

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

March 6, 2007

**TRAFFIC CONTROLS
COUNTY CLUB VILLAGE OF ROCHESTER HILLS PHASE 2B
(SECTION 35)**

Background

A traffic study was recently performed for the newly constructed streets located within County Club Village of Rochester Hills – Phase 2B (and final phase). This study was initiated by the city accepting the streets for maintenance and declaring said streets open for public travel on February 2, 2007. The three (3) intersections within this development were reviewed to determine the type of regulatory traffic control warranted as established by 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 Hogan Circle at Connors Drive (North Intersection):

Intersection safe sight distance was measured for 195' northerly (roundabout) and 398' southerly (slow-point island). At this time, no permanent sight obstructions exist at the intersection quadrants that would adversely impact the intersection safe approach speeds.

Recommendation: Hogan Circle yield at Connors Drive (North Intersection).

2) Intersection of Hogan Circle at Connors Drive (South Intersection):

Intersection safe sight distance was measured for 550'+ northerly and 279' southerly to Michelson Road. At this time, no permanent sight obstructions exist at the intersection quadrants that would adversely impact the intersection safe approach speeds.

Recommendation: Talbert Circle yield at Connors Drive (South Intersection).

3) Intersection of Connors Drive, Bendelow Road and Michelson Road:

Prior to the construction of Connors Drive (within County Club Village Phase 2B), the intersection of Michelson Road and Bendelow Road pre-existed as a skewed "Y" intersection with no type of regulatory traffic control. With the improvement of Connors Drive, the centerline of Bendelow Road and Michelson Road relocated approximately 31' southerly as shown within the attached aerial photograph. The current geometrics of this intersection are considered irregular. After reviewing the intersection of Connors Drive, Bendelow Road, and Michelson Road in the field, we found a potential for traffic conflicts to occur within the intersection due to intersection alignment and landscape plantings placed within the northeast intersection quadrant. The available safe sight distance for the northwest intersection quadrant was very restrictive. Trees and shrubbery impede the safe approach speed for the

intersection to below 10 mph. We have reviewed the traffic crash history for a four (4) year period, from 2003-2006, and no traffic crashes were found at the intersection. The intersection was reviewed to determine the type of regulatory traffic control warranted as established by M.M.U.T.C.D.

Recommendation: Connors Drive, Bendelow Road, and Michelson Road are adapted to an all-way stop control intersection based upon the current intersection alignment, geometrics, and the sight obstruction existing within the northeast quadrant that adversely impacts the intersection safe approach speeds.