

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

#### RESOLUTION #2007-02-22

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**

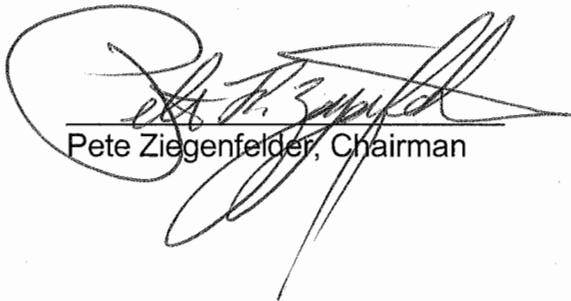
No one else wished to address the committee.

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.



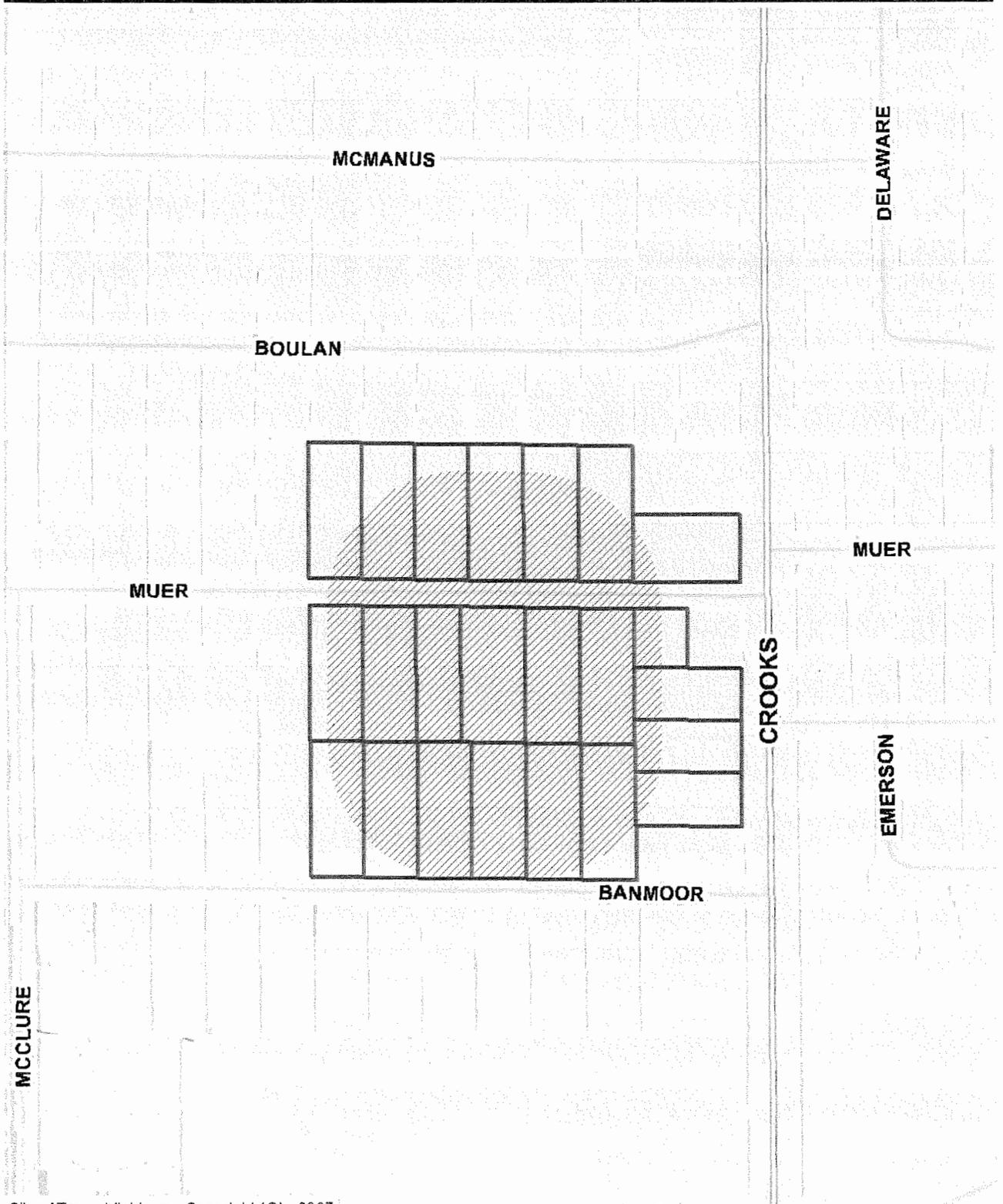
Pete Ziegenfelder, Chairman



Laurel Nottage, Recording Secretary



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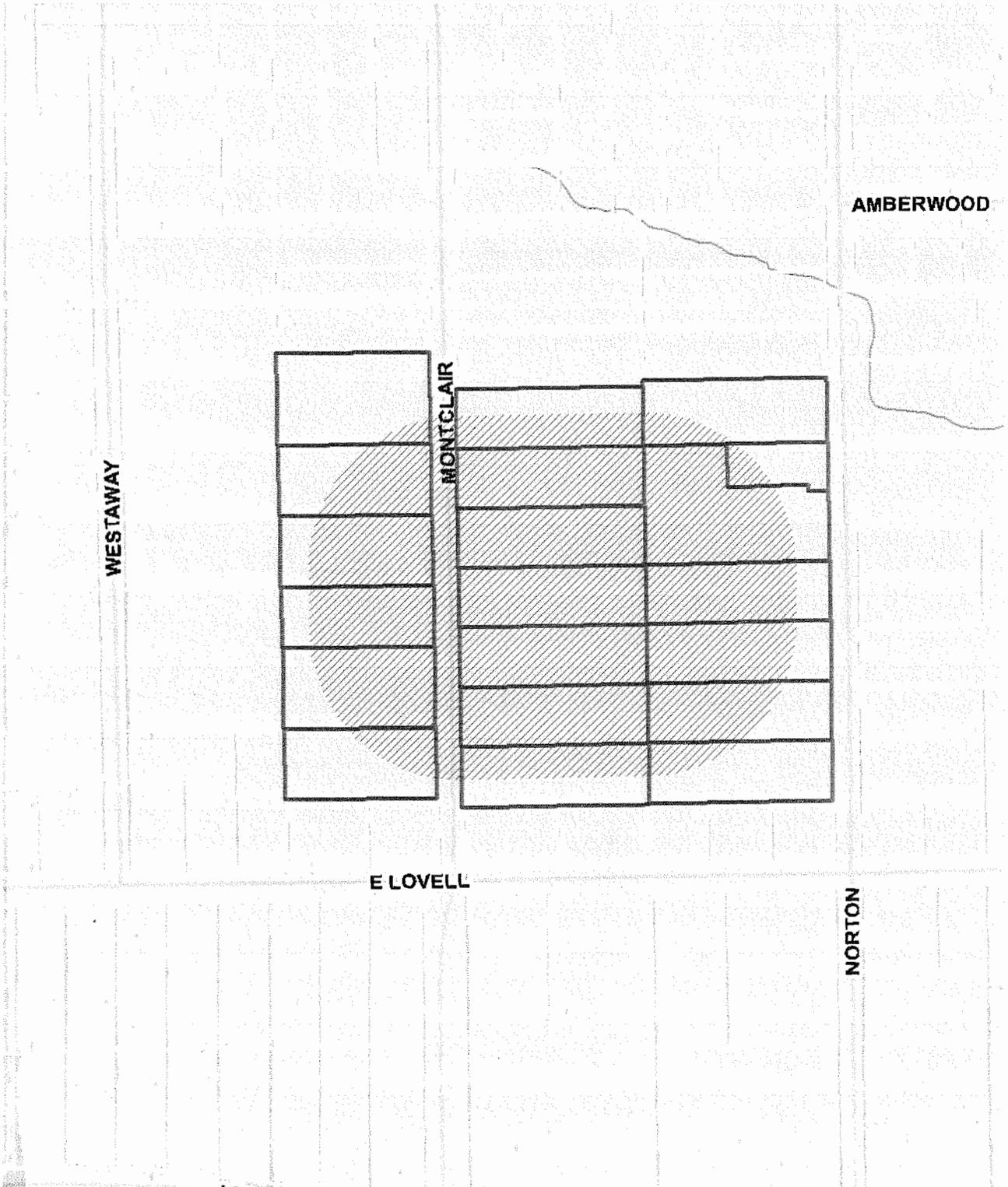


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**John K Abraham**

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**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

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 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!

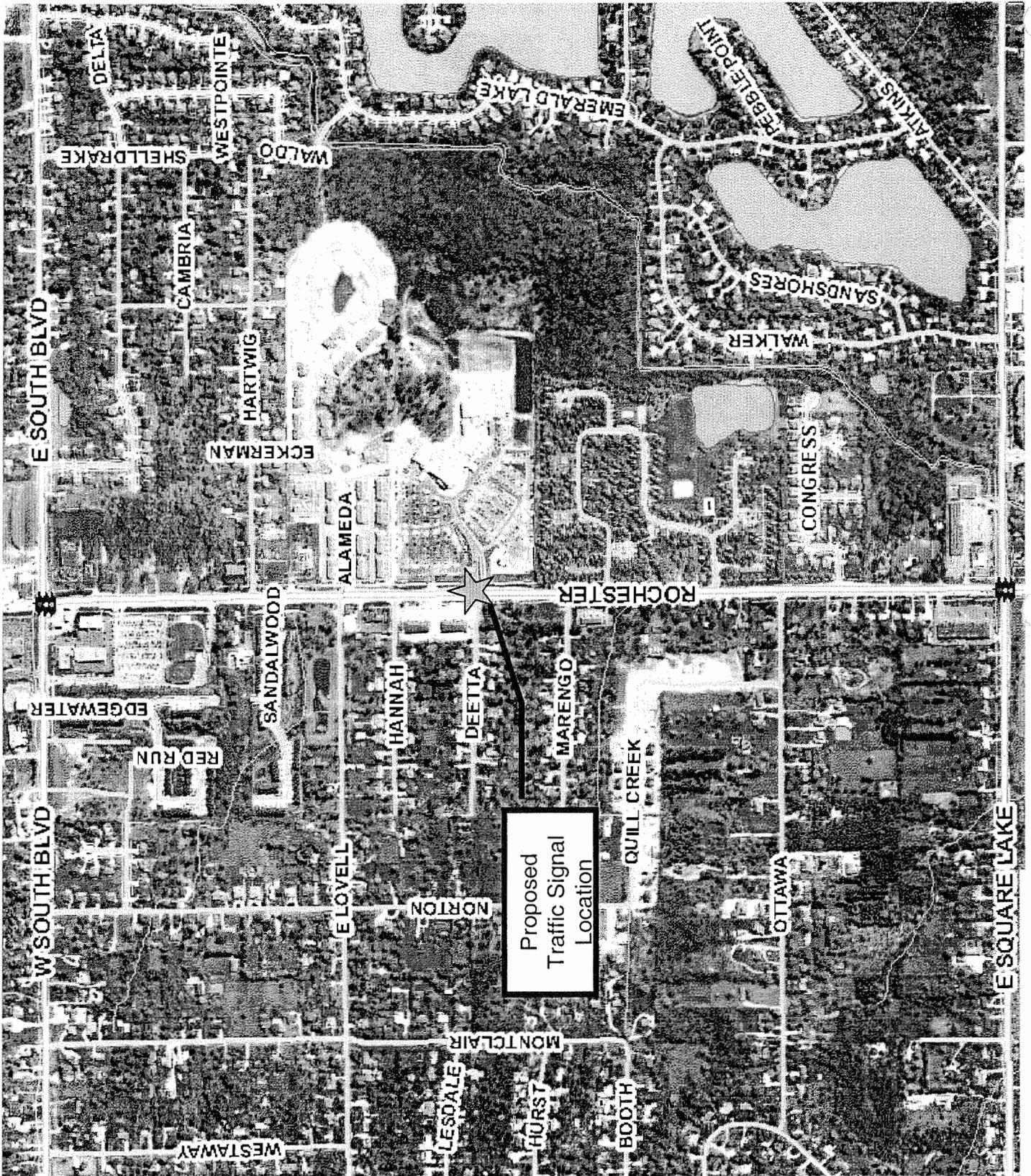
Thank you  
Marcella Shelby

RECEIVED

FEB 17 2007

ENGINEERING

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



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:

<u>Road/Driveway</u>	<u>24-hour Traffic Volume (vehicles per day)</u>
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:

<b>Location</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>3-year Total</b>
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
<b>Yearly Total</b>	<b>26</b>	<b>14</b>	<b>11</b>	

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

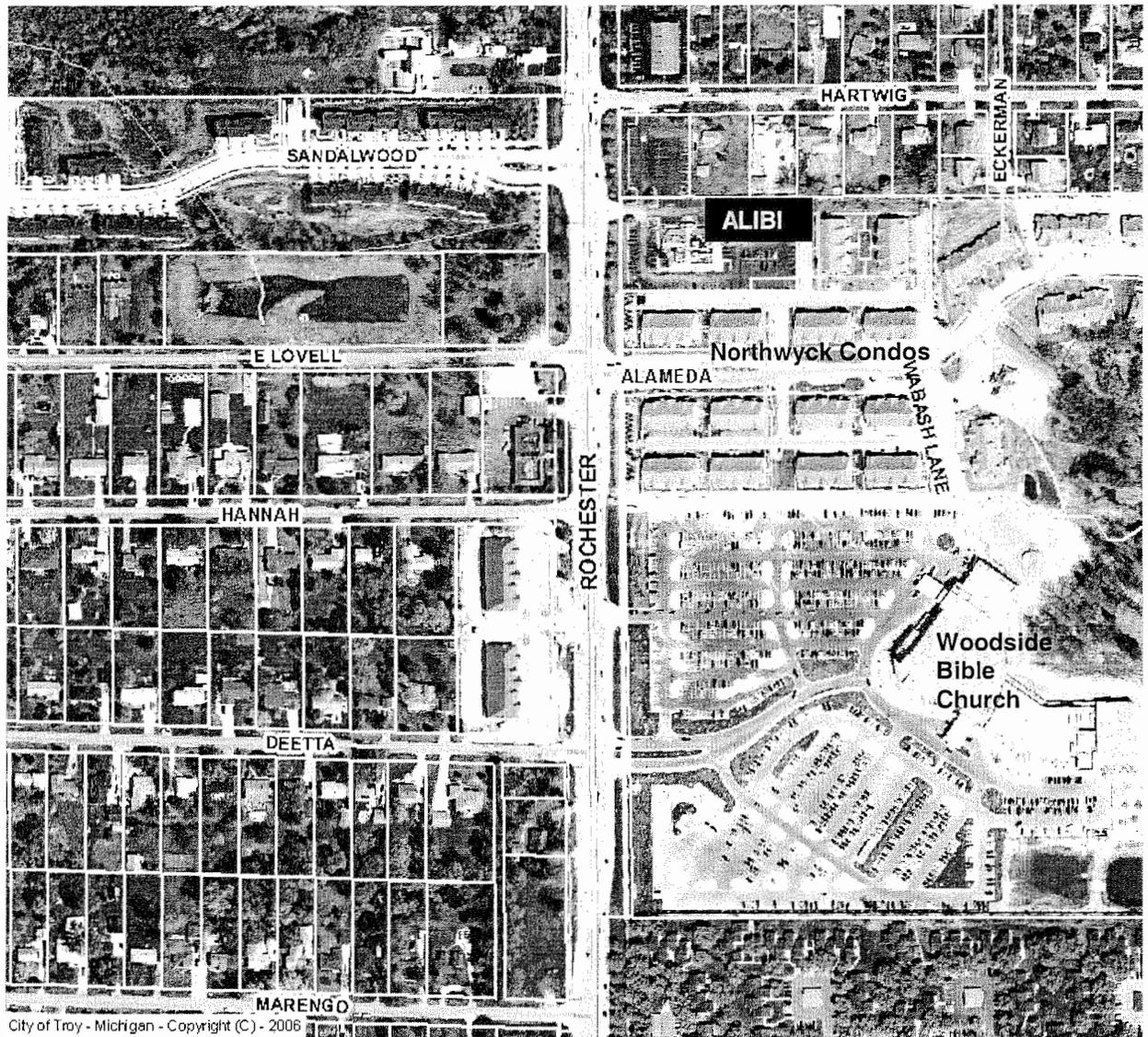
Traffic crashes in this mile section show a decreasing trend in the past three years. It can be seen that there is no particular intersection that exhibits a traffic crash concern that can be corrected by a traffic signal. Crashes that can be corrected by a traffic signal include head-on and broadside 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.

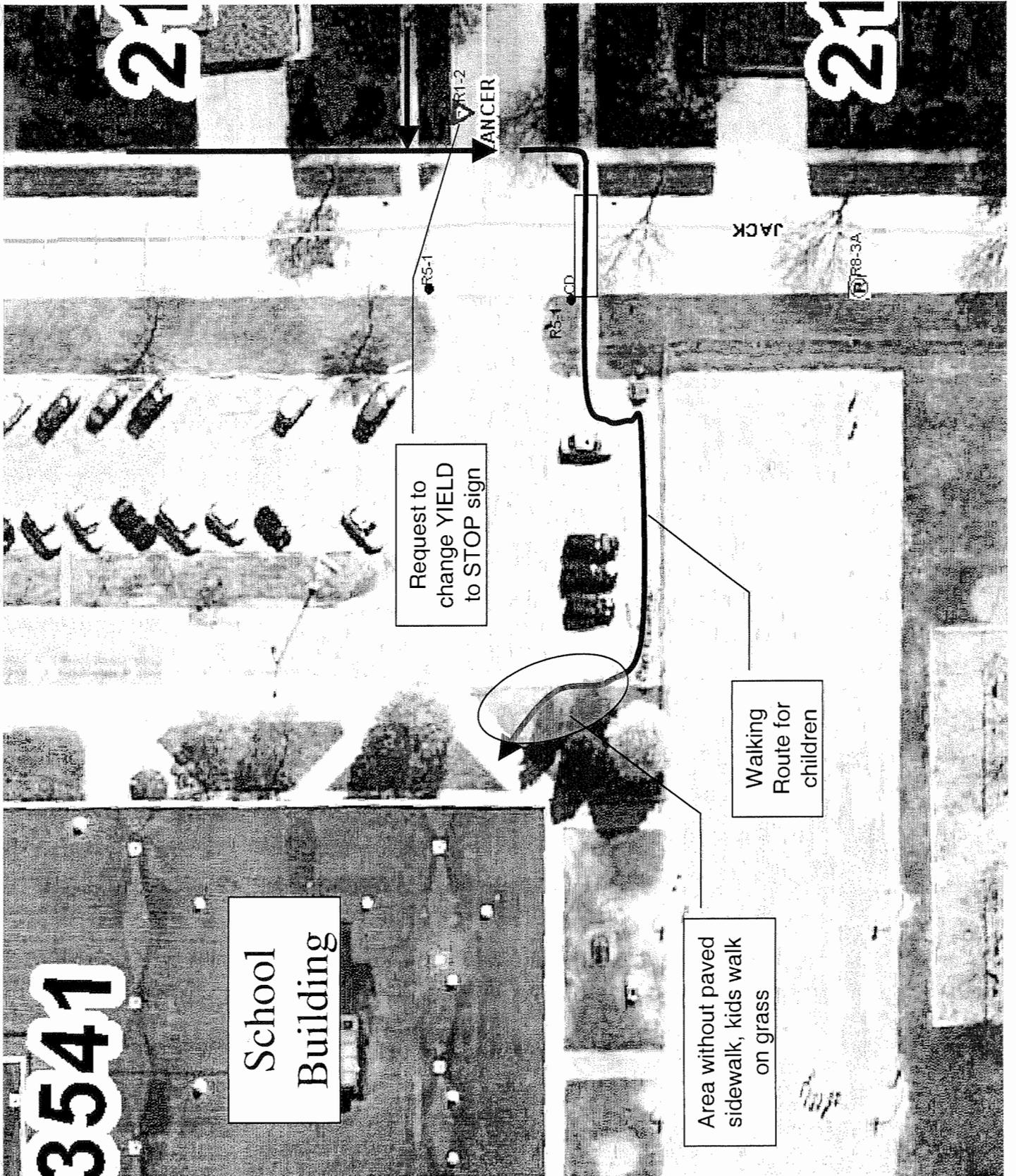
### **Field observations**

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.





3541

School Building

Request to change YIELD to STOP sign

Walking Route for children

Area without paved sidewalk, kids walk on grass

JACK

ANCER

R5-1

R5-1-CD

R1-2

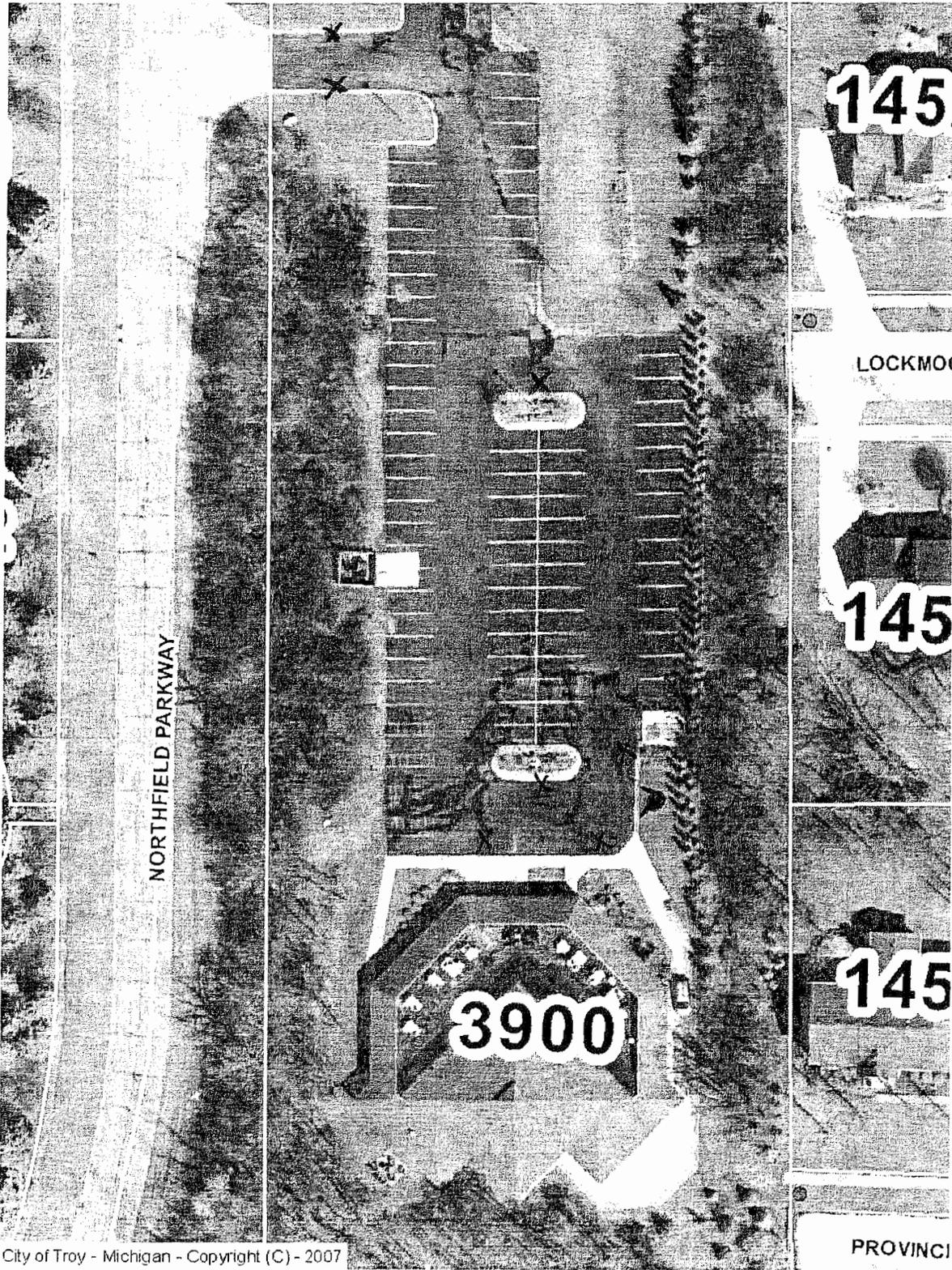
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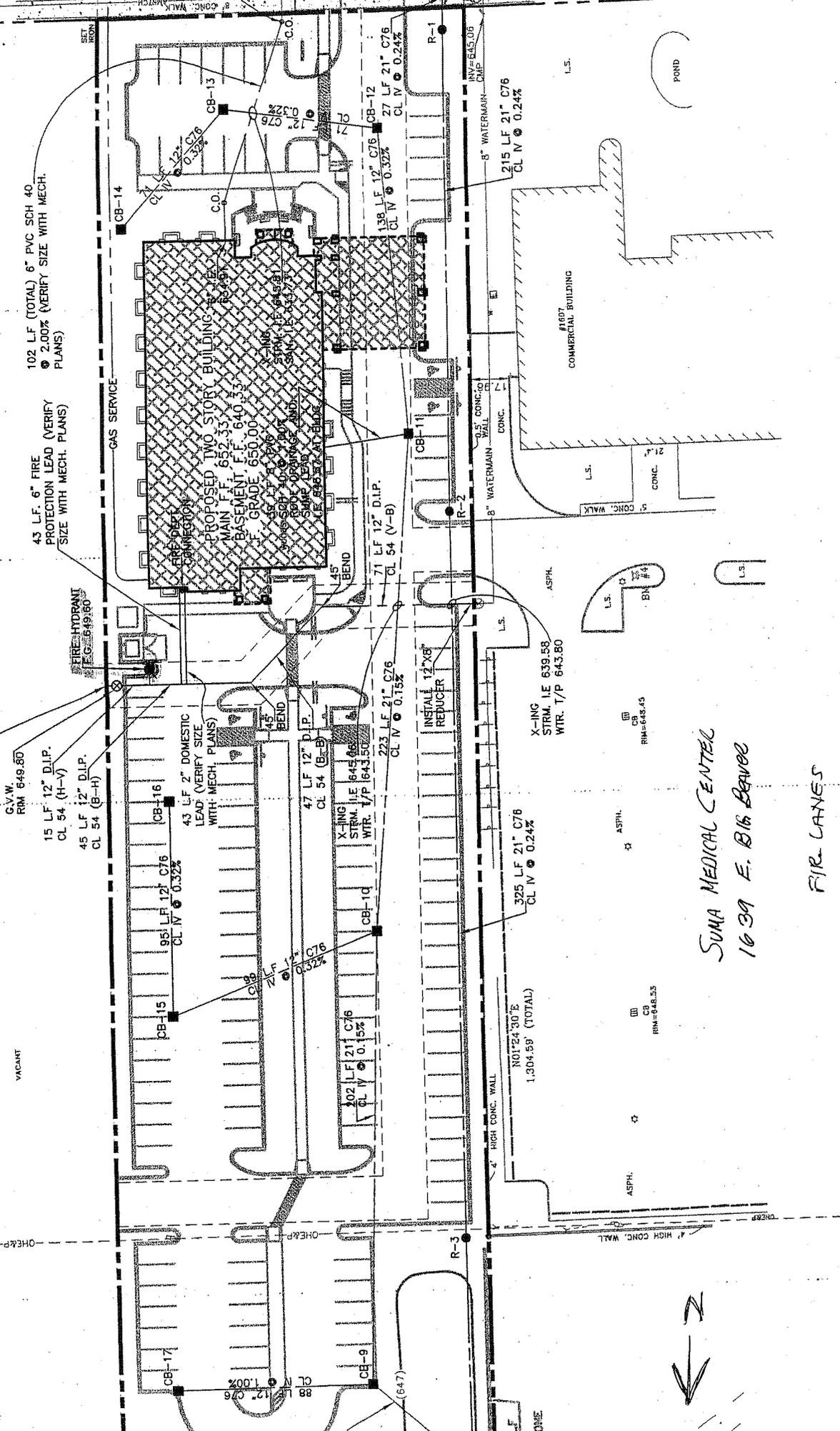


3615  
LIVERNOIS  
ST. MARKS

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Reb Construction Services, Inc.



102 LF (TOTAL) 6" PVC SCH 40  
 @ 2.00% (VERIFY SIZE WITH MECH. PLANS)

43 LF 6" FIRE PROTECTION LEAD (VERIFY SIZE WITH MECH. PLANS)

FIRE HYDRANT  
 F.G. 649.80

12" STUB  
 C.V.W.  
 RM=649.80  
 15 LF 12" D.I.P.  
 CL 54 (H-V)  
 45 LF 12" D.I.P.  
 CL 54 (B-H)

43 LF 2" DOMESTIC LEAD (VERIFY SIZE WITH MECH. PLANS)

47 LF 12" D.I.P.  
 CL 54 (B-B)  
 X-ING STRM. I.E 643.50  
 WTR. T/P 643.50

325 LF 21" C76  
 CL IV @ 0.24%

1,304.59' (TOTAL)  
 4" HIGH CONC. WALL

X-ING STRM. I.E 639.58  
 WTR. T/P 643.80

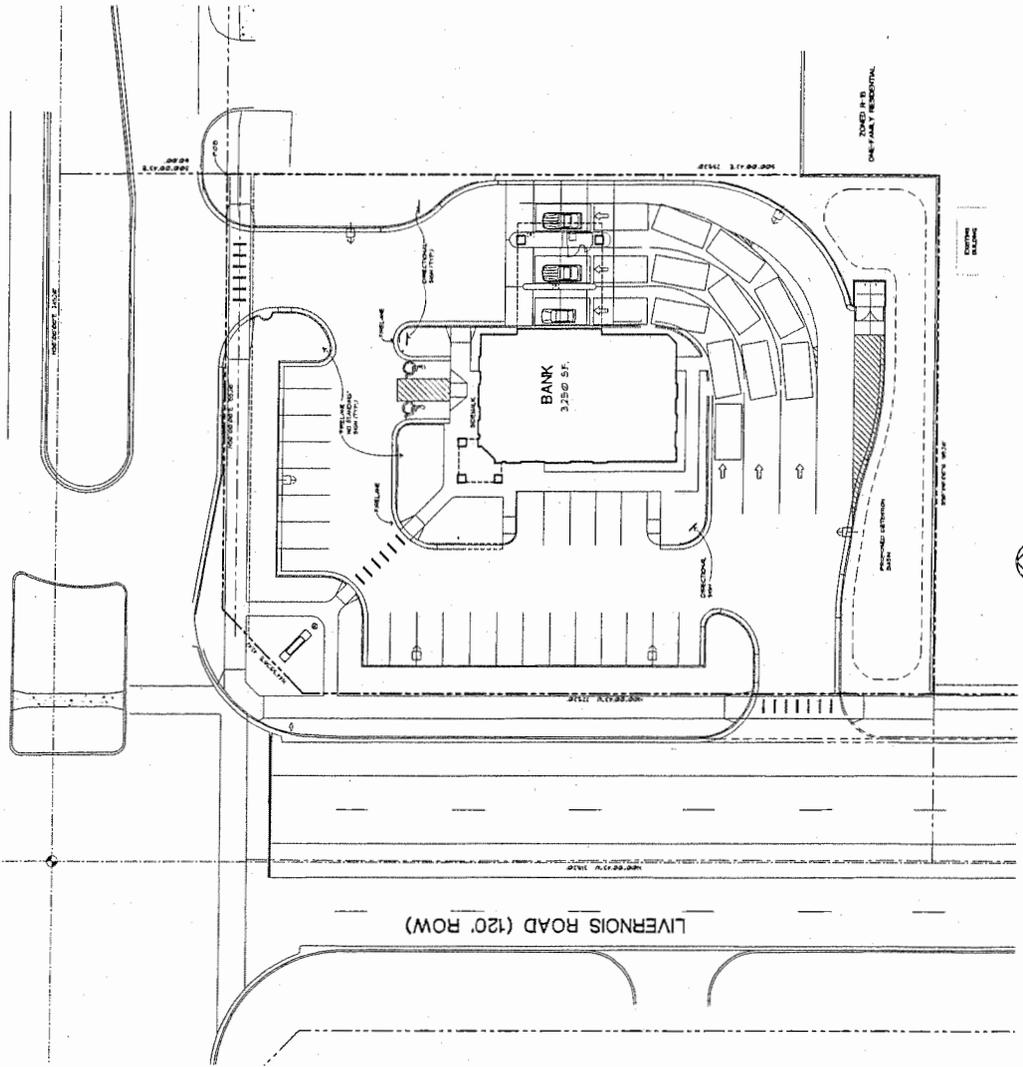
PROPOSED TWO STORY BUILDING  
 MAIN F.F. 652.33  
 BASEMENT F.F. 640.33  
 F. GRADE 650.00  
 FINISH FLOOR 650.00  
 FINISH CEILING 650.00  
 FINISH ROOF 650.00  
 FINISH SLOPE 0.00%  
 FINISH CURB 650.00  
 FINISH DRIVE 650.00  
 FINISH DRIVE 650.00  
 FINISH DRIVE 650.00

SOMA MEDICAL CENTER  
 1639 E. BIG BEAVER  
 FIRE LANES



Peoples State Bank

30 E. LONG LAKE ROAD (120' ROW)



**SITE PLAN**  
SCALE: 1"=20'-0"

DATE	NOV 14 2008
PROJECT	PEOPLES STATE BANK
CLIENT	PEOPLES STATE BANK
ARCHITECT	ROGVOY ARCHITECTS
ADDRESS	2000 TELEGRAPH ROAD BIRMINGHAM / FARMINGTON ALABAMA 35202
PHONE	205 988 4477
FAX	205 988 4478
WEBSITE	www.rogvoynyc.com
PROJECT NO.	08-001
DRAWING NO.	08-001-01
DATE	NOV 14 2008
PROJECT	PEOPLES STATE BANK
CLIENT	PEOPLES STATE BANK
ARCHITECT	ROGVOY ARCHITECTS
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PROJECT NO.	08-001
DRAWING NO.	08-001-01

PROPOSED  
**PEOPLES STATE BANK**  
TROY, MICHIGAN

**ROGVOY**  
ARCHITECTS

2000 TELEGRAPH ROAD  
BIRMINGHAM / FARMINGTON  
ALABAMA 35202

PH: 205 988 4477    FX: 205 988 4478  
WWW.ROGVOYNYC.COM

Drawing  
CONCEPTUAL  
SITE PLAN

DO NOT SCALE DRAWING

ITEM 11