

**CITY OF ROCHESTER HILLS
DEPARTMENT OF PUBLIC SERVICES**

October 10, 2008

**TRAFFIC CONTROLS
HICKORY RIDGE OF ROCHESTER HILLS
(SECTION 34)**

Background

A traffic study was recently performed for the newly constructed streets located within Hickory Ridge of Rochester Hills Condominiums. This study was initiated by the city accepting said streets for maintenance and declaring the streets open for public travel. The four (4) intersections within this development were reviewed to determine the type of regulatory traffic controls as warranted by the latest edition of Michigan Manual Uniform Traffic Control Devices (M.M.U.T.C.D). The following is a recommendation for the type of regulatory traffic control device (stop/yield sign) for each intersection with available safe sight distance provided:

- 1) Intersection of Sierra Blvd. at Columbia Drive / Monterey Lane:**
Intersection safe sight distance was measured for 237' northerly & 257' Southerly (as restricted by horizontal curves). No sight obstructions exist at either of the intersection quadrants that adversely impact the intersection safe approach speeds.
Recommend **Sierra Blvd. yield at Columbia Drive / Monterey Lane.**
- 2) Intersection of Columbia Drive at Monterey Lane:**
Intersection safe sight distance was measured for 550'+ easterly & 347' westerly. At this time, no permanent sight obstructions exist at the intersection quadrants that would adversely impact the intersection safe approach speeds.
Recommend **Columbia Drive yield at Monterey Lane.**
- 2) Intersection of Monterey Lane at Donaldson Road:**
Intersection safe sight distance was measured for 149' southerly to road terminus & 374' northerly to Hazelton Avenue. At this time, no permanent sight obstructions exist at the intersection quadrants that would adversely impact the intersection safe approach speeds.
Recommend **Monterey Lane yield at Donaldson Road.**
- 3) Intersection of Donaldson Road at Hazelton Avenue:**
The available safe sight distance for the southeast quadrant of the intersection was very restricted by trees reducing the safe approach speed below 10 mph. We reviewed the traffic crash history for a three (3) year period from 2005-2007 and no traffic crashes were recorded. Based upon the current intersection alignment, geometrics and sight obstructions.
Recommend: **Donaldson Road stop at Hazelton Avenue.**

**Marc G. Matich
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