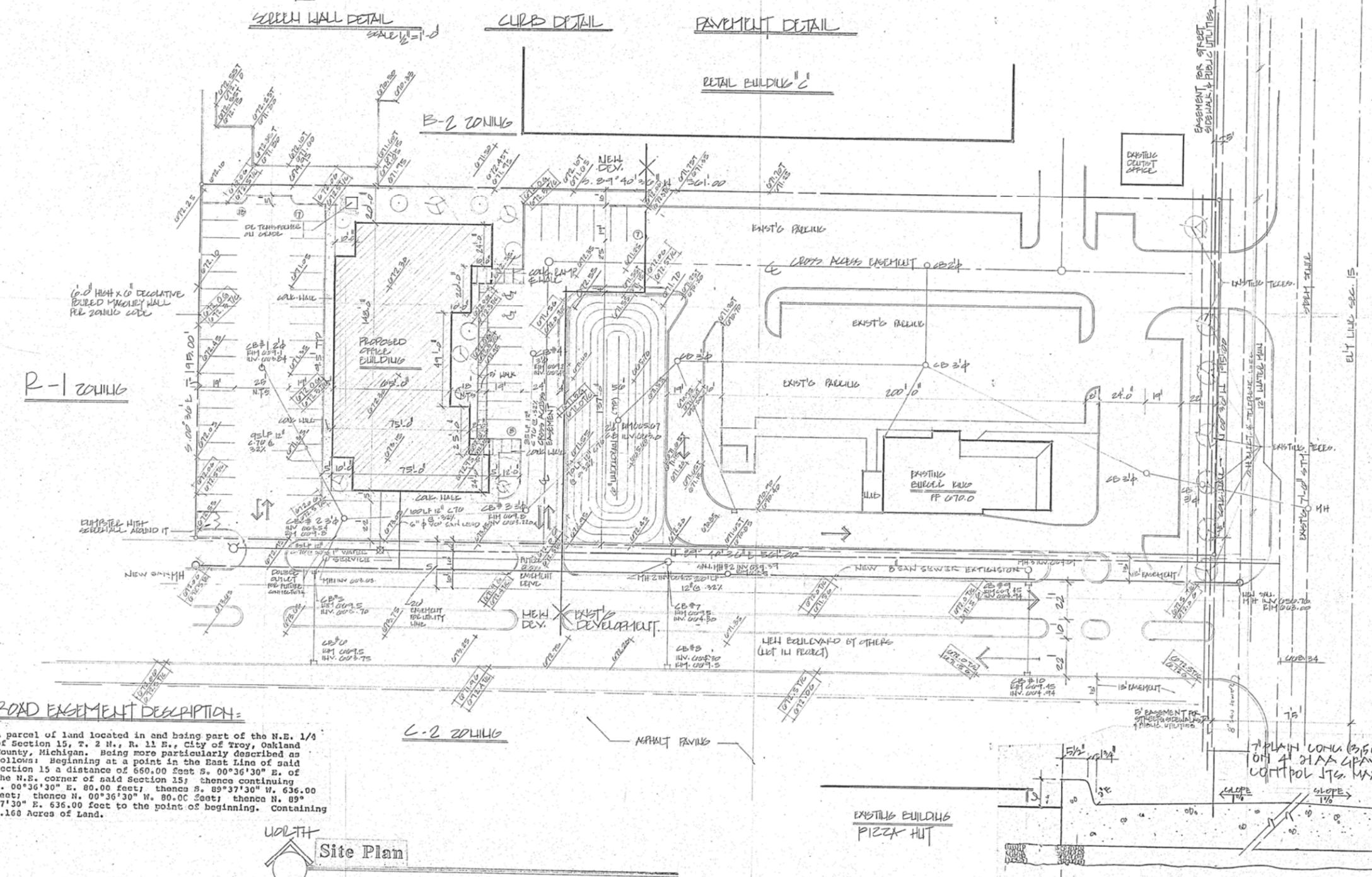
PROPERTY DESCRIPTION:

PART OF THE U.E. 1/4 OF SEC. 15, T. 2 N., R. 11 E., CITY OF TROY, OAKLAND CO., MICHIGAN, IS DESCRIBED AS: BEGINNING AT A POINT ON THE WEST LINE OF ROXBOROUGH ROAD, AND POINT LOCATED S. 00° 36' 30" E. ALONG THE LINE OF SAID SEC. 15 A DISTANCE OF 405.0 FT. AND S. 89° 40' 30" W. 75.0 FT. FROM THE N.E. CORNER OF SAID SEC. 15, THENCE CONTINUING S 89° 40' 30" W. 501.0 FT., THENCE S. 00° 36' 30" E. 175.0 FT., THENCE N. 89° 40' 30" E. 501.0 FT. TO SAID WEST LINE, THENCE N. 00° 36' 30" E. ALONG SAID WEST LINE 175.0 FT. TO THE POINT OF BEGINNING, CONTAINING 2.511 ACRES.

SITE DATA	
SITE AREA:	
NET PLOT AREA	109,395 SQ. FT.
NET PLOT BALANCE	101,742 SQ. FT.
41,053 SQ. FT.	
BUILDING AREA:	
GROSS	12,780 SQ. FT.
USEFUL AREA (U.F.A.)	8,884 SQ. FT.
PARKING: (1 CAR/200 SQ. FT. OF U.F.A.)	
REQ'D	43 SPACES
PROVIDED	50 SPACES
ZONING:	
LANDSCAPE AREA:	
REQUIRED: 10% OF SITE AREA = 10,939.5 SQ. FT.	
PROVIDED LANDSCAPE AREA = 19,854 SQ. FT.	
(PARK & SIDE YARDS INCLUDED)	



Location Map
SCALE 1" = 200'



ROAD EASEMENT DESCRIPTION:
A parcel of land located in and being part of the N.E. 1/4 of Section 15, T. 2 N., R. 11 E., City of Troy, Oakland County, Michigan. Being more particularly described as follows: Beginning at a point in the East Line of said Section 15 a distance of 660.00 feet S. 00° 36' 30" E. of the N.E. corner of said Section 15; thence continuing S. 00° 36' 30" E. 80.00 feet; thence S. 89° 37' 30" W. 636.00 feet; thence N. 00° 36' 30" W. 80.00 feet; thence N. 09° 37' 30" E. 636.00 feet to the point of beginning. Containing 1.168 Acres of Land.

Site Plan
SCALE 1" = 30'-0"

JEFF D. ADAM
528-2860
48-0003-115

THOMAS W. KURMAS & ASSOCIATES
ARCHITECTS • ENGINEERS • INTERIOR DESIGN
3040 TELEGRAPH ROAD • SUITE 103 • BIRMINGHAM, MICHIGAN 48205 • (313) 540-0647

7-15-92	9-29-92	9-30-92	10-12-92	10-16-92
8-14-92	9-18-92	9-18-92	9-21-92	
8-12-92	8-12-92	8-12-92	8-12-92	

RECEIVED
NOV 06 1992
ENGINEERING DEPT.

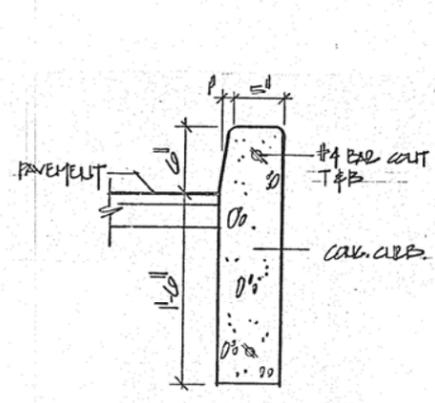
NOV 05 92
PLANNING DEPT.

STATE OF MICHIGAN
THOMAS W. KURMAS
ARCHITECT
No. 27045
LICENSED ARCHITECT

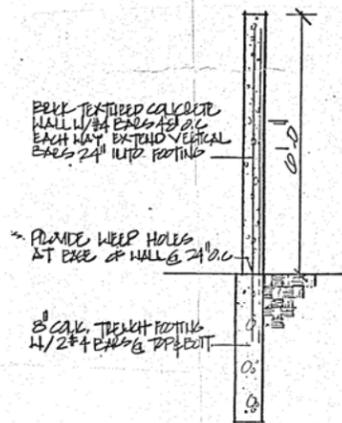
Proposed New Office Building
Troy, Michigan

6071

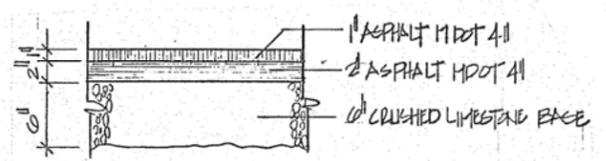
SD-1



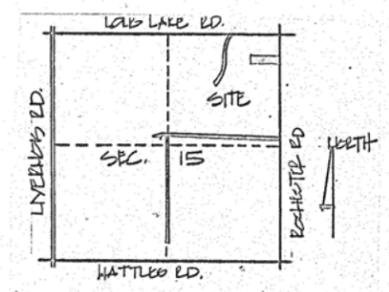
CURB DETAIL



SCREEN WALL DETAIL
SCALE 1/2"=1'-0"



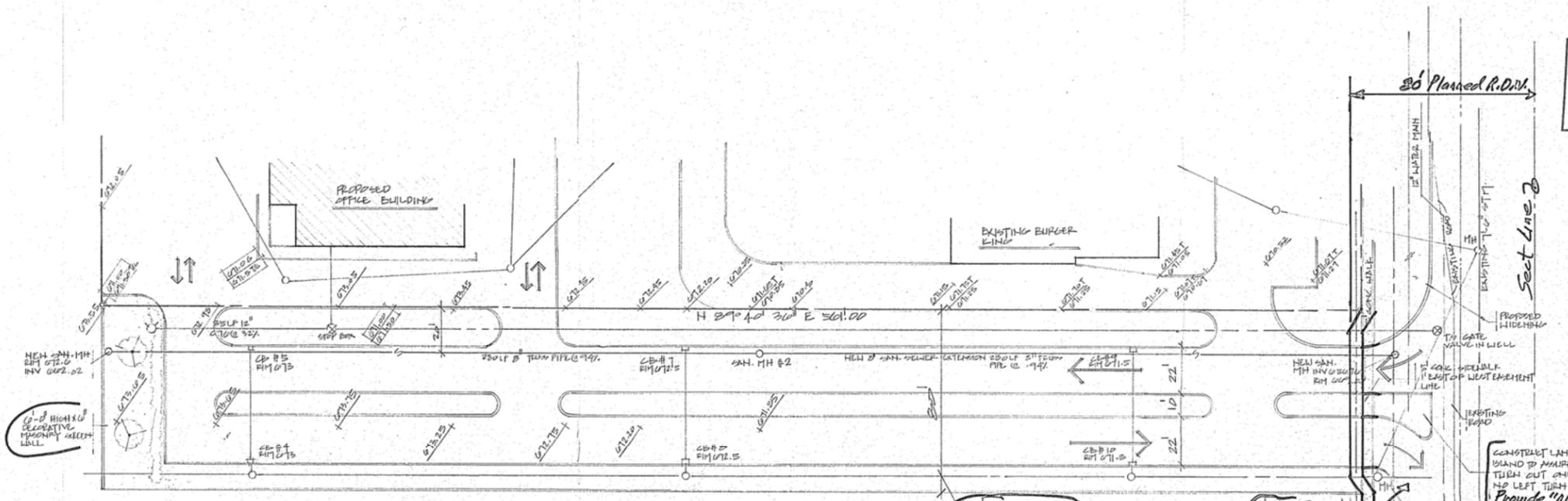
PAVEMENT DETAIL



Location Map
SCALE 1"=200'

ROAD EXEMPTION DESCRIPTION

A parcel of land located in and being part of the N.E. 1/4 of Section 15, T. 2 N., R. 11 E., City of Troy, Oakland County, Michigan. Being more particularly described as follows: Beginning at a point in the East line of said Section 15 a distance of 560.00 feet S. 00°36'30" D. of the N.E. corner of said section 15; thence continuing S. 00°36'30" E. 00.00 feet; thence S. 89°37'30" W. 636.00 feet; thence N. 00°36'30" W. 80.00 feet; thence N. 03°37'30" E. 636.00 feet to the point of beginning. Containing 1.168 Acres of Land.



C-2 ZONING
ASPHALT PAVING
EXISTING BUILDING PIZZA HUT
NORTH
Partial Site Plan
SCALE 1"=30'-0"

PRELIMINARY SITE PLAN APPROVED BY PLAN COMMISSION ON Dec. 5, 1992
MICHAEL W. KURMAS
PLANNING DIRECTOR

30' Ent. Right of Way RECEIVED
DEC 17 1992
ENGINEERING DEPT.



ACCELERATION AND DECELERATION LANES, RACING LANES, ETC. ACCORDING TO THE REQUIREMENTS OF THE CITY OF TROY TRAFFIC ENGINEER

Proposed New Office Building
Troy, Michigan

THOMAS W. KURMAS & ASSOCIATES
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6071

SD-1a

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View data for: Troy Top 20 Road Segments

High-Frequency Crash Locations

Troy Road Segments, Ranked by 2009-2013 Five-Year Total

[New search](#) [Download search results](#)

Community Rank	County Rank	Region Rank	Road Name	From Road -To Road	Annual					Avg 2009-2013
					2009 Total	2010 Total	2011 Total	2012 Total	2013 Total	
1	28	48	Big Beaver Rd W	Coolidge Rd - Crooks Rd	43	44	68	64	69	57.6
2	33	56	Big Beaver Rd W	Crooks Rd - E Big Beaver/S I 75 Ramp	41	58	62	62	54	55.4
3	35	61	Rochester Rd	Square Lake Rd E - South Blvd E	53	39	70	44	66	54.4
4	40	81	Dequindre Rd	14 Mile Rd E - Maple Rd E	49	50	55	43	54	50.2
5	46	93	14 Mile Rd W	John R Rd - Concord Dr	35	41	60	55	51	48.4
6	49	101	S I 75	Maple Rd E - Rochester Rd	38	46	50	57	48	47.8
7	57	119	Dequindre Rd	Maple Rd E - Big Beaver Rd E	36	44	41	46	63	46.0
8	69	141	Big Beaver Rd W	Coolidge Rd - Crooks Rd	33	50	47	52	39	44.2
9	78	170	Dequindre Rd	Long Lake Rd E - Square Lake Rd E	39	34	40	38	56	41.4
10	80	177	Dequindre Rd	Metropolitan Pkwy - Wattles Rd E	37	50	45	31	41	40.8
11	82	180	Maple Rd W	Coolidge Rd - Crooks Rd	44	44	33	35	47	40.6
12	86	201	Dequindre Rd	Square Lake Rd E - South Blvd E	35	37	41	27	53	38.6
13	90	206	Rochester Rd	Torpey Dr - Wattles Rd E	51	60	29	29	23	38.4
14	94	211	John R Rd	14 Mile Rd E - Maple Rd E	51	47	41	26	26	38.2
15	97	214	Big Beaver Rd E	Livernois Rd - Rochester Rd	34	23	32	53	48	38.0
15	97	214	Rochester Rd	Wattles Rd E - Long Lake Rd E	39	57	43	18	33	38.0
17	114	258	Coolidge Rd	Meijer Dr - Maple Rd E	30	44	39	31	31	35.0
18	121	277	Dequindre Rd	Wattles Rd E - Long Lake Rd E	18	31	34	46	41	34.0
19	124	289	Big Beaver Rd E	Livernois Rd - Rochester Rd	28	33	29	33	45	33.6
19	124	289	Maple Rd W	Crooks Rd - Livernois Rd	36	29	34	34	35	33.6