

Minutes Excerpt
Advisory Traffic and Safety Board Meeting
February 8, 2011

TCO's

2011-0040

YS-105 "YIELD": Streets within Rochester Hills Executive Park – Section 30.

Motion by Blackstone, supported by Cardimen to approve TCO YS-105.

Paul Shumejko, Transportation Engineer noted that a traffic study was recently performed to determine the type of regulatory traffic control warranted, as established by the Michigan Manual Uniform Traffic Control Devices (MMUTCD), for Research Drive. Technology Drive was recently extended into Adams Road as part of the Local Development Finance Authority District (LDFA) Master Plan.

A regulatory sign had not previously been located at this intersection, and based upon our records research, there was no existing Traffic Control Order (TCO). The lack of an existing regulatory sign is most likely the result of Technology Drive previously terminating just north of Research Drive, and therefore, having no "thru" traffic. Additionally, in order to maintain the regulatory signage for the Executive Park on a single TCO, the existing regulatory sign from a previous TCO at the intersection of Research Drive at Bond Street was also reviewed.

Board member Scott Hunter entered at 7:20 p.m.

The following is a recommendation for the type of regulatory traffic control device for these intersections:

At the intersection of Research at Technology, the safe corner sight distance was reviewed to determine whether a yield or stop sign control was warranted. When traveling WB on Research Drive at its intersection approach with Technology Drive, the following available sight distances were observed in the field. Looking Northerly, the sight distance was about 445 feet and basically was terminated at Adams Road. So there was clear vision up to the intersection of Adams and Technology. Looking Southerly, the sight distance available was about 1500 feet, and was restricted by the horizontal curve in Technology Drive.

As a cursory review, the City also looked at the Research Drive at Bond Street intersection. The intersection safe corner sight distance was reviewed to determine whether a yield or stop sign control was warranted. When traveling EB on Research Drive at its intersection approach with Bond Street, the following available sight distances were observed in the field. Looking northerly, it was about 725 feet, restricted

by the road terminus at the end of the cul-de-sac. Looking southerly, it was 1475 feet, restricted by the road terminus at Auburn Road.

The recommended safe sight distances are, for a 25 MPH road it is 280 feet and for a 30 MPH road it is 335 feet. The existing roadway is posted at 25 MPH. As policy, City staff reviews safe corner sight distances at 5 MPH above the posted speed limit. Safe corner sight distances exist at the 30 MPH criteria. It met both of those.

The recommendation is to install the Yield sign at Research Drive at Technology and maintain the existing Yield sign for Research Drive at Bond Street.

The Yield sign at Bond Street was an existing one; however, it was under an old Road Commission for Oakland County Traffic Control Order. So rather than have two separate Traffic Control Orders on file, it was decided to rescind that one and put them both on one for the same Executive Park.

The request is that the Advisory Traffic and Safety Board support having TCO No. YS-105 issued and that the Advisory Traffic and Safety Board recommend that the City Council approve this TCO until either rescinded or superseded. TCO No. YS-105 shall rescind and supersede TCO YS-342.2-85 previously adopted by the Road Commission for Oakland County.

This project (road) was completed in October 2010 and opened to traffic.

Chairperson Colling asked if there were any questions or comments. Hearing none, he asked if someone would like to make a motion to approve.

Motion by Blackstone, with a second by Cardimen, to approve TCO YS-105 as presented.

Ayes: All
Nays: None
Absent: None

MOTION CARRIED

Chairperson Colling stated they had their TCO approval.