

Leanne Scott

Supplemental information

From: VVulaj@aol.com
Sent: Wednesday, March 28, 2007 4:51 PM
To: lscott@rochesterhills.org
Subject: (no subject)

Dear Lynn:

I am writing this letter to request that St. Pauls Albanian Catholic Church request for a permit to build additional parking spots be taken of tonights agenda. We are requesting this so that we may address an issue with MDOT, with respect to the entrance. We will contact uour office once we have resolved the issue, so that it may be put back on the agenda.

Valenton Vulaj,

St. Pauls Albanian Catholic Church

See what's free at AOL.com.

Leanne Scott

From: Ed Anzek
Sent: Wednesday, March 28, 2007 1:19 PM
To: Leanne Scott
Cc: Bryan Barnett
Subject: FW: Revised Dwg. for St. Paul's Passing Lane

Leanne:

Could I ask you to forward on to Council the following email regarding improvements to Auburn Rd. Would you also print out copies for the Council members to read in case they do not get a chance to read their email between now and tonight's meeting. As you can see I only received this at 12:30 today but didn't read it until 1:10pm.

Thanks
Ed

-----Original Message-----

From: Steve Stramsak [mailto:StramsakS@michigan.gov]
Sent: Wednesday, March 28, 2007 12:28 PM
To: Mary Hudak; Marc Matich; Paul Shumejko
Cc: Paul Ajegba; Ahmad Azmoudeh; Eric Dhanak; Ed Anzek
Subject: RE: Revised Dwg. for St. Paul's Passing Lane

Marc, Mary, and all,

Upon discussion internally here at the TSC, we've agreed that the three lane option (one EB lane, one center left turn lane, one WB lane) is the best option. The church shall make necessary widenings to the north shoulder to accommodate the necessary pavement for three 12' wide lanes.

The church shall also provide center turn lane markings across the site.

The center turn lane should start from the beginning of the widened pavement at the east end of the M-59 bridge. The center turn lane should be fully developed by the Harrington intersection. The center turn lane will then continue at full width east to just east of the church driveway (or at the residential driveway on the north side of Auburn Rd). The center turn lane will then taper down to the existing two lane section at the eastern springpoint of the Walbridge intersection.

The north side of Auburn Rd should be curbed for drainage unless proper shoulder widths can be maintained (6' wide with 3' paved per the Road Design Manual).

The eventual intent here will be to get the Auburn Rd bridge over M-59 widened to a three lane cross section and connect the center turn lane from the Auburn Rd bridge to the Livernois intersection.

I believe this will meet the intent of the initial permit for the site and provide for the safest means of operation in the area. Let me know if there are questions or concerns.

Steve

>>> "Marc Matich" <matichm@rochesterhills.org> 3/23/07 1:57 PM >>>
Mary,

I would like to offer the following comments for your consideration and decision in this matter. From a traffic operations stand point we always preferred the continuous center turn lane for Auburn Road from Harrington to Walbridge in lieu of the passing lane at the church driveway. But, as you stated it's a much larger issue as to where the transition tapers from 3-2 lanes would terminate. This is illustrated within the attached map; westerly M-59 overpass may create a limited vertical sight distance and easterly transition would fall within intersection of Norton Lawn.

Therefore, since the center left turn lane is greatly outside the road improvements we can required the church to construct. It's been our opinion to have the the church complete the passing as originally approved on their approved site plan and MDOT permit. This

mainly consisted of providing the necessary pavement width to accommodate a westbound passing lane (11' or 12') between Harrington and Walbridge. We recommended the church to place a curb & gutter section along the north side of Auburn Road and connect the curbing to existing side street curb radii. As this would mitigate influence of a proposed 6'-8' paved shoulder within the fore slopes of existing roadside ditch.

You mention that maybe a do nothing and wait for a more appropriate fix maybe considered. I would just like to state that under the existing conditions westbound vehicles passing on the signed "NO PASSING ON SHOULDER" at the church driveway have been given tickets by OCSO for violation of the Motor Vehicle Code of (MCL 257.637) for improper passing (this violation is 3 pts. & civil infraction). At this time we favor allowing the church to mill and fill the outside lane to accommodate passing of vehicles with necessary broken white longitudinal pavement markings. Then we can meet to discuss with MDOT the possibility of applying for any future safety funds to construction a continuous lane for Auburn Road from M-59 easterly thereof.

I hope this information may help in your determination, please advise if we can provide you with any further information in this regards.

From: Mary Hudak [mailto:HUDAKM@michigan.gov]
Sent: Thursday, March 22, 2007 4:54 PM
To: Paul Shumejko
Cc: Paul Ajegba; Ahmad Azmoudeh; Eric Dhanak; Steve Stramsak; Ed Anzek; Marc Matich
Subject: Re: Revised Dwg. for St. Paul's Passing Lane

Hi Paul:

As discussed, we did indicate some possible concerns (at the meeting on Monday) w/ the proposed permitted 'passing lane', however, we stated that we would go back to our office and discuss this matter w/ the Transportation Service Center Manager since Steve was out for a few days. Also, the engineer Scott, said that he would try and contact Steve in the meantime. (Scott did seem to think we could get in a shoulder outside of the proposed passing lane, instead of curb).

Some of my concerns are: that extra 'decision making distance' may be necessary in this 'proposed passing lane area' because of the following reasons:

- 1) intersecting street-- Harrington Road
- 2) lane drop (due to proposed passing lane)
- 3) vertical curve of the bridge
- 4) high speed (50 mph)
- 5) need for additional signage (e.g. far side lane drop) for this extra 'decision making distance'; and I don't know if there is enough distance before the bridge to fit a 'lane drop sign in'

All of these above things are happening at the same time when you proceed westward along Auburn Road, these are my concern(s). In this case, it might be better to 'do nothing' and wait for a more appropriate fix, if you will.

Regarding, the final disposition from MDOT, Steve and I and perhaps now Paul (our TSC manager) will need to give a final recommendation. I don't know if we can go for the 'Cadillac' (i.e. Center lane for left turn)? But I think we need to 're-group' here, if you will. I understand you would like a decision by tomorrow, March 23, 2007. If that is not possible, may I suggest you ask for a 'stay' until we have ample time to reanalyze the

'best approach' or make a contingency statement (based on feedback from us).

My two cents worth.

Mary

p.s. Eric, can you please direct us to the appropriate shoulder width outside of a proposed 'passing lane'? Thanks! Good day :)

Hi Mary:

As a follow-up to our phone conversation, attached is a drawing that was presented at CC last night based upon our meeting at City Hall on March 12th. Per St. Paul's Albanian Church's engineer, he indicated that based upon a field meeting with MDOT on March 19th that MDOT told him that the passing lane would not work, and therefore they don't have to construct it with their current parking lot addition plan. Can you send an email confirming what was discussed at the field meeting held on Monday and if passing lane will still be required?

Sincerely,

Paul G. Shumejko, P.E., PTOE
Transportation Engineer
City of Rochester Hills
1000 Rochester Hills Drive, MI 48309

Phone: (248) 841-2489 Fax: (248) 656-4758
Email: shumejkop@rochesterhills.org
Website: www.rochesterhills.org <<http://www.rochesterhills.org/>>

From: Marc Matich
Sent: Wednesday, March 21, 2007 10:34 AM
To: Ed Anzek
Cc: Paul Shumejko
Subject: Revised Dwg. for St. Paul's Passing Lane

I thing this captures everything, let me know what size maps you may need.

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Mary Hudak-Baylis
Permit/Drainage Engineer
Oakland Transportation Service Center
Michigan Dept. of Transportation
248 451-2457

email: hudakm@mdot.state.mi.us

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