

**From:** Michael Webber  
**Sent:** Thursday, October 22, 2009 11:04 AM  
**To:** Paul Shumejko  
**Cc:** Leanne Scott; Roger Rousse; Paul Davis; Marc Matich  
**Subject:** RE: Auburn Rd-Meadows Upper Elementary and Avondale Middle School

Paul,

Thanks for getting back with me and for your in depth response. I will e-mail the resident back with something today. I do recall our Cone Street conversation and the potential unintended consequences of closing the gate, although I think that was the appropriate move. I know we have our last meeting of the year in Nov. so maybe we can bring that up then. Good to hear that MDOT is moving ahead with a portion of the project next year. Keep me posted.

Mike

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**From:** Paul Shumejko  
**Sent:** Wed 10/21/2009 4:44 PM  
**To:** Michael Webber  
**Cc:** Leanne Scott; Roger Rousse; Paul Davis; Marc Matich  
**Subject:** RE: Auburn Rd-Meadows Upper Elementary and Avondale Middle School

Hi Mike:

This is a follow-up to our meeting with MDOT yesterday regarding the status of the proposed Auburn Road Rehabilitation Projects and how they may play a role in improving the access to Avondale Schools off Auburn Road at the traffic signal.

#### **Capital Preventive Maintenance (CPM) - 2010**

Project Scope - This project will consist of a 1-1/2" asphalt overlay over the existing pavement surface.  
Service Life – 3 to 5 years

#### **Resurface, Restoration, and Rehabilitation (3R) - 2014**

Project Scope – This project will consist of a mill and resurface with base repairs and drainage improvements. Also, construction of center left-turn lanes will be included where appropriate.  
Service Life – 7 to 10 years

The CPM job is likely to stay on target since it is proposed for next year and the associated costs are relatively low. However, the 2014 project timeline for the 3R job is more in flux due to the financial challenges that MDOT is forecasting for its local match revenues for federal funds and the estimated costs of about \$12M.

If geometric improvements (i.e., passing lanes/center left-turn lane) at the Auburn Road/School entrance were to be included with one of these projects it would most likely be part of the 3R project scheduled for 2014.

Coincidentally, Avondale Schools has contacted the CITY in the last day or so regarding concerns over the same traffic conflicts being expressed by resident's email. Marc Matich has been in contact with the schools and indicated that any improvements at this time would be borne 50/50 between MDOT and Avondale Schools (since the CITY does not have jurisdiction). Based upon this conversation, Avondale Schools has made contact with MDOT with respect to modifying the traffic signal; however, I don't think it's as simple as just adding a center left-turn signal head on the existing signal assembly. The City will continue to facilitate dialogue between MDOT and Avondale Schools to see if something can be worked out so that road improvements can potentially take place with next year's CPM job.

Additionally, it appears that a portion of the traffic conflicts being experienced at this location may be attributable to the discussions that recently took place at one of our Advisory Traffic & Safety Board (ATSB) Meetings. As you'll recall, we had the issue with resident's along Cone Street complaining about buses using Cone Street to access the school via the gated access. The ATSB made a request to the Avondale Schools to cease using this gated entrance and redirect buses to exclusively use

Auburn Road. Based upon our discussions with Avondale, approximately 60% of the bus trips previously occurred via the gated access off Cone. All of these bus trips have now been rerouted to Auburn Road, therefore increasing the traffic conflicts at the entrance off Auburn because of the long left-turn movements buses need to make their turns. There was some discussion at the ATSB meeting about the possibility that rerouting all of the bus traffic to Auburn Road may create other traffic safety issues along Auburn Road. We may want to bring this issue up at our next ATSB meeting for further discussion.

Sincerely,

**Paul G. Shumejko, P.E., PTOE**

Transportation Engineer

City of Rochester Hills

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**From:** Paul Shumejko

**Sent:** Monday, October 19, 2009 5:31 PM

**To:** Michael Webber

**Cc:** Leanne Scott; Roger Rouse; Paul Davis; Marc Matich

**Subject:** RE: Auburn Rd-Meadows Upper Elementary and Avondale Middle School

Hi Mike:

We have discussed this issue in the past with both MDOT and the Avondale School District. This email came at the right time since we have a project scoping meeting with MDOT tomorrow regarding an upcoming proposed resurfacing project along Auburn Road from Adams to Dequindre. This will primarily only be an asphalt cap of the existing roadway surface and an upgrade of the existing traffic signals along this corridor. MDOT has indicated that they will also be proposing a larger scale project, including geometric improvements, sometime beyond 2015. I will bring up this issue at tomorrow's meeting and follow up with you on what transpires.

As background, I don't think the City had too much involvement with the original traffic signal installation as this was done as part of the Avondale School's Expansion Site Plan (which we don't have too much input over) and was installed under a signal agreement that was between MDOT and Avondale Schools. In looking at the aerial photos it would appear that some additional right-of-way would be needed by MDOT to provide auxiliary passing lanes or a continuous center left-turn lane across the school's frontage.

Also, the issue with respect to the intersection of Auburn and Livernois has been addressed at prior ATSB meetings. As a result, we included requests (copies attached) to both the RCOC and MDOT in our Final MTP submittal to move potential intersection capacity improvements at this intersection sooner rather than later.

Finally, the timing of these improvements comes down to when monies are available to do the improvements. In the case of both, the signal at Auburn and the school entrance and the intersection of Auburn and Livernois, the task becomes much more challenging as the City does not have ownership in any of the intersection legs.

Again, I should have more information after tomorrow's meeting with MDOT that I will be able to share and follow-up with you.

Sincerely,

**Paul G. Shumejko, P.E., PTOE**

Transportation Engineer

City of Rochester Hills

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**From:** Michael Webber  
**Sent:** Monday, October 19, 2009 10:36 AM  
**To:** Paul Shumejko  
**Subject:** FW: Auburn Rd-Meadows Upper Elementary and Avondale Middle School

Paul,

Any thoughts on this one?

Mike

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**From:** Leanne Scott on behalf of City Council@rochesterhills.org  
**Sent:** Thu 10/15/2009 9:57 AM  
**To:** CityCouncilMembers  
**Subject:** FW: Auburn Rd-Meadows Upper Elementary and Avondale Middle School

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**From:** Kelly Gregory [mailto:kgregory@bhapt.com]  
**Sent:** Thursday, October 15, 2009 8:55 AM  
**To:** City Council@rochesterhills.org; Leanne Scott; Mayors Office@rochesterhills.org  
**Subject:** Auburn Rd-Meadows Upper Elementary and Avondale Middle School

Dear Mr. Mayor and Members of City Council:

I don't know if anyone of you has had the opportunity to be stopped at the traffic light on Auburn Road during the rush to get kids to school. If you haven't, I suggest a drive about 7:30AM on any school day.

Auburn Road between Crooks and Livernois is a two lane road. There is one traffic light for school traffic (both of the schools utilize this entrance) at Fred's Brakes. There is not an option for thru traffic when cars are turning left into the schools. Passing on the shoulder is illegal and posted. In fact in the beginning of the school year generally speaking there is a police officer writing tickets daily for the first two to three weeks.

I have lived on Dearborn Avenue for 14 years and I have the opportunity to see the congestion backed up close to Livernois regularly on any school day. Someone at the end of the line may wait literally through 6 or more traffic lights. Perhaps a better solution to solve the congestion and ease the flow of traffic through this intersection would be to incorporate a bypass pass (one lane widening actually using the shoulder) and a green arrow for traffic flowing left into the school. There is always a crossing guard at this light to assist kids going to and from school. The next subdivision from this light to Crooks located on the left, has a bypass lane and it works out well.

I have witnessed a fender bender at Dearborn and Auburn during this time as drivers are trying to get around the congestion by cutting through the neighborhood and coming out at Dearborn instead of waiting for the light. Today alone I witnessed 4 cars coming up Dearborn and cutting through Fred's Brakes just to come out on the other side of the light. There are multiple problems involved now; it is illegal and kids walk through that parking lot to get to the crossing guard. In two of the instances today, the cars avoiding the light almost caused vehicular accidents on Auburn due to their impatience.

I know money is always an issue; but I believe city council needs to really look at this situation before someone gets hurt. Thank you for your time and consideration.

**Kelly Gregory**