

✓

The Traffic Committee meeting was called to order at 7:32 p.m. in the Lower Level Conference Room of Troy City Hall on June 17, 1998 by Chairman Charles Solis.

1. Roll Call

PRESENT: Michael Culpepper
 John Diefenbaker
 Jan Hubbell
 Michael Palchesko
 Charles Solis

ABSENT: Arthur Cotsonika
 Ted Halsey

Also present were the following:

4. Kathy Burnstein, 6416 Denton
 Rob Peterson, 6403 Denton
 Stacey Kana, 6494 Denton

5. Clemont Levy, 39 Hickory
 Georgia Michalopoulou, 39 Hickory
 Ed Berry, 57 Hickory
 Judith Berry, 57 Hickory
 Richard Kilmer, 62 Hickory
 Lori Van Doorne, 69 Hickory
 Ruth Miller, 51 Hickory
 Norval Miller, 51 Hickory
 J. Vince, 87 Hickory

7. Jeff Forster, 2880 Timberwyck
 Mike Zemke, 2856 Timberwyck
 Jan Zemke 2856 Timberwyck
 Lydia Matta, 2801 Timberwyck
 Galal Matta, 2801 Timberwyck

8. Officer Charles Mulvihill, Troy Police

9. James Jaskula, 210 Lange
 Marian Jaskula, 210 Lange
 Bob Rasico, 308 Lange
 Paulette Mattia, 447 Lange
 Jeff Rains, 189 Lange
 Shannon Rains, 189 Lange
 Nina Geraini, 211 Lange

E-2
7-4-98

and Lt. Gerard Scherlinck, Traffic Safety Unit
Lt. Robert Matlick, Fire Dept.
John Abraham, Traffic Engineer

2. Minutes - May 20, 1998

Moved by Hubbell
Supported by Culpepper

That the minutes of May 20, 1998 be accepted as printed.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

Mr. Palchesko pointed out one exception: the spelling of Kulnis with a "K" instead of "C" in Item 6.

Motion to Excuse

Moved by Hubbell
Supported by Diefenbaker

That Mr. Cotsonika and Mr. Halsey be excused as they are out of the City.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

3. Visitors' Time

No one appeared to address the Committee on any items not on the agenda.

Motion to take Items Out of Order

Moved by Hubbell

Supported by Diefenbaker

To take Items 7, 8, 9, 10, and 6 in that order.

YEAS: 5

NAYS: 0

ABSENT: 1

MOTION CARRIED

4. Install All-Way STOP Signs at Denton and Napier

Rob Peterson of 6403 Denton requests all-way STOP signs at Denton and Napier. He lives across from the intersection and is concerned about high speeds on Denton and also about a high number of vehicles using Napier to cut through into the subdivision to the north.

He says that motorists cut through his neighborhood because Crooks is backed up because I-75 is congested. A traffic signal to be installed in July will make it worse. Traffic will be forced to stop at the signal, and this backup will encourage more traffic to cut through.

Mr. Diefenbaker pointed out that stop signs are not good speed regulators. If motorists actually stop at a STOP sign, they often speed up to make up for lost time. Mr. Rains said that running a STOP sign is treated more seriously by the police than driving 5 mph over the speed limit. Kathy Bernstein feels that in rush hour traffic they can't all speed up after the STOP. Stacy Kania feels increased enforcement would help, and agrees that most speeders are probably residents.

Denton and Napier form a "T" intersection and southbound Napier is YIELD controlled. Mr. Peterson reports that the YIELD sign is obstructed by a tree. Traffic counts indicated 1009 vehicles per day on Denton and 1221 cars per day on Napier. The PM peak hour traffic on Napier was between 5:00 PM and 6:00 PM and carried 145 vehicles. A speed study from July 1997 indicated that in an eight-hour period the average speed was 23.35 miles per hour. Accident analysis of the intersection between 1993 to the present indicated that there were no accidents in 1993. There was one in 1994 related to snow/ice roadway conditions; one rear-end in 1995 related to icy roadway conditions; two in 1996, one was a sideswipe involving two vehicles turning right from Napier at the same time, the other involved a rollerblader

using the roadway. There were no accidents in 1997 and one in 1998 involving a vehicle backing out of a driveway. The intersection does not satisfy any of the multi-way STOP sign warrants.

A traffic signal has been approved for Bridge Park and Crooks and will be installed in the 1998 construction season. This might help reduce the cut-through traffic in Mr. Peterson's subdivision, since it will be easier for the residents in the subdivision to the north to use Bridge Park.

Moved by Culpepper
Supported by Diefenbaker

Recommend no changes to current traffic control devices, and to request additional enforcement from the Traffic Safety Unit.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

5. Hickory Street Traffic Concerns

On March 3, 1998, Mr. Richard Kilmer of 62 Hickory submitted a petition to this office requesting the following:

- a) Traffic Signal at Hickory and Livernois
- b) "No Turn" sign at Hickory and Livernois between 7:00-8:00 a.m. and 4:00-6:00 p.m. Monday through Friday, except buses
- c) "No Through Traffic" sign
- d) Four-way STOP signs for Hickory and Plum

Mr. Kilmer indicated that Hickory Street residents want to reduce the amount of "high-speed cut-through traffic" on their street.

In the past the City staff proposed several alternatives to reduce cut-through traffic in the area, including closing the Livernois end of Hickory and closing sections of Plum and Kirkton so that cut-through traffic would not have a straight shot. This would reduce the number of people using Hickory as a cut-through route (please see attachment). At various meetings with the residents, they indicated that they did not want any changes in the area.

Judy Berry doesn't want the cul-de-sac arrangement. She is afraid emergency vehicle access would be restricted, and motorists would still cut through adjoining streets, just shifting the traffic problems to another area.

Clemont Levy of 39 Hickory wants the "DO NOT BLOCK INTERSECTION" sign moved south of the intersection on the northbound side to be more visible.

To address the petitioned items:

a) A traffic signal at Hickory and Livernois may not be practical considering the close proximity to the signal at Kirts and Livernois. Besides, the experience around the country is that traffic signals have the "magnetic" effect of attracting more cars and attention to local streets. It can be expected that with signalized traffic control at the end of Hickory, traffic volumes may increase. The Road Commission for Oakland County officials were contacted regarding this matter. Since Livernois is a county road, the RCOC engineers explained that an offset type of signal at this location is not possible, since the offsetting legs of the intersection (Kirts and Hickory) are too far apart. This distance between Kirts and Hickory, and the direction of offset, make it different from other offset signals in the City, such as at Eckford and Shallowdale.

b) Turn prohibitions are popular in our neighboring cities. In the City of Troy they are very rare. The signs need continual enforcement to be effective and have the effect of pushing the restricted traffic onto other residential streets, which in this case may be Starr and Algansee. Since Hickory itself has a considerable number of dwellings, residents returning from work would have to use other streets to get to their homes, thus increasing traffic on other streets.

c) "No Through Traffic" signs are also unpopular in the City. The limitation with these signs is effective enforcement. It is not only difficult to enforce them (police officers would have to follow the cars through), but there is also a poor conviction rate in the courts. This goes back to the definition of "through traffic". A judge may have a hard time if the definition of "through traffic" is traffic entering Hickory and making a right turn onto Kirkton or Plum to terminate at a residence on Cherry.

d) Stop signs at Hickory and Plum: A Stop sign warrant analysis was performed for this intersection. A speed study was also performed for a section of Hickory between Livernois and Plum. The average speed was found to be 25.62 miles per hour. The 85th percentile speed was 32 miles per hour. These are slightly above the average speeds for similar Troy streets. It should be noted that STOP signs at Hickory and Plum may not have any effect on reducing these speeds as these were taken in the mid section of the street. The STOP sign warrant analysis indicates that none of the warrants are satisfied for this location.

A license plate survey was performed on June 4, 1998 to assess the amount of cut-through traffic. The results of this survey are presented in the following table:

E X I T I N G

E N T E R I N G		Hickory @ Livernois	Robinwood @ Van Courtland	Kirkton @ Maple	TOTAL ENTERING
	Hickory @ Livernois	4	67	2	221
	Robinwood @ Van Courtland	7	9	3	60
	TOTAL EXITING	38	309	43	

It was found that of the total number of vehicles recorded in the 1.5 hours, 14% were cut through traffic. 33% of all traffic that entered Hickory at Livernois cut through to Robinwood and Van Courtland. Further, 31% of all traffic entering at Robinwood and Van Courtland cut through to exit onto Livernois. Other observations include that a lot of the traffic eastbound on Robinwood made a left turn to go to the apartments on Rochester Ct. It may be reasonable to assume that a significant percent of the cut-through traffic had their destination as the Village Park Apartments.

Mr. Kilmer stated at the meeting that his requests in order of priority are (a) traffic signal at Hickory and Livernois and (c) "No Through Traffic" sign. He mentioned that their primary concern is getting in/out from/to Livernois during peak hours. He feels the traffic signal would ideally help. Mr. Kilmer also indicated that if this option is recommended, he has no interest in pursuing the other options such as NO TURN signs and STOP signs. The Traffic Engineer discussed potential safety hazards to such a configuration due to left turn conflicts.

Mr. Levy's suggestion was to remove the signal at Kirts and have it at Starr and Hickory, which will also serve Kirts. However, It was pointed out that this would involve two new signals instead of one. Therefore, the consensus among the residents was to have an offset signal with the east-west streets being Kirts and Hickory.

Moved by Culpepper
Supported by Diefenbaker

Recommend requesting the Road Commission for Oakland County to change the signal at Livernois and Kirts to an offset signal with signal heads on Kirts and Hickory at Livernois.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

7. **Install NO PARKING SUNDAY 8:00 a.m. to 1:00 PM Signs on Timberwyck and Red Fox**

Lydia Matta of 2801 Timberwyck Trail requested NO PARKING SUNDAY 8:00 a.m. to 1:00 p.m. signs on Timberwyck and Red Fox Trail for a 200 ft. distance from the intersection. There is a church on the corner of Adams and Timberwyck that generates considerable traffic on Sundays. There are vehicles parked on one side of Timberwyck and Red Fox Trail at the corner. A majority of these are owned by residents in the area. On Sundays there are a number of pedestrians and bicyclists who use the street and may dart out from between the parked vehicles. Mrs. Matta feels that bicyclists and pedestrians need more visibility, and added that there was a bike accident recently on a Sunday due to the visibility restriction.

A weekend traffic volume study was performed at the intersection. On Red Fox Trail on Saturday, the traffic volume was 540 vehicles per day. However, on Sunday, the daily volume was 1423 vehicles. Between the hours of 8:00 a.m. and 1:00 p.m., there were 964 vehicles recorded by our mechanical counter. On Timberwyck, the Saturday volume was 462 vehicles per day and the Sunday volume was 1644. The volume of traffic between 8 a.m. and 1:00 p.m. was 1262 vehicles. The analysis shows that there is a very high traffic volume on both roadways between 8:00 a.m. and 1:00 p.m. on Sundays. A sight distance study indicated some small sight problems due to the horizontal and vertical curves on Timberwyck.

Jeff Forrester doesn't think the signs would help the situation. Mr. Zemke, sacristan of the church, doesn't feel any change is necessary. The problem will be improved when the church expansion is completed.

Mr. Zemke also indicated that he is opposed to NO PARKING signs since he sees no problem due to parked cars in the area. He also added that the bike accident mentioned earlier involved an adult and not a child.

Moved by Hubbell
Supported by Diefenbaker

Recommend no changes to existing traffic control devices.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

8. **Install NO LEFT TURN Signs on Troy Commons Driveway at Rochester Road**

At the April, 1998, Traffic Committee meeting Ted Halsey, member of the committee, explained the hazards involved in making a left turn into and out of the Troy Commons driveway at Rochester Road. The problem may be enhanced when expansion of the shopping plaza is completed (construction is in progress). Mr. Halsey indicated that he has seen many near accidents at the location and suggested that left-turn restrictions may help. The committee agreed to include this as a Traffic Committee item.

Traffic was observed at the location for peak-hour periods for two days. It was found that there were many near-miss situations due to the above-mentioned left-turn maneuvers. The left turns from the driveway onto Rochester Road were found to be particularly hazardous due to sight problems. A driver wishing to turn left cannot see southbound Rochester traffic due to the horizontal curve and the mound just north of the driveway.

A traffic crash analysis indicated that this driveway contributes to the intersection of Big Beaver and Rochester having the highest number of crashes in 1997. There were 12 left-turn related crashes involving the driveway. This included left turns into and out of the driveway. Many accidents involved two lanes of traffic stopping to allow a left turner to go through, only to be hit by a vehicle in the third lane. In such a situation, neither the motorist in the third lane nor the motorist making the left turn can see the other. Many of these crashes resulted in injuries. Officer Mulvihill of the Police Dept. (who works this area) indicated similar safety concerns.

Officer Mulvihill indicated that he has filed close to 11 traffic crash reports each for the bank driveway and the Troy Commons driveway already this year. He agrees that these two driveways, due to the configuration and heavy traffic on Rochester, are very hazardous.

Moved by Diefenbaker
Supported by Hubbell

Recommend installing NO LEFT TURN signs to prevent northbound Rochester Road traffic from turning into the Troy Commons driveway and

the Michigan National Bank driveway and NO LEFT TURN signs for traffic exiting both driveways onto Rochester Road (bank notified by mail 6/26/98). Also, to install pavement markings to indicate no left turns.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

9. Install 4-Way STOP Signs at Virgilia and Lange

Mr. Jeff Rains of 189 Lange requested that the intersection of Virgilia and Lange be converted to a 4-way STOP sign controlled intersection from a two-way STOP sign controlled intersection (STOP signs on Virgilia). His concerns are about high speed traffic and cut-through traffic between Livernois and Wattles. Lange is a half-mile stretch of roadway, and motorists try to pick up speed. A STOP sign at Virgilia will force them to stop or at least slow down near Virgilia, breaking the speed.

The Michigan Manual of Uniform Traffic Control Devices (MMUTCD) states that multi-way STOP signs are warranted only at high traffic volume intersections (2500 or more vehicles per day) where there is a major accident problem (five or more accidents susceptible to correction by the STOP signs). The minimum traffic volumes required are: (a) total vehicular volume entering the intersection must average 500 vehicles per day for any eight hours of the day, and (b) pedestrian volume must be more than 200.

Traffic volumes for the intersection were found to be 1175 vehicles per day on Virgilia and 760 vehicles per day on Lange. The peak hour traffic for an average day was found to be around 60 vehicles per hour in each direction, as shown in the attachment. An accident analysis indicated no accidents at the intersection susceptible to correction by multi-way STOP signs.

A speed study using a radar device on Lange between 4:30 and 5:30 p.m. on June 8, 1998, indicated that the average speed of vehicles on Lange near Virgilia was 23 mph, and the 85th percentile speed was 29 mph. However, speeds measured at a section on Lange between Virgilia and Livernois indicated average speeds of 24.2 mph, and the 85th percentile speed to be near 31.5 mph.

Intersection sight distances are adequate for the two-way STOP controlled intersection, though there are sight obstructions on the northeast quadrant.

Thus, none of the warrants for four-way STOP signs are met at this intersection.

Mr. Rains indicated that since Lange is a half mile straight shot, there is more speeding on Lange and felt STOP signs on Lange may work better than signs on Virgilia. This way all traffic will have to stop on Lange, breaking the continuity for drivers on Lange. Mr. Diefenbaker was concerned about shifting cut-through traffic onto Carter Street, just north of Lange. Mr. Cotsonika indicated that traffic will not try to make left turns onto Livernois from Carter since Livernois is two lanes at that section.

Moved by Palchesko
Supported by Hubbell

Recommend rescinding Traffic Control Order #88-1-SS and establishing a new Traffic Control Order changing the traffic sign configuration to have STOP signs on eastbound and westbound Lange at Virgilia.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

10. Establish Fire Lanes at 840 and 880 West Long Lake

The Troy Fire Department requests establishment of the proposed fire lanes at 840 and 880 West Long Lake. 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).

Moved by Diefenbaker
Supported by Hubbell

Recommend that the fire lanes/tow away zones shown in the attached sketch be established for 840 and 880 West Long Lake.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED**6. Install STOP or YIELD Sign at Roseglen and Brooklawn**

Steve Uthrup of 2325 West 13 Mile, #24, Royal Oak, requests a STOP or YIELD sign on Roseglen at Brooklawn. Roseglen used to be a short dead-end street, and it now leads to Adams Road, increasing traffic on Roseglen. The lack of traffic control devices where Roseglen meets Norwich results in a dangerous situation.

A traffic volume study indicates that Brooklawn carries around 1250 vehicles per day and Roseglen carries around 500 vehicles per day. Brooklawn serves as the major movement at the intersection when compared to Roseglen.

A sight distance study was performed for the intersection, which revealed that in the absence of traffic control at the intersection, a motorist traveling at 25 miles per hour may not have adequate stopping sight distance toward the south. This is because of the berm/mound over which the building at the corner has been built.

A traffic accident study indicates no correctable accidents at this location after Roseglen was opened to through traffic.

The traffic volumes and conditions do not warrant a STOP sign. However, to assign right of way, consideration may be given to less restrictive measures such as a YIELD sign on Roseglen. In the presence of a YIELD sign the sight distance concern may be remedied.

Moved by Hubbell
Supported by Culpepper

Recommend installing YIELD sign on Roseglen at Brooklawn.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

11. Other Business

There was no other business.

12. Adjourn

Moved by Palchesko
Supported by Diefenbaker

Motion to adjourn. The next meeting is scheduled for July 15, 1998.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

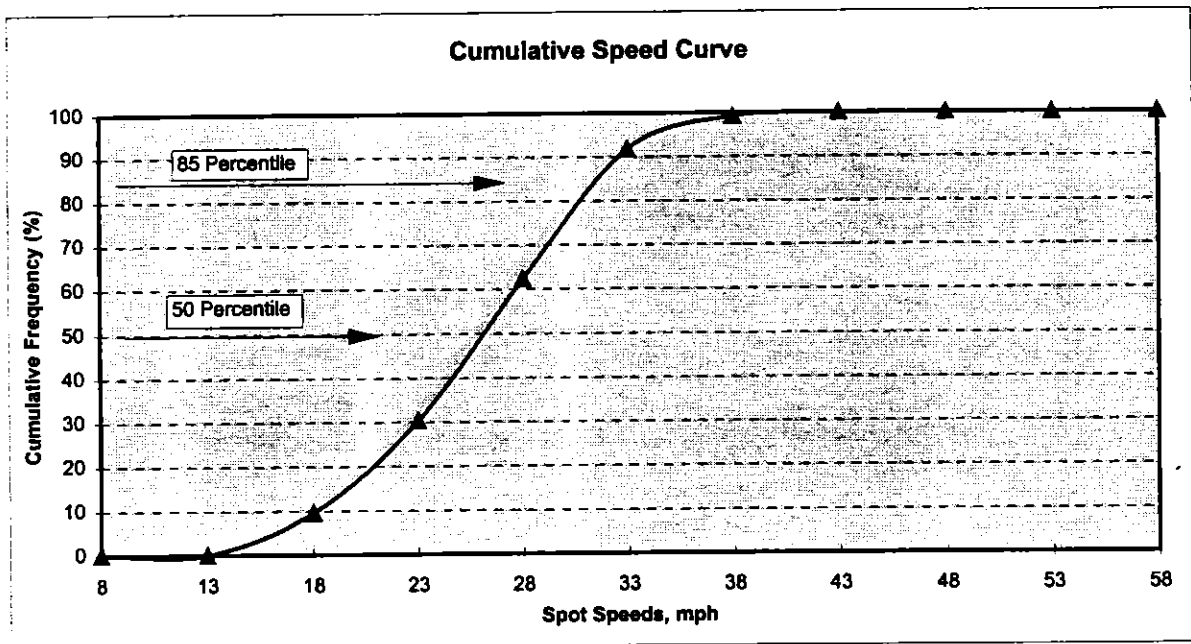
SPOT SPEED STUDY

Item 4

DENTON - July 1997

SPEED RANGE (mph)	# VEHICLES
6 to 10	0
11 to 15	23
16 to 20	50
21 to 25	77
26 to 30	71
31 to 35	18
36 to 40	2
41 to 45	0
46 to 50	0
51 to 55	0
56 to 60	0
Total # vehicles	241

Average Speed 23.353 Miles per hour



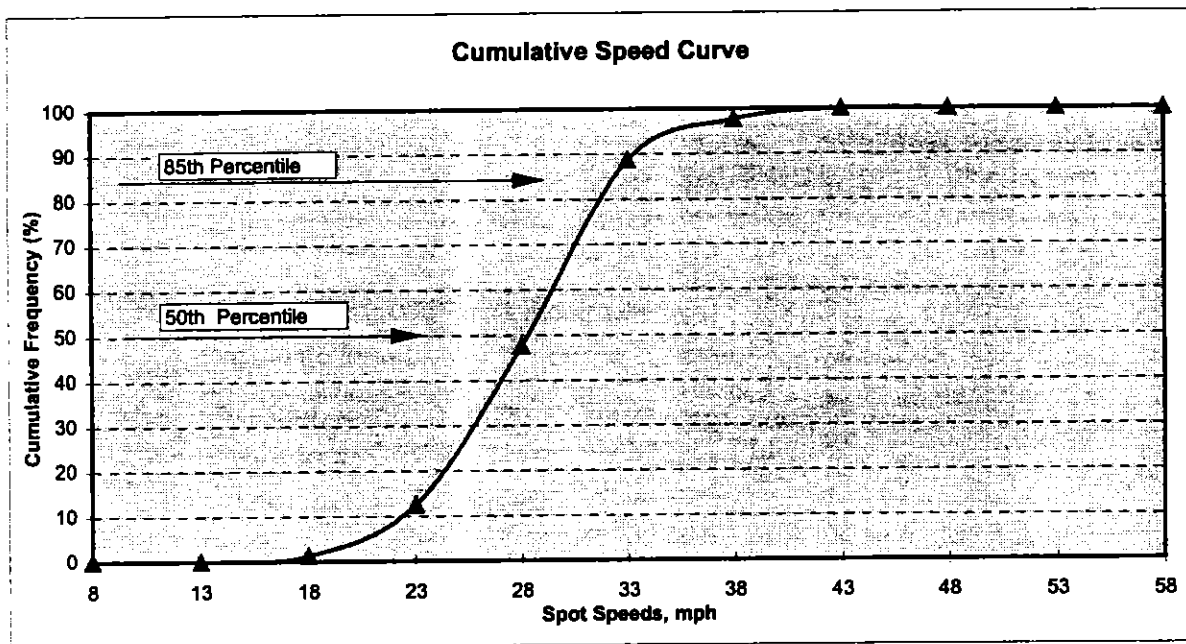
SPOT SPEED STUDY

Item 5

HICKORY BETWEEN LIVERNOIS AND PLUM JUNE 4, 1998

Speed Range (miles per hour)	# Cars in Speed Range
6 to 10	0
11 to 15	2
16 to 20	19
21 to 25	59
26 to 30	69
31 to 35	15
36 to 40	4
41 to 45	0
46 to 50	0
51 to 55	0
56 to 60	0
Total # vehicles	168

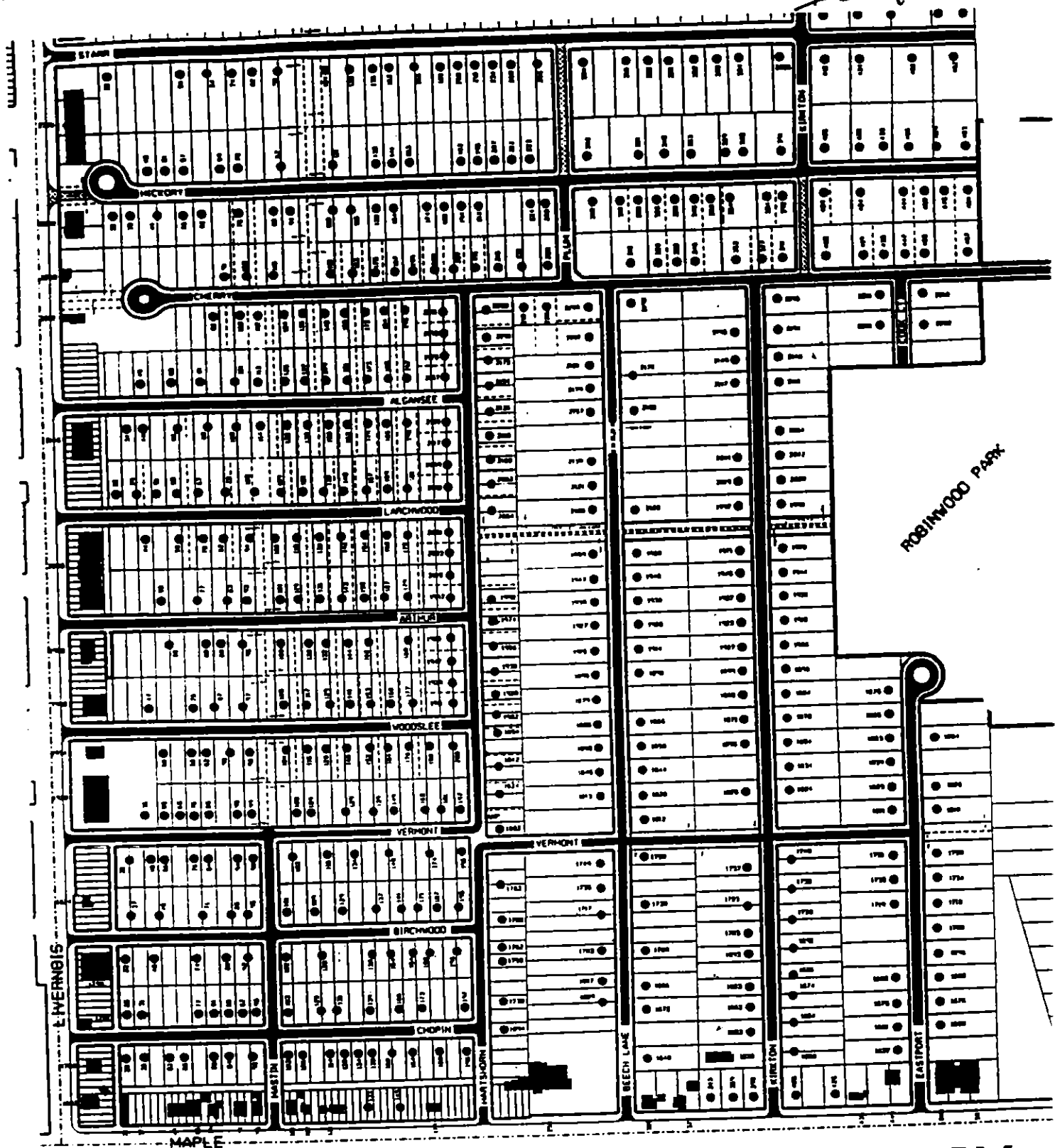
Average Speed 25.619 Miles per hour



Maximum Speed Recorded : 37 MPH

85TH PERCENTILE SPEED = 32 MPH
4 CARS ABOVE 35 MILES PER HOUR

Item 5



PROPOSED STREET SYSTEM ALTERNATE "B"



ROAD



WALKWAY



VACATED ROAD

TO TROY CITY COUNCIL, TRAFFIC-SAFETY COMMISSION

THE SIGNED RESIDENTS ON HICKORY
REQUEST YOU PUT A TRAFFIC LIGHT AT
LIVERNOIS - HICKORY.

ALSO NO TURN SIGN AT HICKORY
LIVERNOIS BETWEEN 7:00am - 8:00am
4:00pm - 6:00pm MONDAY THRU FRIDAY,
EXPECT BUSES. ALSO SIGN NO THRU
TRAFFIC. IF OK BY RESIDENTS
ON HICKORY, FOUR WAY STOP SIGNS
AT HICKORY - PLUM.

THANK YOU
RESIDENTS OF HICKORY STR.

1	RICHARD MILLER	Richard Miller	62 Hickory
2	Jennifer Stack	Jennifer Stack	38 Hickory
3	CHLOE LEVY	Chloe Levy	39 Hickory
4	MARIE SUPONIN	Marie Suponin	45 Hickory
5	RUTH MILLER	Ruth Miller	51 Hickory
6	MURRAY MILLER	Murray Miller	51 Hickory
7	ROBERT MILLER	Robert Miller	62 Hickory
8	MARIA KILMER	Maria Kilmer	62 Hickory
9	Ben Bennett	Ben Bennett	56 Hickory
10	ANGELA L. RANELLA	Angela Ranella	69 Hickory
11	LORI VAN DOORNE	Lori Van Dorne	69 Hickory
12	EDWARD BERRY	Edward C. Berry	57 Hickory
13	JUDITH BERRY	Judith Berry	57 Hickory
14	JASON RUGGIRELLO	Jason Ruggirello	32 Hickory
15	AMY RUGGIRELLO	Amy Ruggirello	32 Hickory
16	KATHY GILL	Kathy Gill	88 Hickory
17	H. Eileen Root	H. Eileen Root	75 Hickory
18	MARIANA OSTRODANSKY	Mariana Ostrofsky	94 Hickory
19	JENNIFER HAGLAND	Jennifer Hagland	138 Hickory
20	TRACY HIGGINS	Tracy Higgins	164 Hickory
21	USMAN, MALIK	Usman Malik	268 Hickory
22	ALAKILE STEFF	Alakile Steff	213 Hickory
23	CHIRLEY PAGE	Chirley Page	212 Hickory
24	John Schneider	John C. Schneider	224 Hickory
25	ROBIN J. HOWELL	Robin J. Howell	163 Hickory
26	DITHLENE LOSEY	Dithlene Losey	211 Hickory
27	HELEN HISLER	Helen Hisler	183 Hickory
28	DAWN STEFANOWSKI	Dawn Stefanowski	182 Hickory
29	Fred Storz	Fred Storz	307 Hickory
30	James R. Storz	James R. Storz	391 Hickory
31	Bill Storz	Bill Storz	384 Hickory
32	James J. Storz	James J. Storz	321 Hickory

PRINT NAME

SIGN & ME

ADDRESS

33 CHRISTINE A HEIDT

4 JERRY ANNOR

5 John Mayerick

6 ANN Louise Moberg

7 FERIS Seba

8 RYAN L DRAZDAK

9 LARRY C BARKER

0 GARY SMOLEN

1 BARRY Lovell

2 ROBERT MANN

3 JERRY VINCE

4 ROBIN VINCE

5 Paul Yeh

6 PAUL W. Reynolds

7 Shirley Gray

8 WILLIAM T. Sirey

9 ELAINE BOOTH

0 MARVIN R. PRINE

1 D. ANDREW REYNOLDS

2 HYLE LEEBOVE

3 DAN LEEBOVE

4 LARRY GREEN

5 JOHN HEIDT

6 D. ANDERSON

7 D. STIVALI

8 SHARON KARYL KACHANEK

9 JAMES TERRY MARKS

Christine A. Heidt

John Annor

John Mayerick

Ann Louise Moberg

Feris Seba

Ryan L Drazdak

Larry C Barker

Gary Smolen

Barry Lovell

Robert Mann

Jerry Vince

Robin Vince

Paul Yeh

Paul W. Reynolds

Shirley Gray

William T. Sirey

Elaine Booth

Marvin R. Prine

D. Andrew Reynolds

Hyle Leebove

Dan Leebove

Larry Green

John Heidt

D. Anderson

D. Stivali

Sharon Karyl Kachanek

James Terry Marks

321 HICKORY

116 Hickory

174 Hickory

338 Hickory Gray

352 Hickory St

483 Hickory

404 Hickory

433 Hickory

432 Hickory

76 Hickory

87 Hickory

87 Hickory

326 Hickory

364 Hickory

404 Hickory

404 Hickory

425 Hickory

383 Hickory

353 Hickory

369 Hickory

405 Hickory

405 Hickory

381 Hickory

146 Hickory

194 Hickory

345 Hickory

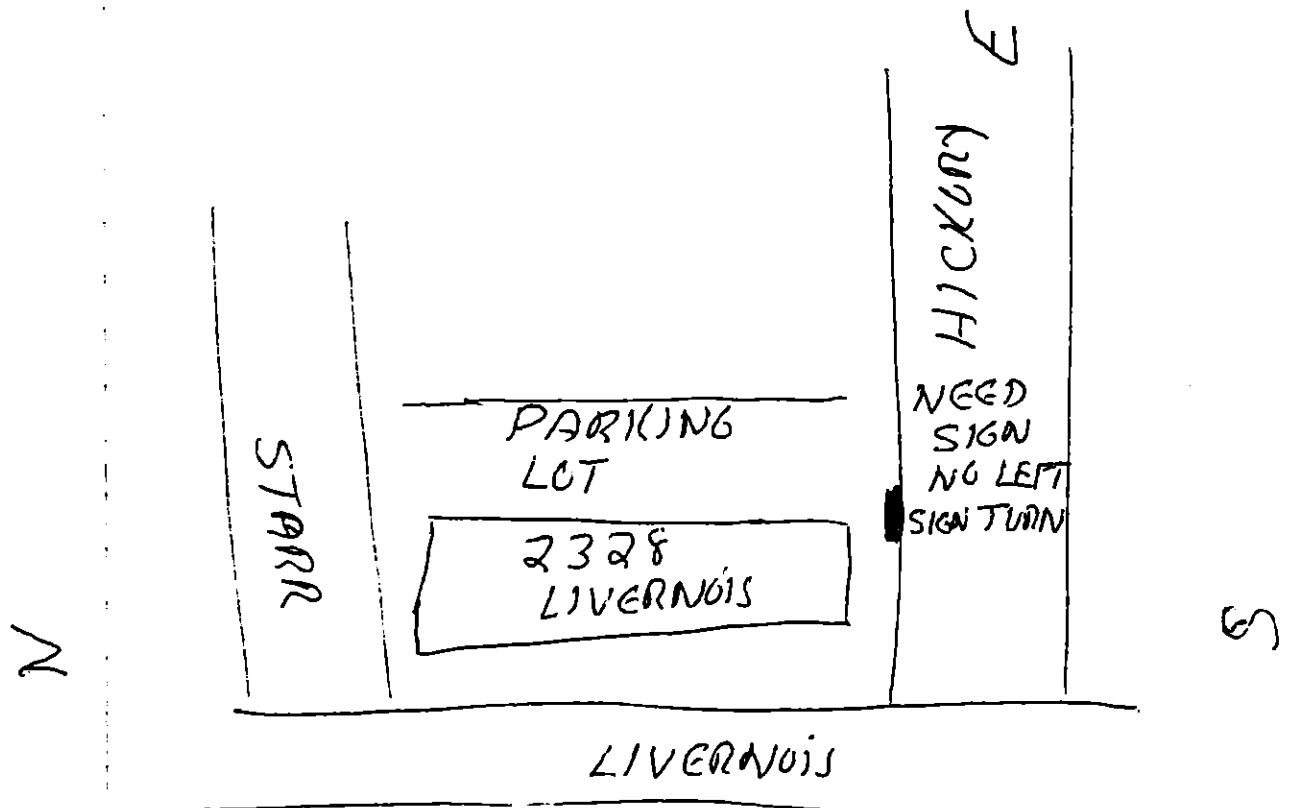
310 Hickory

Item 5

Item 5

PLEASE ADD TO HICKORY STR.
TRAFFIC - SAFETY COMM.

NO LEFT TURN SIGN
COMING OUT FROM OFFICE
BUILDING ON NORTHEAST CORNER
OF HICKORY, 2328 LIVERNOIS
CARS ARE COMING FROM STARR
THRU PARKING LOT TO TURN
LEFT ON TO HICKORY.



THANK YOU
RICHARD KILMER
524-1595
62 HICKORY

Item 5

TO TROY CITY COUNCIL, PLANNING COMMISSION

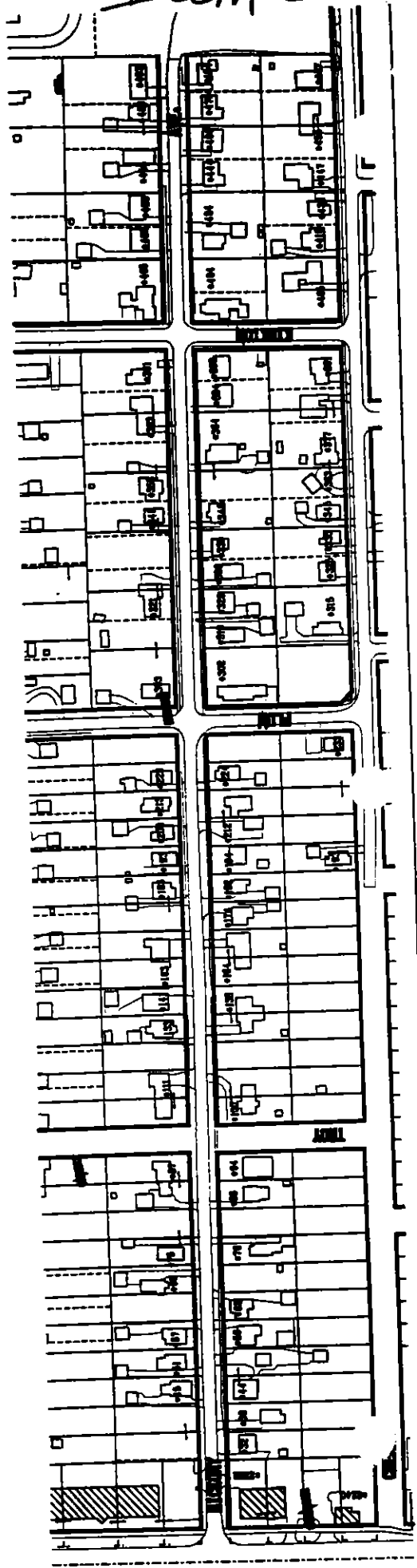
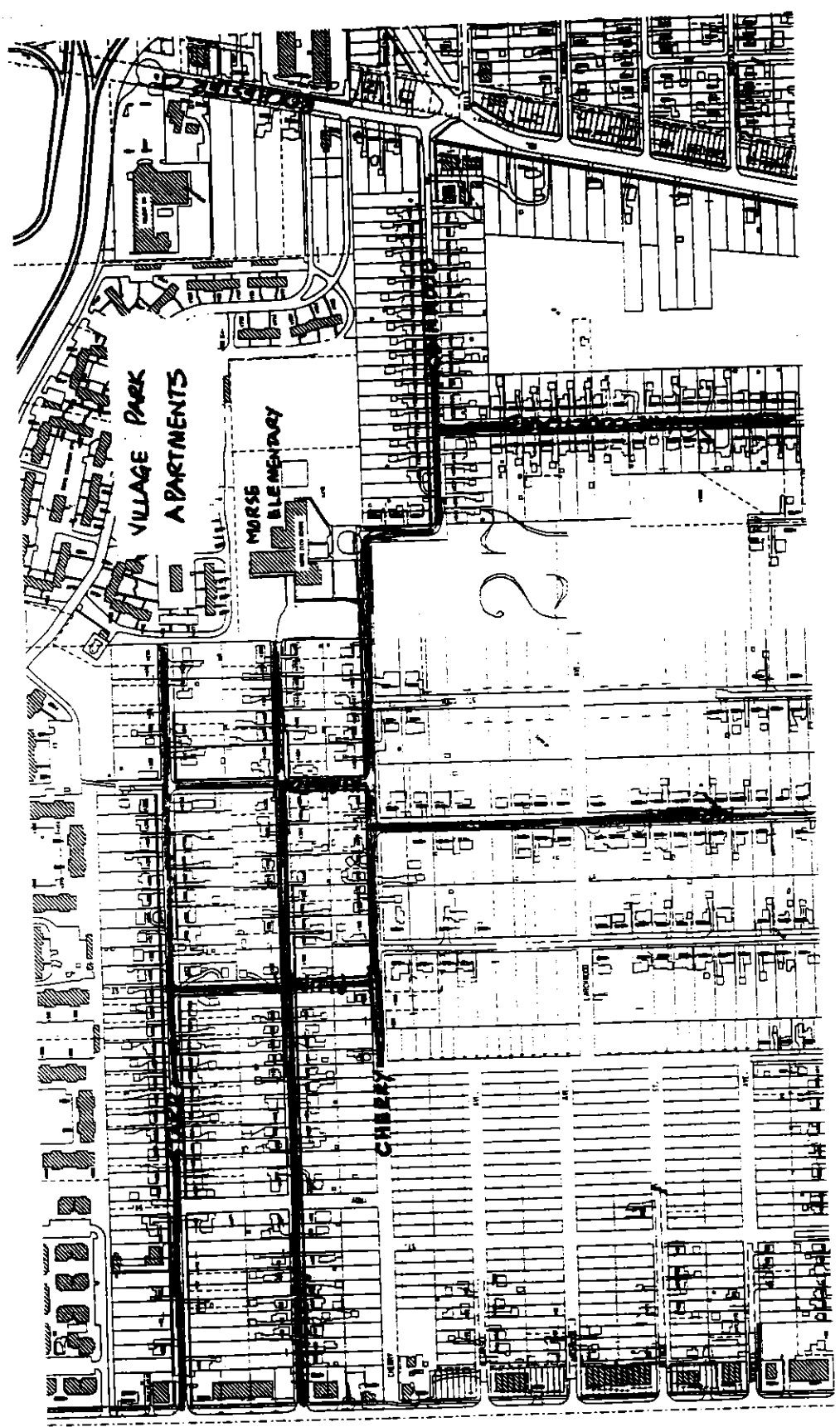
BETWEEN 55-65 PERCENT OF THE
RESIDENTS ON HICKORY REQUEST HICKORY
BE LET OPEN TO LIVERNOIS. ALSO
PLUM BETWEEN STARR-HICKORY,
KIRKTON BETWEEN HICKORY, CHERRY
ALSO BE LET OPEN.

TO CLOSE HICKORY THE COST WOULD
BE VERY HIGH. BUYING A HOUSE
AND BUSINESS PROPERTY WOULD BE
IN THE PRICE RANGE OF \$125,000.00
TO \$200,000.00 NOT COUNTING THE
COST TO PUT IN THE TURN AROUND.

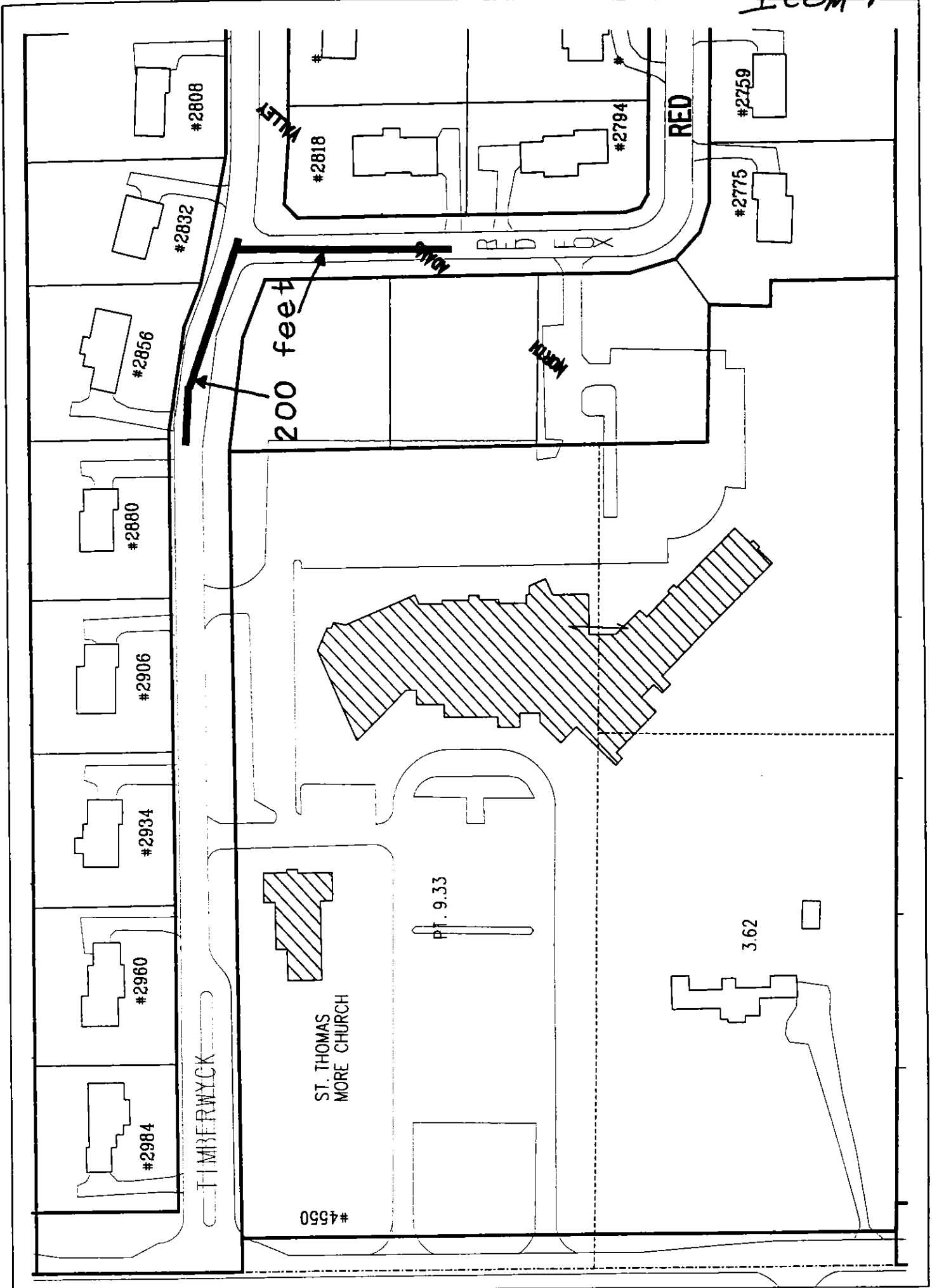
THANK YOU
RESIDENTS OF HICKORY STR.

524 1595

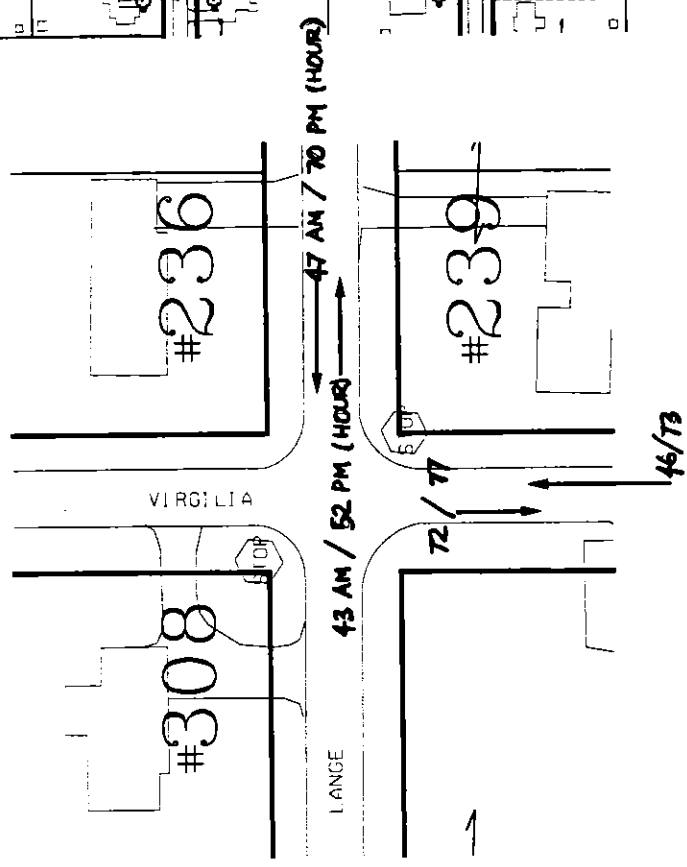
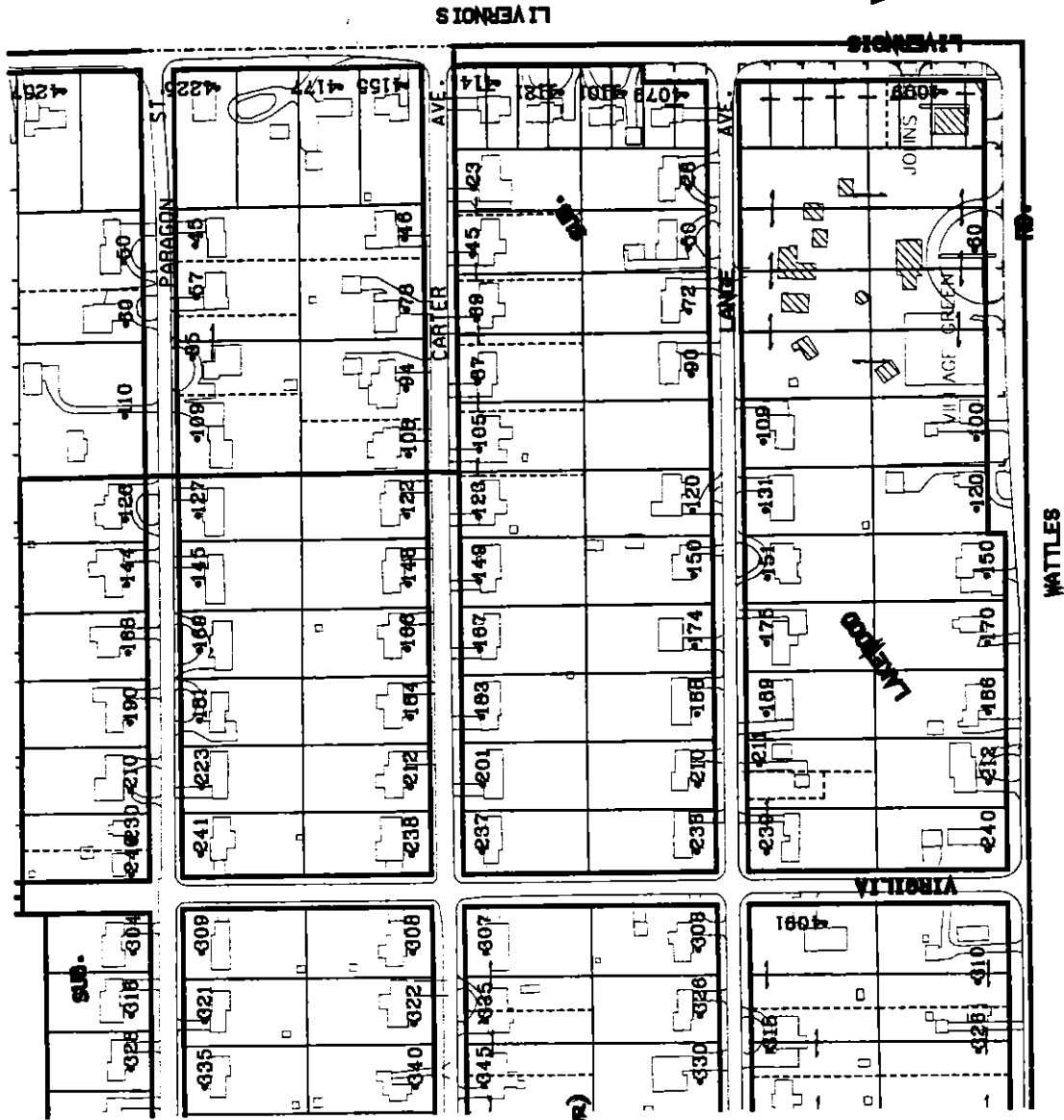
Item 5



Item 7



Item 9





Item 10

Troy Fire Department

500 West Big Beaver Road, Troy, Michigan 48084
248-524-3419

May 8, 1998

Kojaian Companies
26600 Telegraph Rd Ste 450
Southfield MI 48034-5300

RE: 840 and 880 W. Long Lake Rd, Troy

Dear Sirs:

In accordance with Chapter 106 of the Troy City Code, the above captioned property has been surveyed by the Troy Fire Department for the purpose of establishing additional fire lanes.

It is requested that you or your representative attend the Traffic Committee meeting on June 17, 1998, at 7:30 p.m., which is held at the Troy City Hall, 500 W. Big Beaver Road, Troy.

If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

TROY FIRE DEPARTMENT

Robert Matlick
Lieutenant

RM/cz

Item 10

Troy Corporate Center
Troy, Michigan

Owner:
Kojalan Companies
26800 Telegraph Road, Suite 450
Southfield, Michigan 48034-5300

Architect:
Minoru Yamasaki Associates, Inc.
6841 N. Rochester Rd., Suite 300
Rochester Hills, Michigan 48306
(248) 660-1300

Job No. 9807



POSTED FIRE LANE PLAN
N.T.S.

POSTED
FIRE LANE
(TYP.)

RECEIVED
MAY 04 1998
BUILDING
DEPARTMENT

