

May 17, 2004

TO: John Szerlag, City Manager

FROM: Steven J. Vandette, Acting Asst. City Manager/Services  
William J. Huotari, Acting City Engineer *WJH*  
John K. Abraham, Traffic Engineer *JKA*

SUBJECT: Agenda Item – Traffic Committee Recommendations April 21, 2004

At the Traffic Committee meeting of April 21, 2004, the following recommendations were made for City Council approval:

1. Recommend replacing the YIELD sign with a STOP sign on Longfellow at Tallman (Item 8a).
2. Recommend installing all-way STOP signs at Longfellow and Yanich (Item 8b).
3. Recommend no changes at Thurber and Longfellow (Item 8c).
4. Recommend purchasing three portable speed humps for use Tallman and on other streets (Item 8).

JKA/In

TRAFFIC COMMITTEE 4/21/04  
SUGGESTED RESOLUTIONS

1. RESOLVED, that the YIELD sign on Longfellow at Tallman be replaced with a STOP sign.
2. RESOLVED, that all-way STOP signs be installed at the intersection of Longfellow and Yanich.
3. RESOLVED, that no changes be made to the intersection of Thurber and Longfellow
4. RESOLVED, that the City purchase three portable speed humps to be used on Tallman and in other locations.

**DRAFT**

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on April 21, 2004 by Charles Solis.

**1. Roll Call**

PRESENT: Ted Halsey  
Jan Hubbell  
Richard Minnick  
Charles Solis  
Kaveri Korgavkar, Student Rep.

ABSENT: Ryan Deel  
John Diefenbaker  
Richard Kilmer

Also present: John Abraham, Traffic Engineer  
Lt. Scott McWilliams, Police Department  
Lt. Robert Matlick, Fire Department

And  
(Item 6) Dave Sysko, 4438 Yanich  
Dave Bastian, 487 Randall  
Bruce Bloomingdale, 4264 Tallman  
Bill Murray, 528 Longfellow,  
Chris Murray, 528 Longfellow

**Motion to Excuse**

RESOLUTION #TC-2004-04-25  
Motion by Halsey  
Seconded by Hubbell

To excuse Mr. Kilmer as he is out of the City, and Mr. Diefenbaker because of illness.

YEAS: All-4

NAYS: None

ABSENT: 3

MOTION CARRIED

**2. Minutes – March 17, 2004**

RESOLUTION #TC-2004-04-26  
Motion by Halsey  
Seconded by Minnick

To approve the March 17, 2004 minutes as printed.

YEAS: All-4

NAYS: None

ABSENT: 3

MOTION CARRIED

### **PUBLIC HEARINGS**

#### **3. Request for Sidewalk Waiver – 834 Trombley**

George Tanner, RWT Building, 2065 Livernois, is requesting a waiver for the sidewalk at 834 Trombley. 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 there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

The Traffic Engineer received an email from the legal advisor of the Troy Church of Christ at 800 Trombley. The church has no objection to the requested waiver.

The office also received a letter from Mr. John Casper of 751 Trombley who is in opposition to the issuance of a waiver. He feels that ensuring proper code enforcement will increase property values and that the City should not compromise on requirements (copy of letter attached).

#### **RESOLUTION #TC-2004-04-27**

Motion by Halsey

Seconded by Hubbell

To consider this item at the April 17 meeting, since the petitioner was not present.

YEAS: All-4

NAYS: None

ABSENT: 3

MOTION CARRIED

#### **4. Request for Sidewalk Waiver – 846 Trombley**

George Tanner, RWT Building, 2065 Livernois, is requesting a waiver for the sidewalk at 846 Trombley. 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 there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

The office also received a letter from Mr. John Casper of 751 Trombley who is in opposition to the issuance of a waiver. He feels that ensuring proper code enforcement will increase property values and that the City should not compromise on requirements (copy of letter attached).

The Traffic Engineer received an email from the legal advisor of the Troy Church of Christ at 800 Trombley. The church has no objection to the requested waiver.

**RESOLUTION #TC-2004-04-28**

Motion by Halsey

Seconded by Hubbell

To consider this item at the April 17 meeting, since the petitioner was not present.

YEAS: All-4

NAYS: None

ABSENT: 3

MOTION CARRIED

**5. Request for Sidewalk Waiver – 2707 Wisconsin**

George Tanner, RWT Building, 2065 Livernois, is requesting a waiver for the sidewalk at 2707 Wisconsin. 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 there are no other sidewalks in the area, the sidewalk would lead nowhere and connect to nothing.

**RESOLUTION #TC-2004-04-29**

Motion by Halsey

Seconded by Hubbell

To consider this item at the April 17 meeting, since the petitioner was not present.

YEAS: All-4

NAYS: None

ABSENT: 3

MOTION CARRIED

### **REGULAR BUSINESS**

#### **6. Section 15 Traffic Concerns**

Residents of Section 15 represented by Bruce Bloomingdale, 4264 Tallman, Dave Sysko 4438 Yanich, Dave Bastian, 487 Randall and Tom DiMambro, 4292 Tallman have raised several traffic concerns in Section 15 of the City. Section 15 is the square mile that is bounded by Livernois, Long Lake, Rochester and Wattles. Concerns include:

- a. Speeding all along the length of all four streets (Leetonia, Randall, Tallman and Longfellow
- b. Pedestrian safety around Leonard elementary school
- c. Cut-through traffic down Leetonia and Randall to Tallman to Longfellow

Speeding concerns were maximum between 4PM and 6PM on weekdays and during school arrival and dismissal times.

Mr. Bloomingdale and his neighbors expressed their traffic concerns at a City Council meeting related to Council approval of a new residential subdivision at the end of Tallman Street that would add around 20 homes in the area. At the meeting City Council expressed a desire to take a closer look at the residents' traffic concerns. As a result, Councilman David Lambert, City Manager John Szerlag and the Traffic Engineer met in mid-February with the resident representatives of Section 15 to discuss traffic concerns.

At the meeting, all the above-mentioned concerns were discussed in detail and a presentation on the Neighborhood Traffic Harmonization Program was also made. The residents would like to pursue the NTHP; however, as a first step would like to see more STOP signs installed to reduce speeds and cut-through traffic in the neighborhood. The traffic engineer explained that STOP signs, particularly multi-way, are installed *after* a study is performed to determine if state-mandated thresholds (called warrants) are met for the intersections. The traffic engineer also distributed information on how unwarranted STOP signs have not been demonstrated to reduce speeding on residential streets, and some literature on how unwarranted STOP signs may cause more crashes and provide a false sense of security to pedestrians using these intersections (all materials are attached for the reference of the committee).

A Traffic Information Survey was given to the residents to pursue the NTHP. On February 19, 2004, the core group of resident representatives also submitted a list of intersections that they would like to be converted to all-way STOP sign controlled. Following are the intersections:

- a. Leetonia and Tallman
- b. Randall West and Tallman
- c. Randall East and Tallman
- d. Longfellow and Tallman
- e. Longfellow and Yanich
- f. Thurber and Longfellow

Since STOP sign studies require some time, core group was informed that the intersections have been added to the list of studies to be done by the Traffic Engineering Department, and the results will be presented to the Traffic Committee when available for their consideration and recommendation to City Council.

Sgt. Redmond reports the following enforcement activities in the section: They received no complaints in 2003 regarding speeding in that area. Their records indicate that a radar trailer was utilized on Longfellow on September 10, 2003, between the hours of 7:20 am and 8:19 pm. The average speed was 24.9 mph; the high speed was 41 mph (two vehicles) as recorded by the trailer.

In 2001 and 2002, the Traffic Safety Unit did conduct selective speed enforcement in the area. The results are as follows:

- Longfellow - 12 speed citations issued (December 13, 2001 and February 1, 2002)
- Tallman - No citations issued (monitored on February 6, 2002)
- Leetonia - 3 citations issued (May 8, 2002)

City and Police staffs are working with Leonard Elementary School continually to ensure safety of pedestrians who walk to the school. The last study of pedestrian safety resulted in the City hiring an adult crossing guard to enhance safety of pedestrians, particularly kids walking to school. Observations this month also indicate that these measures and the school safety patrol are working effectively to ensure pedestrian safety.

Traffic volume studies indicate that the roadways in this mile section carry between 300 and 1650 vehicles in a day. The subdivision has around 825 homes, and the observed traffic volumes are consistent with what can be expected in such a residential area. Traffic volumes on Troy residential streets range between 80 and 5,000 vehicles in a day.

Three of the all-way STOP sign requests were considered at the March Traffic Committee meeting. The Committee recommendations were:

1. No changes at Leetonia and Tallman.
2. Replace the YIELD sign with a STOP sign on westbound Randall at Tallman.
3. Replace the YIELD sign with a STOP sign on eastbound Randall at Tallman.

The last three intersections listed earlier are on this agenda for consideration: Longfellow and Tallman, Longfellow and Yanich, Thurber and Longfellow.

**a. Longfellow and Tallman**

Residents feel that Longfellow is a half-mile stretch that carries cut-through traffic and has no STOP signs.

The Michigan Manual of Uniform Traffic Control Devices states that installation of a multi-way STOP would be warranted under one of the following conditions:

- ❖ *Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.*
- ❖ *An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.*
- ❖ *Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.*

Traffic volume counts indicate that there were 562 vehicles in a day westbound on Longfellow at Tallman. Tallman northbound at Longfellow was around 1050 vehicles in a day, and southbound was around 630 vehicles in a day. Analysis of the traffic crash history shows no reported crashes at this intersection in the past 4 years.

Traffic crash history and traffic volumes indicated that 4-way STOP sign warrants as mandated by the MMUTCD are not met for this intersection. This intersection has a designated crosswalk for school kids to cross Tallman to get to Leonard Elementary School. The City employs an adult crossing guard at the intersection to ensure pedestrian safety during school arrival and dismissal times.

Bruce Bloomingdale clarified some information he presented last month. He explained that the petition he circulated last December was related to traffic and speeding, and there was no opposition among residents to trying to alleviate those problems. Mr. Bloomingdale since circulated a new petition specifically for STOP signs, and 78 of 96 people signed so far.

Mr. Bloomingdale and the residents with him have been concerned for 10-15 years, and nothing has been done by the City to help. They have been asking for STOP signs on Longfellow as they think Longfellow is too long a stretch and motorists can gather too much speed. He concedes that STOP signs would not have prevented the recent crash into the house next door to him, but speed humps would have helped. He is currently working with the Traffic Engineer on the Neighborhood Traffic Harmonization Program.

Dave Sysco, 4438 Yanich, did a speed study with the Traffic Engineer and most of the drivers were within normal speed limits. He thinks we should try STOP signs even if the City feels they won't help; at least we will know we've done all we can.

Bill Murray, 528 Longfellow, doesn't believe STOP signs will help. He sees people running stop signs all the time. The recent increased police patrols have helped slow down traffic. In contrast to what other residents have claimed about difficulties on Longfellow, Mr. Murray said he has no trouble getting out of his driveway.

Dave Bastian, 487 Tandall, lives two houses from Tallman. He says that the YIELD sign on the corner is often ignored, and he is afraid a speeding car could jump the curb and injure or kill a child.

Lt. McWilliams said police have been patrolling Leetonia, Randall and Tallman for the last three weeks. They have issued 92 speeding tickets—all for 11 mph or more over the speed limit. Sixty percent of the drivers ticketed live in the subdivision.

The radar trailer they have used recorded a volume of 840 vehicles today, April 21. The highest speed was 44 mph, the average 25.6.

The residents claim that drivers see the police cars and slow down before their speeds can be recorded, but the Traffic Engineer said the radar picks them up 1000 feet away, before they are aware of the police.

Chris Murray, 538 Longfellow, believes speed is an issue, but says STOP signs are ignored and installing more of them will not help. She also pointed out that the school generates a lot of traffic, not only at start and dismissal times, but for scout groups, soccer practice, visiting teams, etc.

Committee member Richard Minnick drove eastbound Leetonia at Tallman and noticed that a large tree obscures the STOP sign on the corner. There are left-right arrows also, high up and not very reflective, offering just a weak warning.

Note: Lt. McWilliams and DPW staff checked the height of the sign and determined that the height is at the standard height of seven feet, and that the vision obstruction is not a major one. Minor adjustments were made to the sign.

Mr. Minnick also related that he used to live on Witherbee, which was a ¼ mile uninterrupted run. When license plate survey showed found that 80-90% of motorists on Witherbee were Birmingham residents. Two sets of 3-way STOP signs cut traffic by around 40%.

Mr. Bloomingdale stated that most drivers stop at the tree-obscured STOP sign. He would like speed humps installed.

**RESOLUTION #TC-2004-04-30**

Motion by Halsey

Seconded by Hubbell

Recommend replacing the YIELD sign with a STOP sign on Longfellow at Tallman.

YEAS: All-4

NAYS: None

ABSENT: 3

MOTION CARRIED

**b. Longfellow and Yanich**

This is a four-way intersection around midway on Longfellow between Tallman and Rochester Road. The Traffic Committee considered a request for four-way STOP signs in July of 2000. The committee recommended no changes to the intersection and suggested pursuing the Neighborhood Traffic Harmonization Program. There are YIELD signs on Yanich at Longfellow to assign right-of-way at the intersection.

Traffic volumes on Yanich at Longfellow were around 430 southbound and around 600 northbound in a day. Longfellow had around 500 vehicles eastbound and westbound at Yanich. These volumes are very typical of traffic volumes on Troy residential streets that usually range from 50 to 5000 vehicles in a day.

A traffic crash analysis shows that in the past four years the following crashes occurred near the intersection.

1. Two crashes in 2000 – One was a hit-and-run involving a parked car, one was a broadside crash that involved a vehicle on Yanich that disregarded the YIELD sign and struck a vehicle on Longfellow.
2. One crash in 2001, 500 feet west of Yanich, involving a vehicle damaging a parked vehicle.
3. One crash in 2002, again involving a parked vehicle.

The Michigan Manual of Uniform Traffic Control Devices states that installation of a multi-way STOP would be warranted under one of the following conditions:

- ❖ *Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.*

- ❖ *An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.*
- ❖ *Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.*

Traffic crash history and traffic volumes indicated that 4-way STOP sign warrants as mandated by the MMUTCD are not met for this intersection.

Mr. and Mrs. Murray live close to the intersection and voiced their concerns about installing STOP signs. Mr. Murray said that although there are traffic concerns in the neighborhood, they have been overplayed. He agreed that the enforcement activities in the recent past have helped a lot. His opinion is that STOP signs are not an answer, and there is a need for something creative.

Mr. Bastian reported that he is a long-time resident of the corner and feels that the problems have persisted far too long, and is strongly in favor of the 4-way STOPS.

Mrs. Murray indicated that people don't stop at STOP signs unless there is 24-hour enforcement. She is not in favor of the 4-way STOP signs, and believes that signs provide a false sense of security to pedestrians who may think motorists will stop

#### RESOLUTION #TC-2004-04-31

Motion by Minnick

Seconded by Halsey

Recommend installing all-way STOP signs at Longfellow and Yanich.

YEAS: 3

NAYS: None

ABSTAIN: 1 (Hubbell)

ABSENT: 3

MOTION CARRIED

#### **c. Thurber and Longfellow**

This 3-way intersection is on Longfellow, between Yanich and Rochester Road. Traffic volumes on Longfellow were around 500 in each direction and on Thurber around 300.

Traffic crashes in the vicinity of the intersection include three crashes involving parked cars but none at the intersection. All three were hit-and-run crashes where reports were made after damages to the vehicles were noticed.

The Michigan Manual of Uniform Traffic Control Devices states that installation of a multi-way STOP would be warranted under one of the following conditions:

- ❖ *Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.*
- ❖ *An accident problem as indicated by five or more reported accidents of the type susceptible to correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.*
- ❖ *Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.*

Traffic crash history and traffic volumes indicated that 4-way STOP sign warrants as mandated by the MMUTCD are not met for this intersection.

Comments were made similar to the previous items regarding speeds and other traffic issues at this intersection.

RESOLUTION #TC-2004-04-32

Motion by Hubbell

Seconded by Minnick

Recommend no changes.

YEAS: All-4

NAYS: None

ABSENT: 3

MOTION CARRIED

Mr. Bloomingdale expressed his thanks for the Traffic Committee's thoughtful deliberation. He still wants a STOP sign on Tallman to break up traffic flow.

It was mentioned that Farmington Hills is using speed humps successfully. Lt. McWilliams thought portable speed bumps might help the situation on Tallman, slowing traffic and diverting cut-through traffic. Dr. Abraham mentioned that these rubber speed humps would cost about \$3,000 apiece, with an added cost of \$300-500 for crews to install them, and a relatively small cost for warning signs. After the situation improves in this neighborhood, they could be moved to other areas. Committee members agreed that it might be a good idea to buy a few portable speed humps and try them out. This way the neighborhood residents could test them, and if they like them, purchase permanent ones at their cost.

**RESOLUTION #TC-2004-04-33**

Motion by Halsey

Seconded by Hubbell

To recommend purchase of three portable speed humps for Tallman.

YEAS: All-4

NAYS: None

ABSENT: 3

MOTION CARRIED

**7. Visitors' Time**

No one else wished to address the Committee.

**8. Other Business**

Ms. Korgavkar mentioned that the increased police presence at Troy High School has greatly improved the traffic situation there.

**9. Adjourn**

The meeting was adjourned at 9:10 p.m. The next meeting is scheduled for May 19, 2004.

SIGNED: \_\_\_\_\_  
Charles Solis, Chairman



City of Troy  
Traffic Engineering Committee  
Attn: John Abraham  
500 West Big Beaver  
Troy, MI 48084

April 7, 2004

**Subject: Request for Waiver of Sidewalk for 846 and 834 Trombly, City of Troy**

Dear Mr. Abrahams,

**I oppose the issuance of a waiver for the exclusion of sidewalks for both parcels.**

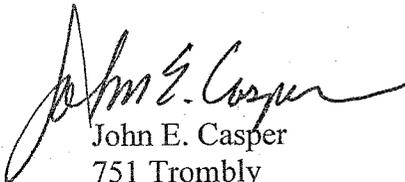
The reason we have planning commissions and city codes is to ensure safety, and protect the integrity of the neighborhood property value. Ensuring proper code enforcement will increase property value and will ensure future tax revenues for the City of Troy. We need to keep pace with the future building codes and requirements and protect residential tax revenue.

**Give me one good reason to approve the waiver.**

**The only reason is the builder wants to subvert the code and avoid the cost. This is of no benefit to anyone except the builder.**

I continue to be amazed by the continuance of the commissions of the City of Troy to "Waive", ignore, and continue with the lack of stringent enforcement of city and residential building codes. If the City of Troy continues to compromise their building codes, requirements, and restrictions, we will eventually end up with a city looking like Hazel Park.

Let us not compromise our current City of Troy Codes, they were developed for a reason, and they are essential to our future tax base.



John E. Casper  
751 Trombly  
Troy, MI 48083

RECEIVED

APR 14 2004

ENGINEERING

2707 WISCONSIN

LOT 141

# NOWAK & FRAUS

Consulting Engineers  
Land Surveyors  
Land Planners

46777 Woodward Avenue  
Pontiac, Michigan 48342  
Tel. (248) 332-7391  
Fax. (248) 332-8237

PROJECT  
2109 Wisconsin

CLIENT  
RTW Building, LLC.  
4535 Homestead  
Ottum, MI 48359

CONTACT  
Murray Diegel  
Tel. 248-362-2850  
Fax. 248-391-4419

PROJECT LOCATION  
Part of the NE 1/4  
of Section 36  
T. 2 North, R. 11 East  
City of Troy  
Oakland County, Michigan

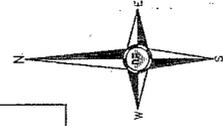
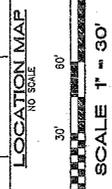
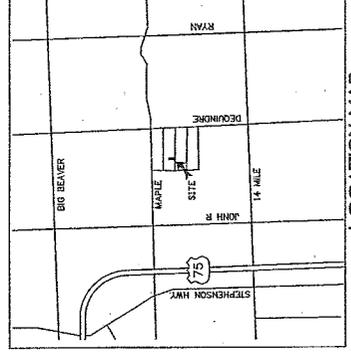
SCALE

DATE/REVISION

ITEM 5

SHEET  
Plot P1

DRAWN BY:  
PK  
DESIGNED BY:  
PK  
APPROVED BY:  
J. Fraus



**BENCHMARK**  
S.W. 723 Chicago Avenue  
at headwall for Spencer-Barnard  
Drain on east side of Chicago  
Avenue at 1200 feet south of  
Maple Road  
Elev. = 811.14 (NGVD 29)

**NOTES**  
All point elevations are based on  
FEMA (NGVD 29) Datum.  
Benchmark is not precise.

- ZONING**  
R-1E (ONE FAMILY RESIDENTIAL)  
R-1E (ONE FAMILY RESIDENTIAL)
- FR. ZONING**  
R-1E (ONE FAMILY RESIDENTIAL)
- MIN. YARD SETBACKS (LOT WITH SEWER)**  
FRONT 25 FT. (EAST)  
SIDE 5 FT. (SOUTH)  
REAR 35 FT. (WEST)
- MAX. BLDG. HEIGHT**  
25 FT. OR 2 STORIES
- MIN. LOT AREA**  
7,500 SF.
- MIN. LOT WIDTH**  
60 FT.
- MIN. FLOOR AREA PER UNIT**  
1,000 SF.
- MIN. LOT COVERAGE**  
30 %
- LOT AREA**  
22,125 SF. OR 0.508 ACRES
- GROSS FLOOR AREA**  
1,372 SF.

**LEGAL DESCRIPTION:**  
Part of the NE 1/4 of Section 36, T.2N., R.11E., City of Troy, Oakland County, Michigan, being more particularly described as: Lot 141 of "Supervisor's Plat of Plainview Farms" as recorded in Liber 5, Pg. 58, O.C.R.

**TOPG. NOTES:**

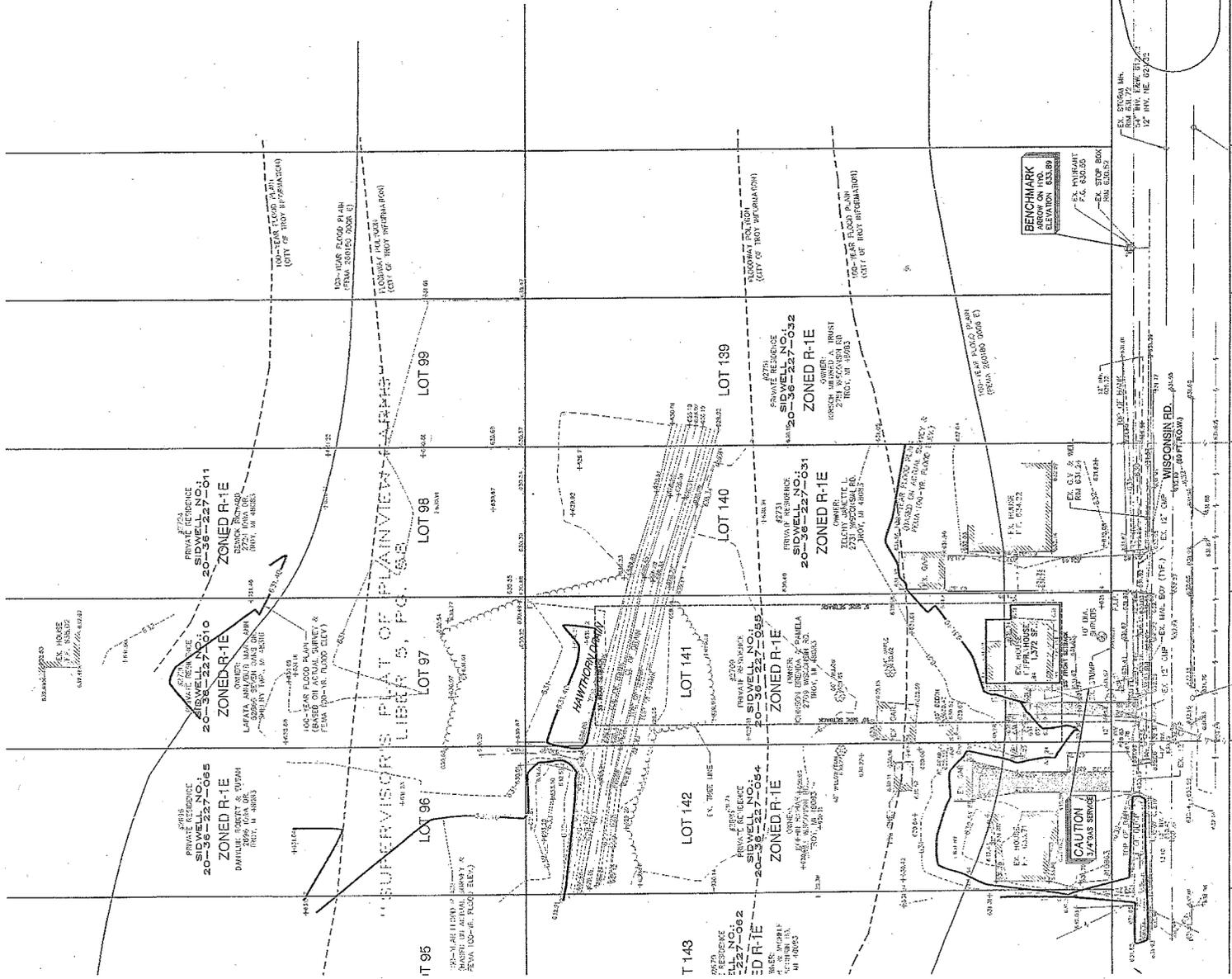
- THIS SURVEY WILL NOT SHOW ALL EASEMENTS OF RECORD UNLESS AN EASEMENT PLAT HAS BEEN FURNISHED TO THE SURVEYOR BY THE OWNER.
- ALL ELEVATIONS ARE EXISTING ELEVATIONS BASED ON THE FEMA (NGVD 29) DATUM (19-27-82).
- PROPERTY IS LOCATED PARTIALLY IN ZONE A - AREA OF 100-YEAR FLOOD, BASE FLOOD ELEVATIONS AND FLOOD HAZARD ZONES NOT DETERMINED AND PARTIALLY IN ZONE B - AREAS BETWEEN LIMITS OF 100-YEAR AND 500-YEAR FLOOD PLANS. FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 280150-0008 E, EFFECTIVE DATE MAY 2, 1993, REVISED SEPTEMBER 16, 1998.
- THE LOCATION OF THE EXISTING UTILITIES AS SHOWN WERE OBTAINED FROM MUNICIPAL AND UTILITY COMPANIES RECORDS. NO GUARANTEE CAN BE MADE AS TO THE ACCURACY OF THESE RECORDS. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES. ANY POTENTIAL CONFLICT SHALL BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL CONTACT MISS DICK 3 WORKING DAYS PRIOR TO CONSTRUCTION.

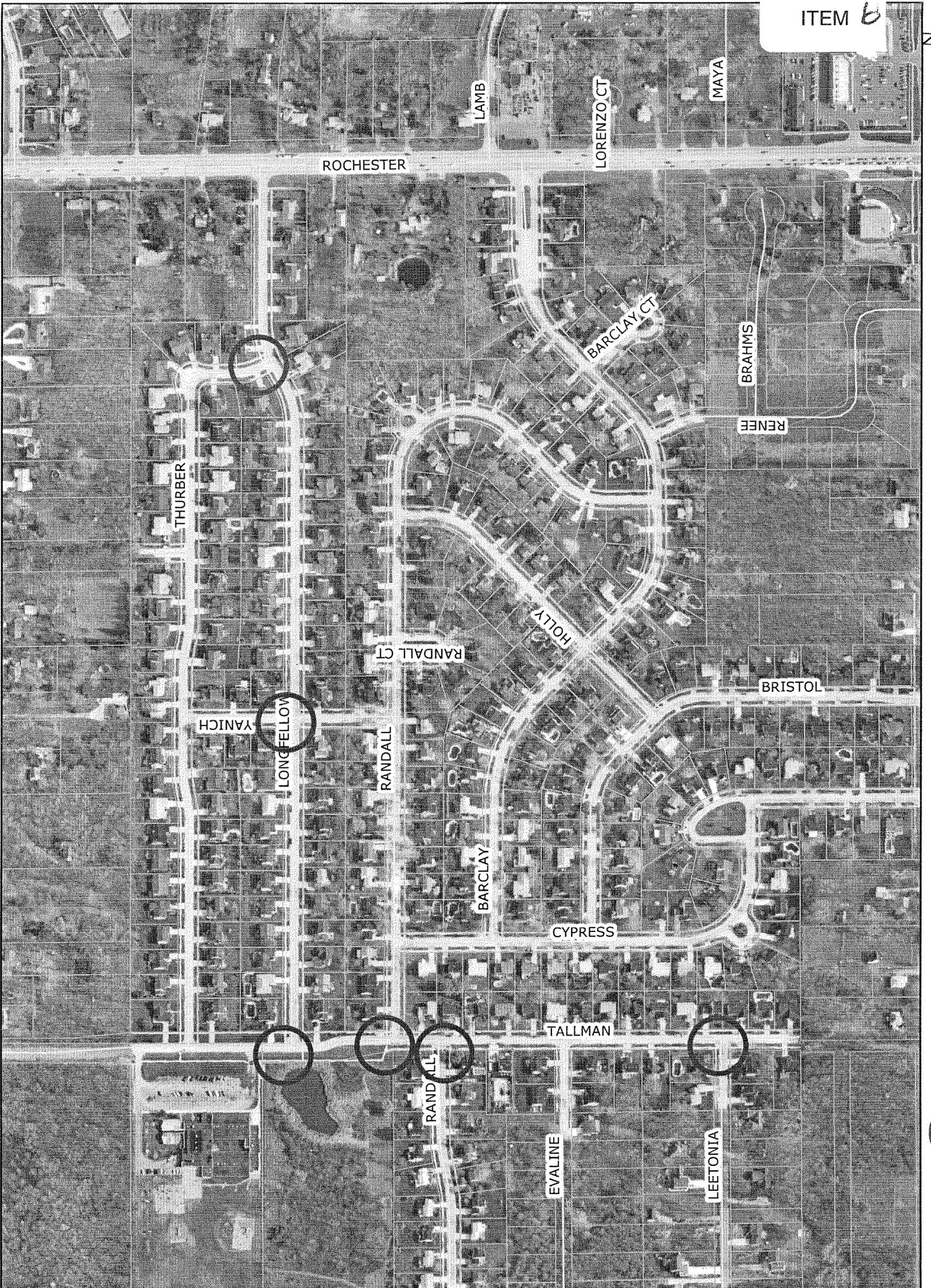
- PAVING LEGEND**
- EX ASPHALT
  - EX CONCRETE
  - EX GRAVEL

- LEGEND**
- MAJOLE
  - EXISTING SANITARY SEWER
  - EXISTING WATERMAIN
  - EXISTING STORM SEWER
  - EX. R. V. CATCH BASIN
  - EXISTING BURIED CABLES

Surveyor's Certificate of Survey

WE HEREBY CERTIFY that we have surveyed the property herein described and that we have





○ ALL\_WAY STOP signs requested



ITEM 6

As a resident of Troy's Section 15 I am still concerned about the speed and volume of vehicular traffic on Longfellow. After reviewing the pamphlet titled "Stop Signs" compiled by the City of Troy's Traffic Engineering Division and discussing the pros and cons of their use I have signed this petition and indicated my preference by a Yes (Y) in support of installing them or No (N) in opposing them.

Date	Signature	Tallman	Vanich	Thurber
		3-way	4-way	3 way
3/20/04	4437. Vanich Beverly A. Berman	Y	Y	Y
3/20/04	639 Longfellow Jay Ky	Y	Y	Y
3/20/04	611 Longfellow Rossina Gordon	Y	Y	Y
3/20/04	Longfellow Rossina Gordon	Y	Y	Y
3/20/04	569 Longfellow Sam McCarty	Y	Y	Y
3/20/04	541 Longfellow Christine M. M...	Y	Y	Y
3/20/04	527 Longfellow Trina R. Cotter	Y	Y	Y
3-20-04	513 Longfellow D. Dorsey	Y	Y	Y
3-20-04	542 Longfellow Lisa Goble	Y	Y	Y
3-20-04	584 E.O. Sulloway	Y	Y	Y
3-20-04	598 Longfellow Ann [Signature]	Y	Y	Y
3-20-04	640 Longfellow DR. [Signature]	Y	Y	Y
3-20-04	654 Longfellow DR. [Signature]	Y	Y	Y
3-20-04	514 Longfellow DR. [Signature]	Y	Y	Y
3-20-04	555 " " Dennis Howard	Y	Y	Y
3-21-04	845 " " Albert Leschke	Y	Y	Y
3-21-04	827 " " Vera Da [Signature]	Y	Y	Y

As a resident of Troy's Section 15 I am still concerned about the speed & volume of vehicular traffic on Longfellow. After reviewing the pamphlet titled "Stop Signs" compiled by the city of Troy's Traffic Engineering Division and discussing the pros and cons of their use I have signed this petition and indicated my preference by a Yes (Y) in support of installing them or No (N) in opposing them.

Date	Longfellow	Signature	Tallman	Vanich	Thurber
			3-Way	4-Way	3-Way
3/20/04	809 Longfellow	Kam Kabadia	yes	yes	No
3/21/04	791	<del>Robert Lin</del> Andrew Michienzi	yes	yes	yes
3-21-04	777	Faith Clay	yes	yes	yes
3-21-04	735	Roberta Langhof	yes	yes	yes
3-21-04	721	David E. Sykes	yes	yes	yes
3-21-04	4438	Jim Charbeneau	YES	YES	NO
3-21-04	682	<del>Jim Charbeneau</del>	YES	YES	YES
3-21-04	696	Robert Melvin	yes	yes	yes
3-21-04	710	Joseph Smith	yes	yes	yes
3-21-04	724	Tabehisa Kasukawa	yes	yes	yes
3-21-04	738	Joseph B. Auore	yes	yes	yes
3-21-04	780	Lee Splinas	yes	yes	yes
3-21-04	812	Shedre Hammond	yes	yes	yes
3-21-04	848	Donald H. Mordca	yes	yes	yes
3/21/04	866	IAN LAWSON	YES	YES	YES
3/21/04	884	John A. Rafferty	YES	YES	YES
3/21/04	863		992	of	

ITEM 6

As a resident of Troy's Section 15 I am still concerned about the speed and volume of vehicular traffic on Tallman. After reviewing the pamphlet titled 'Stop Signs' compiled by the City of Troy's Traffic Engineering Division and discussing the usage of stop signs I have signed this petition and indicated my preference with a (Y) Yes in support of installing them or No (N) in opposing them.

Date	Tallman	Signature	Leetonia 3-way	Randal 4-way	Longfellow 3-way
/ / /	/ / /	/ / / / / / / / /	3-way	4-way	3-way
4/2/04	4264	Bruce Bloppingdah	Yes	Yes	Yes
4/2/04	4408	Robert A. Sherman	Yes	Yes	Yes
4/2/04	4438	Poh Fong Chin	Yes	Yes	Yes
4/2/04	4464	R. Zook	Yes	Yes	Yes
4/2/04	519	J. J. Paul	Yes	Yes	Yes
4/3/04	506	Mary Smith	Yes	Yes	Yes
4-3-04	505	Marylann Rouson	yes	yes	yes
4-3-04	505	Michael Rousseau	yes	yes	yes
4-4-04	4278	Connie Irby	yes	yes	yes
4-4-04	4307	[Signature]	yes	yes	yes
4-4-05	4455	Wimbor m.v.	yes	yes	yes
4-4-04	509	Richard Slot	yes	(no)	yes
4-4-04	487	David Bastian	yes	yes	yes
4-4-04	4450	Carol A. Kelish	yes	yes	yes
4-4-04	4422	Chynche Gu	yes	yes	yes
4-4-04	4334	[Signature]	yes	yes	yes
4-4-04	4326	Madelon Owen	yes	yes	yes

As a resident of Troy's Section 1574, concerned about the speed and volume of vehicular traffic on Tallman. After reviewing the pamphlet titled 'Stop Signs' compiled by the City of Troy's Traffic Engineering Div. and discussing the pros and cons of their use I have signed this petition and indicated my preference by a Yes (Y) in support of installing stop signs or No (N) in opposing them

Date	Tallman	Signature	Leetonia	Randol	Longfellow
///	///	///	3-way	4-way	3-way
4-5-04	4292	<del>Alan D. G.</del>	Yes	Yes	Yes
4-6-04	488	LEETONIA <sup>challenge</sup>	YES	YES	YES
4-6-04	472 <sup>LEETONIA</sup>	Paul J. Ryan	YES	yes	yes
4/6/04	458 <sup>LEETONIA</sup>	Tony Ayala Jr.	yes	yes	YES
4/6/04	4250 <sup>TALLMAN RD</sup>	<del>Don</del>	YES	YES	YES
4/6/04	4321	Robt. E. Adams	yes	yes	yes
4-6-04	504 <sup>Evaline</sup>	Carol Kennedy	yes	yes	yes
4-6-04	501 <sup>Evaline</sup>	Ikaur.	yes	yes	yes
4-6-04	489 <sup>Evaline</sup>	Melinda J. Overbook	yes	yes	yes
4.6.04	486 <sup>Evaline</sup>	<del>_____</del>	yes	yes	yes
4-6-04	503 <sup>Randall</sup>	UD.	yes	yes	yes
4-6-204	4478	<del>sergio</del>	YES	YES	YES
4-7-04	4492	Kaplan Todd	yes	yes	YES
4-7-04	4236	<del>_____</del>	yes	yes	yes
4-7-04	4306	Kyle Boh	yes	yes	yes

As a resident of Troy's Section 15 I am still concerned about the speed and volume of vehicular traffic on Longfellow. After reviewing the pamphlet titled "Stop Signs" compiled by the City of Troy's Traffic Engineering Division and discussing the pros and cons of their use I have signed this petition and indicated my preference by a Yes (Y) in support of installing stop signs or No (N) in opposing them.

Date	Longfellow	Signature	Tailman 3-Way	Vanich 4-Way	Thurber 3-Way
3/22/04	556	R. St. A.	yes	yes	yes
3/22/04	570	D. Bielecki	yes	yes	yes
3/22/04	626	[Signature]	YES	YES	YES
3/22/04	749	Cheryl Pimp	yes	yes	yes
3/22/04	830	Mrs. Tom	yes	yes	yes
3/22/04	899	[Signature]	yes	yes	yes
3/22/04	974	A. H.	yes	yes	yes
3-22-04	956	[Signature]	yes	yes	yes
3-22-04	902	Ronald Packard	yes	yes	yes
3-22-04	763	Carrie Alford	yes	yes	yes
3-23-04	938	Karen Anderson	yes	yes	yes
3-23-04	920	[Signature]	yes	yes	yes
3-3-04	794	Jacob B. WEBER	yes	yes	yes