CITY OF MOVI cityofnovi.org

CITY of NOVI CITY COUNCIL

Agenda Item D December 6, 2010

SUBJECT: Approval of Traffic Control Orders 10-52 through 10-74 to establish traffic control at various intersections within Meadowbrook Glens subdivision.

SUBMITTING DEPARTMENT: Department of Public Services, Engineering Division File (A)

CITY MANAGER APPROVAL

BACKGROUND INFORMATION:

DPS continues to review the existing traffic control signage as part of the Traffic Control Sign Replacement Program approved in the FY2010-11 Capital Improvement Program. In addition to replacing existing signs so they meet new federal requirements for traffic control sign retroreflectivity, signage is also being reviewed to ensure they are warranted in accordance with the Michigan Manual of Uniform Traffic Control Devices (MMUTCD). In some cases, where existing traffic control (such as a stop sign or a yield sign) does not exist at an intersection, appropriate signage will be installed.

Meadowbrook Glens subdivision was reviewed by the City's traffic consultant, Birchler Arroyo (July 30, 2010 study, attached). The study determined that there are several intersections that lack any stop or yield signs to assign the right-of-way at the intersection, plus the intersection of Cherry Hill and Kings Pointe has an unwarranted three-way stop control that needs to be modified to a single stop sign on Kings Pointe. The following table summarizes the traffic control orders (TCO) for the new stop and yield signs that are to be installed based on the intersection study completed by the City's traffic consultant, Birchler Arroyo (see attached report):

TCO		TCO	1
No.	Description	No.	Description
			Rescind TCO 95-94 (EB Queens Pointe to yield at
10-52	NB Apple Crest to Yield at Cherry Hill Road	10-64	Kings Pointe)
			Rescind TCO 03-06 (EB Park Ridge to yield at
10-53	EB Cherry Hill to Yield at Highlands Drive	10-65	Queens Pointe)
10-54	WB Cherry Hill to Stop at Highlands Drive	10-66	SB Ridge Road West to Yield at Park Ridge Road
10-55	NB Upland Hill to Yield at Cherry Hill Road	10-67	EB Apple Crest Drive to Stop at Highlands Drive
	NB Ridge Road West to Yield at Cherry Hill		
10-56	Road	10-68	NB Park Ridge Court to Yield at Park Ridge Road
	NB Kings Pointe Drive to Stop at Cherry Hill		North side of EB Park Ridge Court to Stop at Exit
10-57	Road	10-69	of the North Side of Turnaround Loop
	EB Queens Pointe to Stop at Kings Pointe		EB Loganberry Ridge North to Stop at Hampton
10-58	Drive	10-70	Hill
10-59	SB Upland Hill to Stop at Park Ridge Rd	10-71	EB Hampton Court to Yield at Hampton Hill
	SB Ridge Road East to Yield at Park Ridge		Rescind TCO 80-69 (EB Loganberry Ridge N to
10-60	Road	10-72	yield at Hampton Hill)
	Rescind TCO 80-72 (WB Cherry Hill to Yield at		Rescind TCO 80-70 (NB Hampton Hill Yield to Park
10-61	Highlands)	10-73	ridge)
	Rescind TCO 83-14 (3-way stop at Kings		
10-62	Pointe and Cherry Hill)	10-74	NB Hampton Hill to Stop at Park Ridge Rd
	Rescind TCO 80-73 (NB Kings Pointe to yield		
10-63	at Cherry Hill)		

A letter was sent to the Meadowbrook Glens Homeowners' Association to inform them of the traffic sign replacement work (November 22, 2010 letter, attached). The installation of the new traffic control signs will be completed over several weeks using DPS Field Operations staff.

RECOMMENDED ACTION: Approval of Traffic Control Orders 10-52 through 10-74 to establish traffic control at various intersections within Meadowbrook Glens subdivision.

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Mayor Landry				
Mayor Pro Tem Gatt				
Council Member Fischer				

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Council Member Margolis				
Council Member Mutch				
Council Member Staudt				

MEMORANDUM



TO:

CLAY PEARSON, CITY MANAGER

FROM:

ROB HAYES, DIRECTOR OF PUBLIC SERVICES

SUBJECT:

TRAFFIC CONTROL SIGNAGE IN MEADOWBROOK GLENS

DATE:

NOVEMBER 23, 2010

As part of DPS's ongoing traffic control sign replacement program, existing signs will be replaced with new signs that meet Federal retroreflectivity standards. Prior to the replacement of traffic control signs in Meadowbrook Glens subdivision, they were reviewed to ensure they are warranted in accordance with the Michigan Manual of Uniform Traffic Control Devices. There are several intersections without adequate traffic control, plus the intersection of Cherry Hill and Kings Pointe has an unwarranted three-way stop control that needs to be modified to a single stop sign on Kings Pointe.

These changes are described in the attached letter that was recently sent to the president of the Meadowbrook Glens Homeowners Association and will be reflected in traffic control orders to be considered by City Council at its December 6, 2010 meeting.

Please let me know if you have any questions or comments on this matter.

cc: Victor Cardenas, Assistant City Manager

11/24/10 To: Mayor lity Soull Make

PHON



CITY COUNCIL

November 22, 2010

Mayor David B. Landry

Mayor Pro Tem Bob Gatt

Terry K. Margolis

Andrew Mutch

Kathy Crawford

Dave Staudt

Justin Fischer

City Manager Clay J. Pearson

Director of Public Services/ City Engineer Rob Hayes Ms. Patti Johnson

President

Meadowbrook Glens Homeowners Association

24610 Highlands Dr.

Novi, MI 48375

Re: Traffic Sign Replacement in Meadowbrook Glens

Dear Ms. Johnson:

The existing signage within Meadowbrook Glens has been reviewed as part of a multi-year plan to replace all traffic control signs throughout the City to meet new federal requirements. The new federal requirements pertain to the reflectivity of the signs to make them more visible to drivers. In the coming weeks, City staff will begin replacement of all stop, yield, and street name signs within Meadowbrook Glens with brand new signs that meet the new requirements.

Along with the sign replacement, our traffic engineer has recommended changes to the existing signage within the subdivision. This includes additional signage at those intersections without any existing yield or stop signs and changing some yield signs to a stop sign. Additionally, an existing 3-way stop sign at Kings Pointe and Cherry Hill was determined to be unwarranted and will be replaced by a single stop sign for Kings Pointe Drive (please see enclosed brochure about stop signs). The enclosed report provides a summary of the recommendations.

Department of Public Services Field Services Complex 26300 Delwal Drive Novi, Michigan 48375 248.735.5640 248.735.5659 fax The work is anticipated to begin next month and should be completed several weeks thereafter. Please feel free to contact Brian Coburn, PE with our Engineering Division at 248-735-5632.

Sincerely,

DEPARTMENT OF PUBLIC SERVICES

Rob Hayes, P.E.

Director of Public Services/City Engineer

Enclosures

cc: Brian Coburn, PE; Senior Civil Engineer

Matt Wiktorowski, Field Operations Senior Manager Sherry Lumley, Meadowbrook Glens Treasurer Scott Kasik, Meadowbrook Glens Vice-President Ron Johnson, Meadowbrook Glens Secretary

	SPEED	DATE OF ORDER:	11/29/2010
X	PARKING OTHER	CONTROL NUMBER:	10-52
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	O AT THE REGULAR MEETING OF JNCIL ON <u>12/06/2010.</u>	By: David Landry, M	layor
		By: Maryanne Cor	rnelius, Clerk

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		D	ated: <u>11/29/2010</u>	
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	O AT THE REGULAR MEETING OF JNCIL ON 12/06/2010.	By:	David Landry, Ma	yor
		Ву:	Maryanne Corn	elius, Clerk

	SPEED	DATE	OF ORDER:	11/29/2010
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	O AT THE REGULAR MEETING OF UNCIL ON 12/06/2010.	Ву:	David Landry, Ma	iyor
		Ву:	Maryanne Corn	elius, Clerk

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	O AT THE REGULAR MEETING OF JNCIL ON <u>12/06/2010.</u>	Ву:	David Landry, M	ayor
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		Ву:	Maryanne Corr	nelius, Clerk

	SPEED	DATE OF ORDER:	11/29/2010
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		By:Maryanne Cori	nelius, Clerk

	SPEED PARKING	DATE OF ORDER:	11/29/2010
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	O AT THE REGULAR MEETING OF JNCIL ON 12/06/2010.	By:	Лауог
		By: Maryanne Co	ornelius, Clerk

SPEED PARKING	DATE OF ORDER:	11/29/2010
X OTHER	CONTROL NUMBER:	10-62
PURSUANT TO CHAPTER NO. 33 OF THE MICHIGAN, SAME BEING THE UNIFORM TRAOF MICHIGAN AND IN THE INTEREST OF PUTRAFFIC CONTROL ORDER IS HEREBY ISSUDULY AUTHORIZED AS TRAFFIC ENGINEER, B	AFFIC CODE FOR CITIES, TO IBLIC SAFETY AND CONVEN JED BY BRIAN COBURN, S	WNSHIPS AND VILLAGES VIENCE THE FOLLOWING ENIOR CIVIL ENGINEER,
ISSUANCE OF THIS TRAFFIC CONTROL ORD OF TRAFFIC CONDITIONS ON THE FOLLOW! MICHIGAN.		
CHERRY HILL		
AND AFTER SAID INVESTIGATION, IT IS DEPARTMENT OF PUBLIC SERVICES ERECT WITH THE MICHIGAN MANUAL OF UNIFORM 33.217 OF THE AFORESAID CHAPTER, SA DETERMINATION:	AND MAINTAIN THE SIGN	N (S) IN ACCORDANCE ES AS REQUIRED BY SEC.
RESCIND TCO 83-14 (3-WAY STOP AT KINGS	POINTE AND CHERRY HILL)	
	Brian Coburn, P.E	Traffic Engineer
	Dated: <u>11/29/2010</u>)
APPROVED BY CITY COUNCIL TRAFFIC CONTROL ORDER NUMBER 10-62 FOR CITY OF NOVI, MICHIGAN FOR STUDY A HEREBY ORDERED AND DIRECTED THAT THIS AND A COPY THEREOF IN THE OFFICE OF THE	ND APPROVAL, IS HEREBY ORDER BE FILED IN THE OF	APPROVED AND IT IS FICE OF THE CITY CLERK
IT IS FURTHER ORDERED AND DIRECTED TO BEING FILED WITH THE CLERK AND UPON EN THE EXISTENCE OF AFORESAID,		
RESCIND TCO 83-14 (3-WAY STOP AT KINGS	POINTE AND CHERRY HILL)	
ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON 12/06/2010.	By: David Landry, M	ayor
	By: Maryanne Cor	nelius, Clerk

	SPEED PARKING	DATE	OF ORDER:	11/29/2010
X	OTHER	CONT	ROL NUMBER:	10-63
MICHIGA OF MICH TRAFFIC	NT TO CHAPTER NO. 33 OF THE COAN, SAME BEING THE UNIFORM TRAFFI HIGAN AND IN THE INTEREST OF PUBLI CONTROL ORDER IS HEREBY ISSUED THORIZED AS TRAFFIC ENGINEER, BY S	IC COI C SAFI D BY B	de for cities, tov ety and conven rian coburn, se	WNSHIPS AND VILLAGES HENCE THE FOLLOWING ENIOR CIVIL ENGINEER,
	E OF THIS TRAFFIC CONTROL ORDER FIC CONDITIONS ON THE FOLLOWING AN.			
KINGS PO	DINTE DRIVE			
DEPARTA WITH THE	FTER SAID INVESTIGATION, IT IS F MENT OF PUBLIC SERVICES ERECT AN MICHIGAN MANUAL OF UNIFORM TR OF THE AFORESAID CHAPTER, SAID NATION:	ND MA	INTAIN THE SIGN CONTROL DEVICE	I (S) IN ACCORDANCE ES AS REQUIRED BY SEC.
DESCIND	TCO 80-73 (NB KINGS POINTE TO YIE	אדר	THERROY WILLY	, en
KESCHYD	100 80-73 (NB KINGS FORME TO THE	DAIC	A CONTRACT OF THE PARTY OF THE	L
		Br	tan Coburn, P.E	Traffic Engineer
		D	ated: <u>11/29/2010</u>	
TRAFFIC (CITY OF HEREBY C	ED BY CITY COUNCIL CONTROL ORDER NUMBER 10-63 HAY NOVI, MICHIGAN FOR STUDY AND DRDERED AND DIRECTED THAT THIS OF COPY THEREOF IN THE OFFICE OF THE C	APPR RDER E	OVAL, IS HEREBY BE FILED IN THE OFF	APPROVED AND IT IS FICE OF THE CITY CLERK
BEING FIL	THER ORDERED AND DIRECTED THAT LED WITH THE CLERK AND UPON EREC ENCE OF AFORESAID,			
RESCIND	TCO 80-73 (NB KINGS POINTE TO YIEL	<u>.D AT C</u>	HERRY HILL)	
	O AT THE REGULAR MEETING OF JNCIL ON 12/06/2010.	By:	David Landry, Mo	ayor
		Ву:	Maryanne Corr	nelius, Clerk

	SPEED	DATE OF ORDER:	11/29/2010
X	PARKING OTHER	CONTROL NUMBER:	10-64
MICHIGA OF MICH TRAFFIC	NT TO CHAPTER NO. 33 OF THE CAN, SAME BEING THE UNIFORM TRAFF HIGAN AND IN THE INTEREST OF PUBL CONTROL ORDER IS HEREBY ISSUE THORIZED AS TRAFFIC ENGINEER, BY	fic code for cities, to lic safety and conven d by brian coburn, s	WNSHIPS AND VILLAGES VIENCE THE FOLLOWING ENIOR CIVIL ENGINEER,
	CE OF THIS TRAFFIC CONTROL ORDER FIC CONDITIONS ON THE FOLLOWING AN.		-
QUEENS	POINTE DRIVE		
DEPARTA WITH THE 33.217	FTER SAID INVESTIGATION, IT IS MENT OF PUBLIC SERVICES ERECT AS MICHIGAN MANUAL OF UNIFORM TO THE AFORESAID CHAPTER, SAID NATION:	ND MAINTAIN THE SIGN RAFFIC CONTROL DEVIC	(S) IN ACCORDANCE ES AS REQUIRED BY SEC.
RESCIND	TCO 95-94 (EB QUEENS POINTE TO Y	IELD AT KINGS POINTE)	
			(/
		Brian Coburn, P.E	Traffic Engineer
		Brian Coburn, P.E Dated: <u>11/29/2010</u>	-
TRAFFIC CITY OF HEREBY	ED BY CITY COUNCIL CONTROL ORDER NUMBER <u>10-64</u> HA NOVI, MICHIGAN FOR STUDY AND ORDERED AND DIRECTED THAT THIS C COPY THEREOF IN THE OFFICE OF THE	Dafed: 11/29/2010 VING BEEN PRESENTED TO APPROVAL, IS HEREBY DRDER BE FILED IN THE OF	O THE COUNCIL OF THE APPROVED AND IT IS FICE OF THE CITY CLERK
TRAFFIC CITY OF HEREBY (AND A C IT IS FUR BEING FI	CONTROL ORDER NUMBER <u>10-64</u> HA NOVI, MICHIGAN FOR STUDY AND ORDERED AND DIRECTED THAT THIS C	Dafed: 11/29/2010 VING BEEN PRESENTED TO APPROVAL, IS HEREBY DRDER BE FILED IN THE OF CHIEF OF POLICE OF SAIL AT THIS ORDER SHALL BE	O THE COUNCIL OF THE APPROVED AND IT IS FICE OF THE CITY CLERK D CITY.
TRAFFIC CITY OF HEREBY (AND A C IT IS FUR BEING FI THE EXIST	CONTROL ORDER NUMBER 10-64 HA NOVI, MICHIGAN FOR STUDY AND DRDERED AND DIRECTED THAT THIS COPY THEREOF IN THE OFFICE OF THE THER ORDERED AND DIRECTED THAT LED WITH THE CLERK AND UPON ERE	Dafed: 11/29/2010 VING BEEN PRESENTED TO APPROVAL, IS HEREBY DRDER BE FILED IN THE OF CHIEF OF POLICE OF SAID AT THIS ORDER SHALL BE CTION OF ADEQUATE SIG	O THE COUNCIL OF THE APPROVED AND IT IS FICE OF THE CITY CLERK D CITY.
TRAFFIC CITY OF HEREBY (AND A CONTROL IT IS FUR BEING FITHE EXIST	CONTROL ORDER NUMBER 10-64 HA NOVI, MICHIGAN FOR STUDY AND ORDERED AND DIRECTED THAT THIS COPY THEREOF IN THE OFFICE OF THE THER ORDERED AND DIRECTED THAT LED WITH THE CLERK AND UPON ERETENCE OF AFORESAID,	Dafed: 11/29/2010 VING BEEN PRESENTED TO APPROVAL, IS HEREBY DRDER BE FILED IN THE OF CHIEF OF POLICE OF SAID AT THIS ORDER SHALL BE CTION OF ADEQUATE SIG	O THE COUNCIL OF THE APPROVED AND IT IS FICE OF THE CITY CLERK D CITY. COME EFECTIVE UPON SINS GIVING NOTICE OF

SPEED	DATE OF ORDER:	11/29/2010
PARKING X OTHER	CONTROL NUMBER:	10-65
PURSUANT TO CHAPTER NO. 33 OF THE COMICHIGAN, SAME BEING THE UNIFORM TRAFF OF MICHIGAN AND IN THE INTEREST OF PUBLITRAFFIC CONTROL ORDER IS HEREBY ISSUED DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SECOND STRAFFIC ENGINE ST	IC CODE FOR CITIES, TO C SAFETY AND CONVEY BY BRIAN COBURN, S	WNSHIPS AND VILLAGES NIENCE THE FOLLOWING ENIOR CIVIL ENGINEER,
ISSUANCE OF THIS TRAFFIC CONTROL ORDER OF TRAFFIC CONDITIONS ON THE FOLLOWING MICHIGAN.		
PARK RIDGE ROAD		
AND AFTER SAID INVESTIGATION, IT IS INDEPARTMENT OF PUBLIC SERVICES ERECT AT WITH THE MICHIGAN MANUAL OF UNIFORM THE 33.217 OF THE AFORESAID CHAPTER, SAID DETERMINATION:	ND MAINTAIN THE SIGN RAFFIC CONTROL DEVIC	N (S) IN ACCORDANCE SES AS REQUIRED BY SEC.
RESCIND TCO 03-06 (EB PARK RIDGE TO YIELD	AT QUEENS ROINTE)	
•	\$ E(<u> </u>
	Brian Coburn, P.E	Traffic Engineer
	Dafed: <u>11/29/2010</u>	<u>)</u>
APPROVED BY CITY COUNCIL TRAFFIC CONTROL ORDER NUMBER 10-65 HAY CITY OF NOVI, MICHIGAN FOR STUDY AND HEREBY ORDERED AND DIRECTED THAT THIS OF AND A COPY THEREOF IN THE OFFICE OF THE CO	APPROVAL, IS HEREBY RDER BE FILED IN THE OF	Y APPROVED AND IT IS
IT IS FURTHER ORDERED AND DIRECTED THA BEING FILED WITH THE CLERK AND UPON EREC THE EXISTENCE OF AFORESAID,		
RESCIND TCO 03-06 (EB PARK RIDGE TO YIELD	AT QUEENS POINTE)	
ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON 12/06/2010.	By: David Landry, M	ayor
	By: Maryanne Cor	nelius, Clerk

	SPEED	DATE OF ORDER:	11/29/2010
X	PARKING OTHER	CONTROL NUMBER:	10-66
MICHIGA OF MICH TRAFFIC	NT TO CHAPTER NO. 33 OF THE CO AN, SAME BEING THE UNIFORM TRAFF HIGAN AND IN THE INTEREST OF PUBL CONTROL ORDER IS HEREBY ISSUED ITHORIZED AS TRAFF C ENGINEER, BY S	IC CODE FOR CITIES, TO IC SAFETY AND CONVEY D BY BRIAN COBURN, S	WNSHIPS AND VILLAGES VIENCE THE FOLLOWING ENIOR CIVIL ENGINEER,
	E OF THIS TRAFFIC CONTROL ORDER FIC CONDITIONS ON THE FOLLOWING AN.		
RIDGE RO	OAD WEST		
DEPARTA ACCORI REQUIRE	FTER SAID INVESTIGATION, IT IS HEART OF PUBLIC SERVICES ERECTORING MANUAL DRYSEC. 33.217 OF THE AFORESAID ING DETERMINATION:	T AND MAINTAIN TH AL OF UNIFORM TRAFFIC	E YIELD SIGN (S) IN CONTROL DEVICES AS
SB RIDGE	E ROAD WEST TO YIELD AT PARK RIDGI	ROAD	
		Brian Coburn, P.E	Traffic Engineer
		Dated: <u>11/29/2010</u>)
TRAFFIC CITY OF HEREBY (ED BY CITY COUNCIL CONTROL ORDER NUMBER 10-66 HA NOVI, MICHIGAN FOR STUDY AND ORDERED AND DIRECTED THAT THIS OF THE COOPY THEREOF IN THE OFFICE OF THE COOPY THEREOF IN THE OPPICE OP) APPROVAL, IS HEREBY	APPROVED AND IT IS
BEING FI	THER ORDERED AND DIRECTED THA LED WITH THE CLERK AND UPON EREC ENCE OF AFORESAID,		
SB RIDGE	ROAD WEST TO YIELD AT PARK RIDGE	ROAD	
	O AT THE REGULAR MEETING OF UNCIL ON 12/06/2010.	By: David Landry, M	ayor
		By: Maryanne Cor	nelius, Clerk

SPEED	DATE OF ORDER:	11/29/2010
PARKING X OTHER	CONTROL NUMBER	R: <u>10-67</u>
PURSUANT TO CHAPTER NO. 33 OF THE C MICHIGAN, SAME BEING THE UNIFORM TRAF OF MICHIGAN AND IN THE INTEREST OF PUB TRAFFIC CONTROL ORDER IS HEREBY ISSUE DULY AUTHORIZED AS TRAFFIC ENGINEER, BY	FIC CODE FOR CITIE LIC SAFETY AND CO D BY BRIAN COBUR	S, TOWNSHIPS AND VILLAGES NVENIENCE THE FOLLOWING RN, SENIOR CIVIL ENGINEER,
ISSUANCE OF THIS TRAFFIC CONTROL ORDE OF TRAFFIC CONDITIONS ON THE FOLLOWIN MICHIGAN.		
APPLE CREST		
AND AFTER SAID INVESTIGATION, IT IS DEPARTMENT OF PUBLIC SERVICES ERECT AN WITH THE MICHIGAN MANUAL OF UNIFORM 33.217 OF THE AFORESAID CHAPTER, SAID DETERMINATION:	D MAINTAIN THE STC RAFFIC CONTROL D	P SIGN (S) IN ACCORDANCE EVICES AS REQUIRED BY SEC.
EB APPLE CREST DRIVE TO STOP AT HIGHLAND	S DRIVE	- / /
	CBrian Coburn,	P.E Traffic Engineer
	Dated: <u>11/29</u>	/2010
APPROVED BY CITY COUNCIL TRAFFIC CONTROL ORDER NUMBER 10-67 HA CITY OF NOVI, MICHIGAN FOR STUDY AN HEREBY ORDERED AND DIRECTED THAT THIS O AND A COPY THEREOF IN THE OFFICE OF THE	D APPROVAL, IS HE DRDER BE FILED IN TH	EREBY APPROVED AND IT IS HE OFFICE OF THE CITY CLERK
IT IS FURTHER ORDERED AND DIRECTED THE BEING FILED WITH THE CLERK AND UPON ERE THE EXISTENCE OF AFORESAID,		
EB APPLE CREST DRIVE TO STOP AT HIGHLAND	S DRIVE	
ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON 12/06/2010.	By: David Land	lry, Mayor
	By:	e Cornelius, Clerk

SPEED	DATE OF ORDER: 11/29/2010
PARKING X OTHER	CONTROL NUMBER: 10-68
MICHIGAN, SAME BEING THE UNIFORM TRAF OF MICHIGAN AND IN THE INTEREST OF PUBI	CODE OF ORDINANCES OF THE CITY OF NOVI, FIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES LIC SAFETY AND CONVENIENCE THE FOLLOWING D BY BRIAN COBURN, SENIOR CIVIL ENGINEER, SEC. 33.141 OF THE AFORESAID CHAPTER.
	R WAS PRECEDED BY STUDY AND INVESTIGATION G PUBLIC ROAD OR ROADS IN THE CITY OF NOVI,
PARK RIDGE ROAD	
DEPARTMENT OF PUBLIC SERVICES EREC ACCORDANCE WITH THE MICHIGAN MANU	HEREBY ORDERED AND DIRECTED THAT THE CT AND MAINTAIN THE YIELD SIGN (S) IN AL OF UNIFORM TRAFFIC CONTROL DEVICES AS DICHAPTER, SAID SIGNS TO GIVE NOTICE OF THE
NB PARK RIDGE COURT TO YIELD AT PARK RID	GE ROAD - /
	Brian Coburn, P.E Traffic Engineer
	Dated: <u>11/29/2</u> 010
CITY OF NOVI, MICHIGAN FOR STUDY ANI	AVING BEEN PRESENTED TO THE COUNCIL OF THE D APPROVAL, IS HEREBY APPROVED AND IT IS DRDER BE FILED IN THE OFFICE OF THE CITY CLERK CHIEF OF POLICE OF SAID CITY.
	AT THIS ORDER SHALL BECOME EFECTIVE UPON ECTION OF ADEQUATE SIGNS GIVING NOTICE OF
NB PARK RIDGE COURT TO YIELD AT PARK RID	GE ROAD
ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON 12/06/2010.	By: David Landry, Mayor
	By: Maryanne Cornelius, Clerk

	SPEED	DATE OF ORDER:	11/29/2010
X	PARKING OTHER	CONTROL NUMBER:	10-69
MICHIGA OF MICH TRAFFIC	NT TO CHAPTER NO. 33 OF THE COAN, SAME BEING THE UNIFORM TRAFF SIGAN AND IN THE INTEREST OF PUBLI CONTROL ORDER IS HEREBY ISSUED THORIZED AS TRAFFIC ENGINEER, BY S	IC CODE FOR CITIES, TO IC SAFETY AND CONVE D BY BRIAN COBURN, S	OWNSHIPS AND VILLAGES NIENCE THE FOLLOWING SENIOR CIVIL ENGINEER,
	E OF THIS TRAFFIC CONTROL ORDER FIC CONDITIONS ON THE FOLLOWING AN.		
PARK RIE	GE CT		
DEPARTA WITH THE	TER SAID INVESTIGATION, IT IS HENT OF PUBLIC SERVICES ERECT AND MICHIGAN MANUAL OF UNIFORM TO THE AFORESAID CHAPTER, SAID NATION:	MAINTAIN THE STOP SIGNAFFIC CONTROL DEVICE	GN (S) IN ACCORDANCE CES AS REQUIRED BY SEC.
	IDE OF EB PARK RIDGE COURT TO STO	OP AT EXIT OF THE NORT	H SIDE OF TURNAROUND
LOOP		Brian Coburn, P.E.	- Traffic Engineer
		Dated: <u>11/29/201</u>	
APPROVI	ED BY CITY COUNCIL		
HEREBY C	NOVI, MICHIGAN FOR STUDY AND DRDERED AND DIRECTED THAT THIS O OPY THEREOF IN THE OFFICE OF THE C	APPROVAL, IS HEREB RDER BE FILED IN THE O	FFICE OF THE CITY CLERK
HEREBY C AND A C IT IS FUR' BEING FIL	NOVI, MICHIGAN FOR STUDY AND DRDERED AND DIRECTED THAT THIS O	APPROVAL, IS HEREB RDER BE FILED IN THE O CHIEF OF POLICE OF SA T THIS ORDER SHALL B	Y APPROVED AND IT IS FFICE OF THE CITY CLERK ID CITY. ECOME EFECTIVE UPON
HEREBY C AND A C IT IS FUR BEING FIL THE EXIST	NOVI, MICHIGAN FOR STUDY AND DRDERED AND DIRECTED THAT THIS O OPY THEREOF IN THE OFFICE OF THE CITER ORDERED AND DIRECTED THAT LED WITH THE CLERK AND UPON EREC	APPROVAL, IS HEREB RDER BE FILED IN THE O CHIEF OF POLICE OF SA T THIS ORDER SHALL B CTION OF ADEQUATE SI	Y APPROVED AND IT IS FFICE OF THE CITY CLERK ID CITY. ECOME EFECTIVE UPON GNS GIVING NOTICE OF
HEREBY C AND A C IT IS FUR' BEING FIL THE EXIST	NOVI, MICHIGAN FOR STUDY AND DRDERED AND DIRECTED THAT THIS O OPY THEREOF IN THE OFFICE OF THE CITHER ORDERED AND DIRECTED THAT THE CLERK AND UPON ERECENCE OF AFORESAID,	APPROVAL, IS HEREB RDER BE FILED IN THE O CHIEF OF POLICE OF SA T THIS ORDER SHALL B CTION OF ADEQUATE SI	Y APPROVED AND IT IS FFICE OF THE CITY CLERK ID CITY. ECOME EFECTIVE UPON GNS GIVING NOTICE OF
HEREBY CAND A CO	NOVI, MICHIGAN FOR STUDY AND DRDERED AND DIRECTED THAT THIS O OPY THEREOF IN THE OFFICE OF THE CITHER ORDERED AND DIRECTED THAT THE CLERK AND UPON ERECENCE OF AFORESAID,	APPROVAL, IS HEREB RDER BE FILED IN THE O CHIEF OF POLICE OF SA T THIS ORDER SHALL B CTION OF ADEQUATE SI	Y APPROVED AND IT IS FFICE OF THE CITY CLERK ID CITY. ECOME EFECTIVE UPON GNS GIVING NOTICE OF H SIDE OF TURNAROUND

Maryanne Cornelius, Clerk

	PEED ARKING	DATE OF ORDER:	11/29/2010
***************************************	THER	CONTROL NUMBER:	10-70
MICHIGAN OF MICHIG TRAFFIC C	TO CHAPTER NO. 33 OF THE CO., SAME BEING THE UNIFORM TRAFF GAN AND IN THE INTEREST OF PUBL ONTROL ORDER IS HEREBY ISSUED ORIZED AS TRAFFIC ENGINEER, BY S	IC CODE FOR CITIES, TO IC SAFETY AND CONVEI D BY BRIAN COBURN, S	WNSHIPS AND VILLAGES VIENCE THE FOLLOWING ENIOR CIVIL ENGINEER,
	OF THIS TRAFFIC CONTROL ORDER CONDITIONS ON THE FOLLOWING		
LOGANBER	RY RIDGE NORTH		
DEPARTMEN	R SAID INVESTIGATION, IT IS H NT OF PUBLIC SERVICES ERECT AND NICHIGAN MANUAL OF UNIFORM THE THE AFORESAID CHAPTER, SAID NTION:	MAINTAIN THE STOP SIC RAFFIC CONTROL DEVIC	EN (S) IN ACCORDANCE ES AS REQUIRED BY SEC.
EB LOGANE	BERRY RIDGE NORTH TO STOP AT HA	AMPTON HILL	/ //
		Brien Coburn, P.E.	Traffic Engineer
		Dated: <u>11/29/2010</u>	<u>)</u>
TRAFFIC CO	BY CITY COUNCIL ONTROL ORDER NUMBER 10-70 HAY OVI, MICHIGAN FOR STUDY AND DERED AND DIRECTED THAT THIS O PY THEREOF IN THE OFFICE OF THE () APPROVAL, IS HEREBY	Y APPROVED AND IT IS FICE OF THE CITY CLERK
BEING FILED	er ordered and directed that I with the clerk and upon erec ice of aforesaid,		
EB LOGANE	ERRY RIDGE NORTH TO STOP AT HA	MPTON HILL	
	NT THE REGULAR MEETING OF CIL ON <u>12/06/2010.</u>	By: David Landry, M	ayor
		By: Maryanne Cor	nelius, Clerk

***************************************	SPEED	DATE	OF ORDER:	11/29/2010
X	PARKING OTHER	CONT	ROL NUMBER:	10-71
MICHIGA OF MICH TRAFFIC	NT TO CHAPTER NO. 33 OF THE COAN, SAME BEING THE UNIFORM TRAFF HIGAN AND IN THE INTEREST OF PUBLI CONTROL ORDER IS HEREBY ISSUED THORIZED AS TRAFFIC ENGINEER, BY S	IC COI IC SAFE D BY B	DE FOR CITIES, TO! ETY AND CONVEN RIAN COBURN, SE	WNSHIPS AND VILLAGES HENCE THE FOLLOWING ENIOR CIVIL ENGINEER,
	E OF THIS TRAFFIC CONTROL ORDER FIC CONDITIONS ON THE FOLLOWING AN.			
HAMPTO	N CT			
DEPARTA ACCORE REQUIRE	FTER SAID INVESTIGATION, IT IS FAMENT OF PUBLIC SERVICES ERECTEDANCE WITH THE MICHIGAN MANUARD BY SEC. 33.217 OF THE AFORESAID ING DETERMINATION:	T AND) MAINTAIN THE JNIFORM TRAFFIC	YIELD SIGN (S) IN CONTROL DEVICES AS
EB HAMP	TON COURT TO YIELD AT HAMPTON H	<u>ILL</u>	/ _ /	
		1		
		Br	ien Coburn, P.E	Traffic Engineer
		Do	ated: <u>11/29/2010</u>	
TRAFFIC CITY OF HEREBY C	ED BY CITY COUNCIL CONTROL ORDER NUMBER 10-71 HAY NOVI, MICHIGAN FOR STUDY AND DRDERED AND DIRECTED THAT THIS OF OPY THEREOF IN THE OFFICE OF THE O	APPR RDER B	OVAL, IS HEREBY SE FILED IN THE OF	APPROVED AND IT IS FICE OF THE CITY CLERK
BEING FIL	THER ORDERED AND DIRECTED THAT LED WITH THE CLERK AND UPON EREC ENCE OF AFORESAID,			
ЕВ НАМР	TON COURT TO YIELD AT HAMPTON H	<u>ILL</u>		
	OAT THE REGULAR MEETING OF JNCIL ON <u>12/06/2010</u> .	Ву:	David Landry, Mo	ayor
		Ву:	Maryanne Corr	nelius, Clerk

	SPEED PARKING	DATE OF ORDER:	11/29/2010
X	OTHER	CONTROL NUMBER:	10-72
MICHIGA OF MICH TRAFFIC	NT TO CHAPTER NO. 33 OF THE CO AN, SAME BEING THE UNIFORM TRAFF HIGAN AND IN THE INTEREST OF PUBLI CONTROL ORDER IS HEREBY ISSUED THORIZED AS TRAFFIC ENGINEER, BY S	IC CODE FOR CITIES, TO' IC SAFETY AND CONVEN D BY BRIAN COBURN, SI	WNSHIPS AND VILLAGES VIENCE THE FOLLOWING ENIOR CIVIL ENGINEER,
	E OF THIS TRAFFIC CONTROL ORDER FIC CONDITIONS ON THE FOLLOWING AN.		
LOGANB	ERRY RIDGE NORTH		
DEPARTA WITH THE	FTER SAID INVESTIGATION, IT IS F MENT OF PUBLIC SERVICES ERECT AN MICHIGAN MANUAL OF UNIFORM TO DE THE AFORESAID CHAPTER, SAID NATION:	ND MAINTAIN THE SIGN RAFFIC CONTROL DEVICI	(S) IN ACCORDANCE ES AS REQUIRED BY SEC.
RESCIND	TCO 80-69 (EB LOGANBERRY RIDGE N	N TO YIELD AT HAMPTON	Hirr)
		BELL	
		Brian Coburn, P.E	Traffic Engineer
		Dated: <u>11/29/2010</u>	
TRAFFIC OF HEREBY C	ED BY CITY COUNCIL CONTROL ORDER NUMBER 10-72 HAY NOVI, MICHIGAN FOR STUDY AND DRDERED AND DIRECTED THAT THIS OF THE COMPY THEREOF IN THE OFFICE OF THE COMPY THE COMPY THEREOF IN THE OFFICE OF THE COMPY THE COMPY THE COMPY THEREOF IN THE COMPY THE	APPROVAL, IS HEREBY RDER BE FILED IN THE OF	APPROVED AND IT IS FICE OF THE CITY CLERK
BEING FIL	THER ORDERED AND DIRECTED THA LED WITH THE CLERK AND UPON EREC ENCE OF AFORESAID,		
RESCIND	TCO 80-69 (EB LOGANBERRY RIDGE N	I TO YIELD AT HAMPTON	HILL)
	O AT THE REGULAR MEETING OF JNCIL ON 12/06/2010.	By: David Landry, Mo	ayor
		By:	nelius, Clerk

SPEED	DATE OF ORDER:	11/29/2010		
PARKING X OTHER	CONTROL NUMBER:	10-73		
PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.				
ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.				
HAMPTON HILL	•			
AND AFTER SAID INVESTIGATION, DEPARTMENT OF PUBLIC SERVICES WITH THE MICHIGAN MANUAL OF UN 33.217 OF THE AFORESAID CHAPTE DETERMINATION:	ERECT AND MAINTAIN THE SIG IIFORM TRAFFIC CONTROL DEVIC	N (S) IN ACCORDANCE CES AS REQUIRED BY SEC.		
RESCIND TCO 80-70 (NB HAMPTON HILL YIELD TO PARK RIDGE)				
	Brian Coburn, P.E.	- Traffic Engineer		
	Dated: <u>11/29/201</u>	<u>0</u>		
APPROVED BY CITY COUNCIL TRAFFIC CONTROL ORDER NUMBER CITY OF NOVI, MICHIGAN FOR STE HEREBY ORDERED AND DIRECTED TH. AND A COPY THEREOF IN THE OFFICE	JDY AND APPROVAL, IS HEREB AT THIS ORDER BE FILED IN THE O	Y APPROVED AND IT IS FFICE OF THE CITY CLERK		
IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,				
RESCIND TCO 80-70 (NB HAMPTON HILL YIELD TO PARK RIDGE)				
·				
ADOPTED AT THE REGULAR MEETING CITY COUNCIL ON 12/06/2010.	OF By: David Landry, N	Mayor		
	By: Maryanne Co	rnelius, Clerk		

		DATE	OF ORDER:	11/29/2010
****	ARKING THER	CON.	TROL NUMBER:	10-74
MICHIGAN, OF MICHIG TRAFFIC CO	TO CHAPTER NO. 33 OF THE CO SAME BEING THE UNIFORM TRAFFI AN AND IN THE INTEREST OF PUBLIC ONTROL ORDER IS HEREBY ISSUED ORIZED AS TRAFFIC ENGINEER, BY S	C CO C SAF BY B	de for cities, to\ ety and conven rian coburn, se	WNSHIPS AND VILLAGES HENCE THE FOLLOWING ENIOR CIVIL ENGINEER,
	OF THIS TRAFFIC CONTROL ORDER CONDITIONS ON THE FOLLOWING			
HAMPTON H	I ILL			
DEPARTMEN WITH THE M	R SAID INVESTIGATION, IT IS H NT OF PUBLIC SERVICES ERECT AND ICHIGAN MANUAL OF UNIFORM TR THE AFORESAID CHAPTER, SAID TION:	MAIN AFFIC	ITAIN THE STOP SIG CONTROL DEVICE	N (S) IN ACCORDANCE ES AS REQUIRED BY SEC.
NB HAMPTO	ON HILL TO STOP AT PARK RIDGE RD		0-1	
			今こ ん	
		B	ian Coburn, P.E	Traffic Engineer
		D	ated: <u>11/29/2010</u>	
TRAFFIC CC CITY OF NO HEREBY ORE	BY CITY COUNCIL ONTROL ORDER NUMBER <u>10-74</u> HAV OVI, MICHIGAN FOR STUDY AND DERED AND DIRECTED THAT THIS OF BY THEREOF IN THE OFFICE OF THE C	APPF DER I	ROVAL, IS HEREBY BE FILED IN THE OFF	APPROVED AND IT IS FICE OF THE CITY CLERK
BEING FILED	ER ORDERED AND DIRECTED THAT WITH THE CLERK AND UPON EREC CE OF AFORESAID,			
NB HAMPTO	N HILL TO STOP AT PARK RIDGE RD			
	T THE REGULAR MEETING OF CIL ON <u>12/06/2010.</u>	Ву:	David Landry, Mo	ayor
		Ву:	Maryanne Corr	nelius, Clerk

MEMORANDUM

DATE:

July 30, 2010

TO:

Brian T. Coburn, P.E., Senior Civil Engineer

Dept. of Public Services-Engineering Div., City of Novi

FROM:

Rodney L. Arroyo, AICP, Vice President

William A. Stimpson, P.E., Director of Traffic Engineering

SUBJECT: Meadowbrook Glens Subdivision Right-of-Way Control Signs

As requested, we have evaluated this subdivision's unsignalized intersections for the appropriate type of right-of-way control signage (e.g. YIELD or STOP sign). Per our approved proposal dated June 10, 2010 – as amended via an exchange of emails between June 22 and July 30, 2010 – this evaluation consisted of (1) a full-scale analysis of 11 currently unsigned intersections; (2) an abbreviated review of all other intersections; and (3) a full-scale analysis of the four intersections found in the abbreviated review to warrant further evaluation. In summary, our work these past few weeks has included a full-scale analysis of 15 of the subdivision's intersections and an abbreviated review of the remaining 13 intersections.

Figure 1 is an aerial photo of the overall subdivision. Table 1 summarizes our findings. Intersections in shaded rows of the table are currently unsigned or – in our view – signed differently than we recommend.

Recommendations

- 1. The City should install the new right-of-way control signs specified in Table 2.
- All new and existing STOP and YIELD signs should be supported by Council-approved Traffic Control Orders.
- 3. In specific instances indicated below, existing street name signs should be relocated to the top of newly installed right-of-way control signs. In cases where only one of the two intersecting streets now has a name sign, the missing second sign should be added on the same post.

General Background

The 2005 *Michigan Manual of Uniform Traffic Control Devices (MMUTCD)* establishes guidelines and standards applicable (by law) to all public roads and streets in the State. Section 2B.05 of the *MMUTCD* provides the following guidance relative to STOP sign applications:





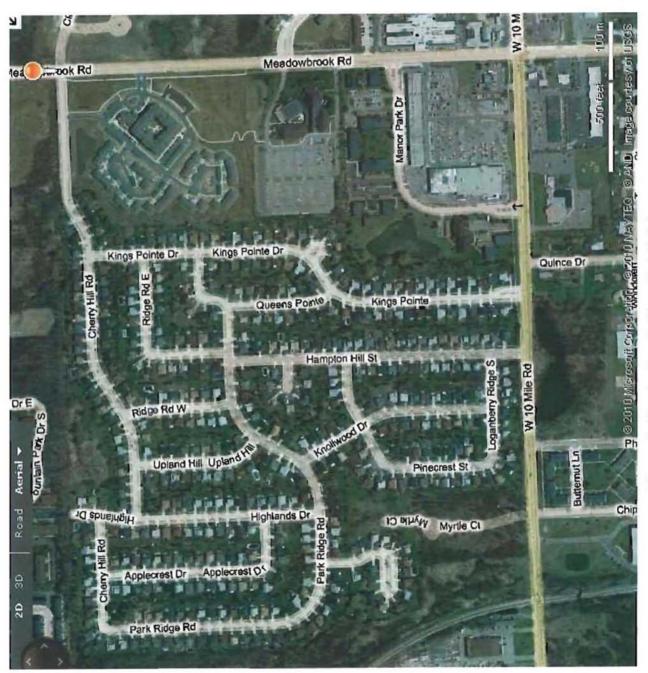


Figure 1. Meadowbrook Glens Subdivision

Table 1. Meadowbrook Glens Subdivision Traffic Signs: Summary of Findings (7-30-10)

M A	Intersection	Existing	Con- trolling	Critical Speed	War	ranted S	igns	Comments	
p	Intersection	Controls	Corner	(mph)	None	Yield	Stop	Comments	
	Cherry Hill & Apple Crest	None	SW	20		NB			
1	Cherry Hill & Highlands (north)	None	SW	27		EB			
	Cherry Hill & Highlands (south)	WB Yield	SE	15			WB	Convert yield to stop	
2	Cherry Hill & Upland Hill	None	SW	24		NB			
	Cherry Hill & Ridge Rd West	None	SE	21		NB			
3	Cherry Hill & Kings Pointe	3-Way Stop	SW	-			NB	1-way STOP adequate	
	Kings Pointe & Ridge Rd East	EB Yield	?	_	?			Okay to keep EB Yield	
4	Kings Pointe & Park Ridge	EB Yield	SW	15			EB	Convert yield to stop	
4	Park Ridge & Queens Pointe	EB Yield	SW	27		NB		Relocate YIELD sign	
	Park Ridge & Ridge Rd East	None	NE	16-28		SB		16 is for car in driveway	
5	Park Ridge & Hampton Hill	NB Yield	SW	-		?		Appears appropriate	
	Park Ridge & Ridge Rd West	None	NE	21		SB			
6	Park Ridge & Upland Hill	None	NW	15			SEB	Borderline STOP sign	
0	Park Ridge & Knollwood	NB Yield	?	*		?		Appears appropriate	
7	Park Ridge & Highlands	SB Stop	?			?	?	Yield may be sufficient	
′	Highlands & Apple Crest	None	NW	11			EB	Add street name sign	
	Park Ridge Rd & Park Ridge Ct	None	SE	24		NB			
8	Park Ridge Ct & North Side of Turnaround Loop	None	Island	•			ЕВ	Protection needed for cars exiting south side	
9	Loganberry Ridge North & Knollwood	EB-WB Stop	NE	-			X	Prune NE tree for sidewalk safety	
10	Loganberry Ridge North & Hampton Hill	EB Yield	SW	15			EB	Convert yield to stop	
	Hampton Hill & Hampton Ct	None	NW	23		EB		Vehicle in driveway	
	Kings Pointe & Queens Pointe	SEB Stop	NW	-		?	?	Yield may be sufficient	
11	Kings Pte & Unnamed U (south)	None	None	N/A	Χ			Only on-street parking	
	Kings Pte & Unnamed U (north)	None	None	N/A	Х			might justify adding signs	
12	Kings Pointe & Ten Mile Rd	SB Stop	Both	-			Х		
13	Hampton Hill & Ten Mile Rd	SB Stop	?	-			Х	Add entering (NB) R4-7	
	Loganberry Ridge South & Hampton Hill	EB Yield	NW	-		?		Appears appropriate	
	Loganberry Ridge South & Knollwood	SB Yield	?	-		?		Appears appropriate	

Table 2. Meadowbrook Glens Subdivision: Summary of Sign Recommendations (7-30-10)

Intersection	Recommendations	
Cherry Hill & Apple Crest	Place YIELD sign on NB Apple Crest approach.	
Cherry Hill & Highlands (north)	Place YIELD sign on EB Cherry Hill approach.	
Cherry Hill & Highlands (south)	Replace existing WB YIELD sign with a STOP sign, and relocate street name signs from SE corner to NE corner (and place atop new STOP sign).	
Cherry Hill & Upland Hill	Place YIELD sign on NB Upland Hill approach.	
Cherry Hill & Ridge Rd West	Place YIELD sign on NB Ridge Rd West approach.	
Kings Pointe & Park Ridge	Replace existing EB YIELD sign with a STOP sign.	
Park Ridge & Queens Pointe	Relocate existing EB YIELD sign to NB approach.	
Park Ridge & Ridge Rd East	Place YIELD sign on SB Ridge Rd East approach.	
Park Ridge & Ridge Rd West	Place YIELD sign on SB Ridge Rd West approach.	
Park Ridge & Upland Hill	Place STOP sign on southeast-bound Upland Hill approach	
Highlands & Apple Crest	Place STOP sign on EB Apple Crest approach. Relocate existing street name sign for Apple Crest to a position atop STOP sign, and add missing street name sign for Highlands.	
Park Ridge Rd & Park Ridge Ct	Place YIELD sign on NB Park Ridge Ct approach.	
Park Ridge Ct & north side of turnaround loop	Place STOP sign on EB approach to north-south street section (on median island, due to sight obstruction posed by large fir tree near east end of that island).	
Loganberry Ridge North & Knollwood	To improve safety for north-south sidewalk users, consider asking homeowner on NE corner to prune lower limbs of large pine tree (WB motorists have to pull up very close to Knollwood in order to look for SB traffic, thus encroaching on the unmarked crosswalk).	
Loganberry Ridge North & Hampton Hill	Replace existing EB YIELD sign with a STOP sign.	
Hampton Hill & Hampton Ct	Place YIELD sign on EB Hampton Ct approach. Relocate existing street name sign for Hampton Ct to a position atop the YIELD sign, and add missing street name sign for Hampton Hill.	
Hampton Hill & Ten Mile Rd	Place entering diagrammatic Keep Right (R4-7) sign on south end of boulevard island (for traffic entering subdivision).	

Meadowbrook Glens Subdivision Right-of-Way Control Signs, 7-30-10, page 5

"STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal rightof-way rule would not be expected to provide reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate a need for control by a STOP sign."

The *MMUTCD* also states that "STOP signs shall not be used for speed control" (emphasis added here), and "STOP signs should be installed in a manner than minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures, such as YIELD signs."

National experience has found that drivers tend to disregard clearly unwarranted STOP signs and roll through them as if they were YIELD signs. Mid-block speeds have been found to actually increase with STOP sign installation, as drivers attempt to "make up for lost time." Unwarranted STOP signs have also been found to provide pedestrians (especially children) a false sense of security, in that they assume drivers will stop for a STOP sign when, in fact, they often do not.

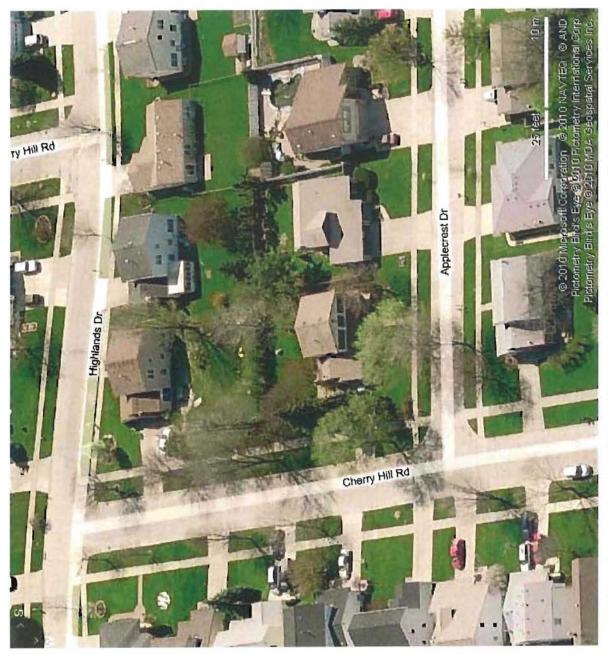
Supporting Analyses and Discussion

Relative to condition D above, the City of Novi has long applied the Road Commission for Oakland County's recommended procedure for evaluating the issue of "restricted view." Measurements to corner sight obstructions are made, and a nomograph is applied to determine the Critical Approach Speed on the minor approach (typically, the "stem" of a tee intersection). A STOP sign is required for Critical Speeds below 10 mph and often considered for Critical Speeds in the range of 10-15 mph. Ordinarily, a YIELD sign is more appropriate for Critical Speeds above 15 mph.

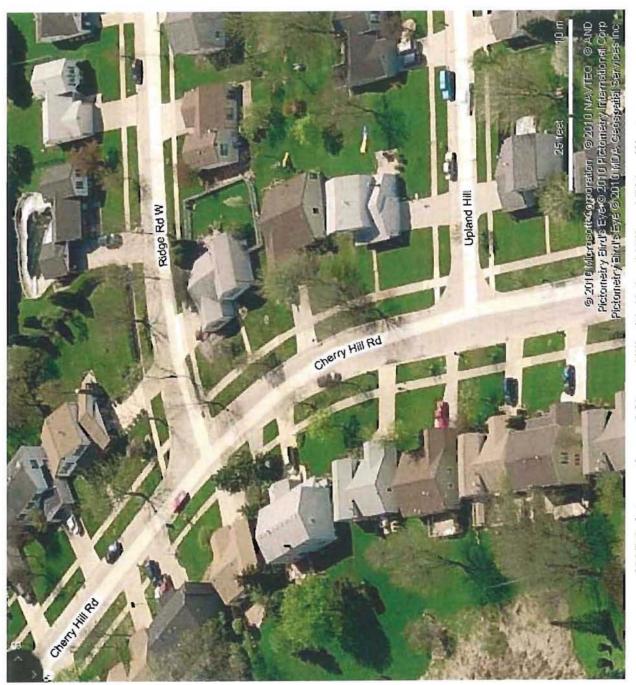
Critical Approach Speeds determined for questionable intersections are shown in the shaded rows of Table 1. Comments regarding other of the subdivision's total of 28 intersections are also included in the table. Listed intersections are grouped by Map number, 1 through 13. These "maps" are actually birds-eye aerial photos, presented below to help illustrate the following discussion.

Cherry Hill and Apple Crest – Sight distance across the southwest corner is limited by a planter box adjacent to the house. The resulting Critical Approach Speed (CAS) of 20 mph warrants the installation of a YIELD sign on northbound Apple Crest.

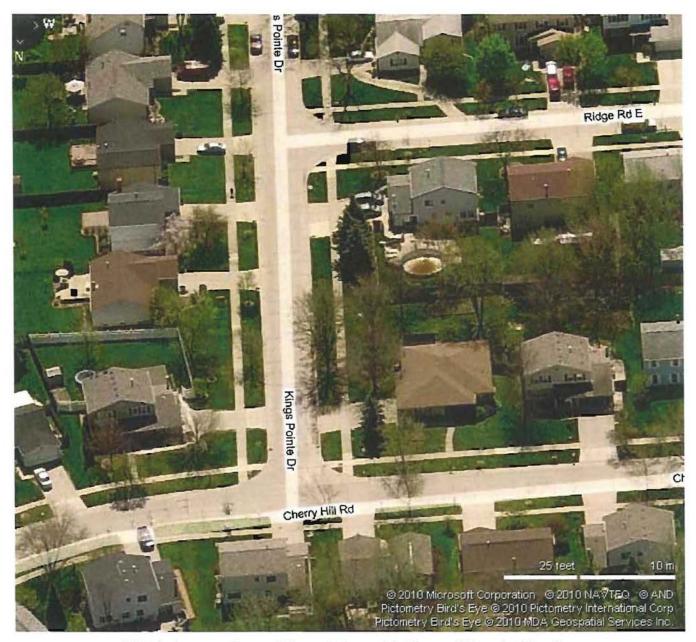
Cherry Hill and Highlands (North) – A shrub adjacent to the house on the southwest corner results in a CAS of 27 mph. Per RCOC, this warrants the installation of an eastbound YIELD sign.



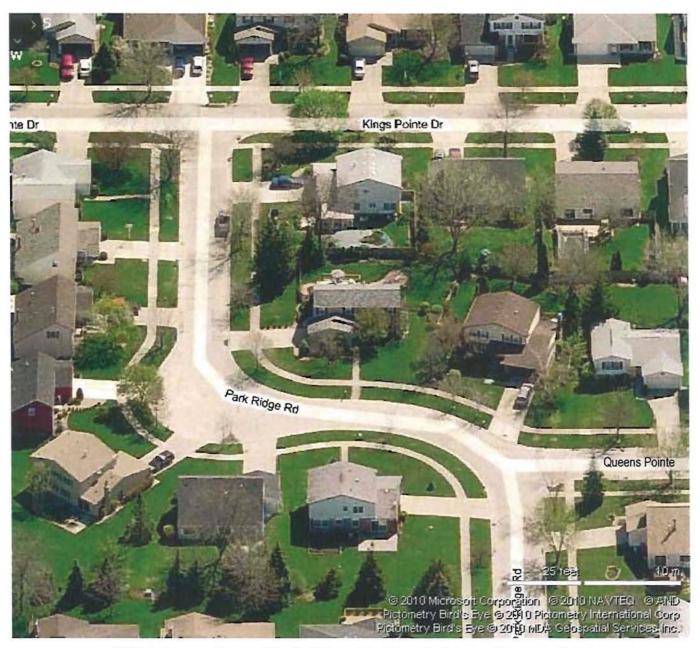
MAP 1: Intersections of Cherry Hill with Apple Crest and Highlands (North and South)



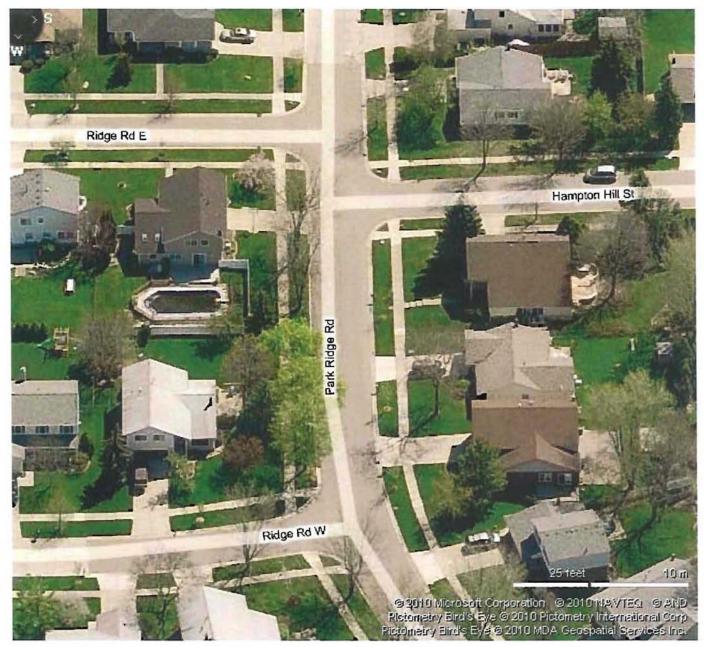
MAP 2: Intersections of Cherry Hill with Upland Hill and Ridge West



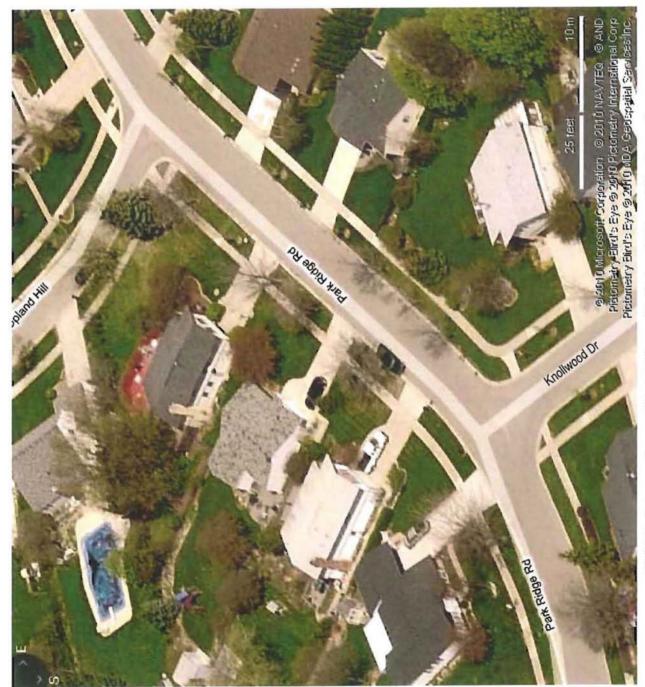
MAP 3: Intersections of Kings Pointe with Cherry Hill and Ridge East



MAP 4: Intersections of Park Ridge with Kings Pointe and Queens Pointe



MAP 5: Intersections of Park Ridge with Ridge East, Hampton Hill, and Ridge West



MAP 6: Intersections of Park Ridge with Upland Hill and Knollwood



MAP 7: Intersections of Highlands with Apple Crest and Park Ridge



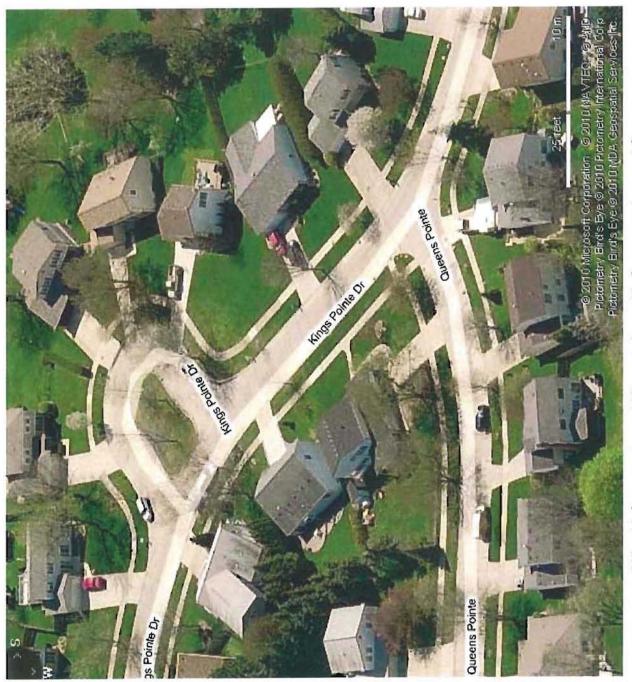
MAP 8: Intersections of Park Ridge Court, Internally and with Park Ridge Road



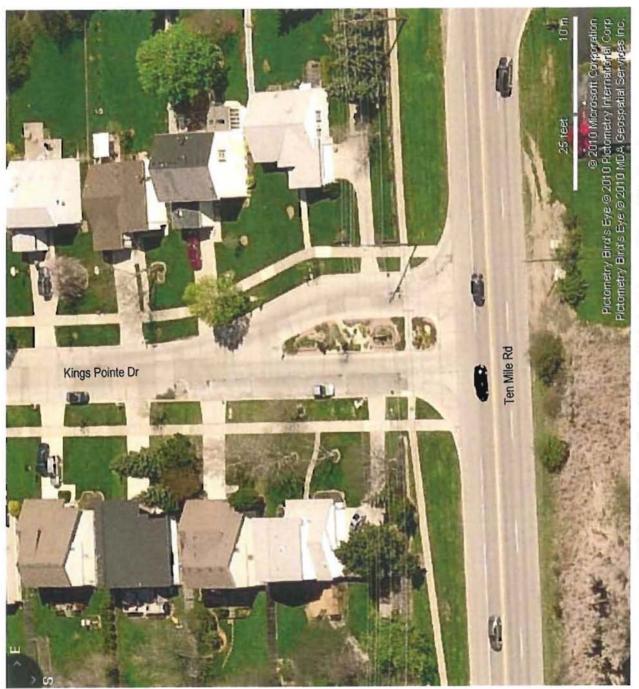
MAP 9: Intersections of Loganberry Ridge North with Knollwood and Pinecrest



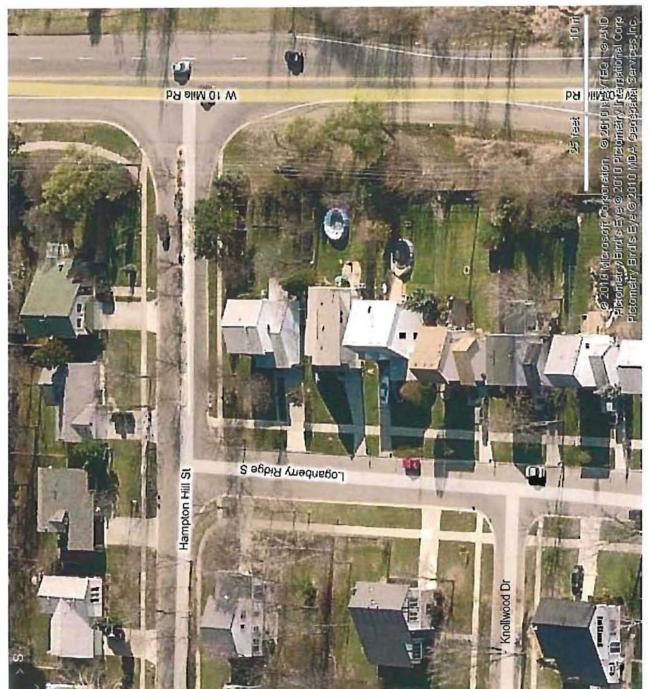
MAP 10: Intersections of Hampton Hill with Loganberry Ridge North and Hampton Court



MAP 11: Intersections of Kings Pointe with Queens Pointe and Court



MAP 12: Intersection of Kings Pointe Drive and Ten Mile Road



MAP 13: Intersections of Loganberry Ridge South with Hampton Hill and Knollwood

Meadowbrook Glens Subdivision Right-of-Way Control Signs, 7-30-10, page 19

Cherry Hill and Highlands (South) – A large spruce tree on the southeast corner results in a Critical Approach Speed of 15 mph. The existing westbound YIELD sign should be replaced by a STOP sign. To save on long-term maintenance costs, ensure good sign visibility, better meet driver expectancy, and improve neighborhood aesthetics, the existing street-name signs on the southeast corner should be relocated to the top of the STOP sign recommended for the northeast corner.

Cherry Hill and Upland Hill – A shrub adjacent to the house on the southwest corner results in a CAS of 24 mph, thus warranting the installation of a northbound YIELD sign.

Cherry Hill and Ridge Road West – Shrubs lining the north edge of the driveway on the southeast corner produce a CAS of 21 mph, thus warranting the installation of a northbound YIELD sign.

Cherry Hill and Kings Pointe – A large fir tree on the southwest corner appears to justify the existing STOP-sign control on the northbound approach. There appears to be no engineering basis for also having STOP signs on eastbound and westbound Cherry Hill, but we are not recommending removal.

Kings Pointe and Ridge Road East – The nearest sight obstructions on both corners are approximately 100 feet away. A full analysis may show that even the existing eastbound YIELD sign is unwarranted, but we are not recommending its removal.

Kings Pointe and Park Ridge – Shrubs and grown cover on the southwest corner constitute a significant sight obstruction, resulting in a CAS of 15 mph. The existing YIELD sign on eastbound Park Ridge should be replaced by a STOP sign.

Park Ridge and Queens Pointe – Based on street alignment (MAP 4 and Figures 2-3 below) and the fact that most traffic using Queens Pointe is probably generated by the homes on that street, Park Ridge should be considered the "through" street. Since the sight obstruction on the southwest corner was found to warrant a YIELD sign, the existing YIELD sign should be relocated from the eastbound to the northbound approach. The City may wish to install temporary orange flags atop the relocated YIELD sign to better alert northbound drivers to the introduction of more restrictive right-of-way control.

Park Ridge and Ridge Road East – Installation of a YIELD sign on southbound Ridge Road East is warranted by actual and potential sight obstructions (such as a car parked in the driveway) on the northeast corner.

Park Ridge and Hampton Hill – The existing northbound YIELD sign appears appropriate, given the large spruce tree on the southwest corner.

Park Ridge and Ridge Road West – A large spruce tree on the northeast corner produces a CAS of 21 mph, thus warranting the installation of a YIELD sign on southbound Ridge Road West.

Park Ridge and Upland Hill – A large spruce tree with ground cover below (Figure 4), on the northwest corner, result in a CAS of 15 mph. A STOP sign should be installed on the southeast-bound Upland Hill approach.



Figure 2. Eastbound Park Ridge at Queens Pointe



Figure 3. Northbound Queens Pointe at Park Ridge



Figure 4. Upland Hill Approach to Park Ridge

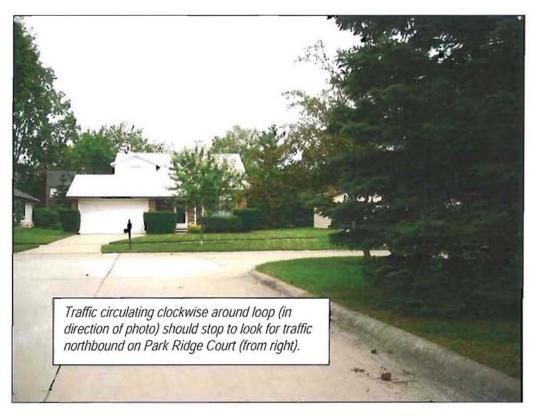


Figure 5. North Side of Turnaround Loop Approaching Park Ridge Court

Park Ridge and Knollwood – The existing northbound YIELD sign appears appropriate, given the sight-limiting hedge on the southwest corner.

Park Ridge and Highlands – The minimal sight obstructions on both corners may not justify the existing STOP sign on southbound Highlands, but we are not recommending further evaluation at this time.

Highlands and Apple Crest – Sight obstructions on the southwest and northwest corners (Figures 6 and 7, respectively) result in corresponding Critical Approach Speeds of 12 mph and 11 mph. A STOP sign on eastbound Apple Crest is recommended, along with the placement of street name signs for both streets atop that STOP sign (there is currently no sign identifying Highlands).

Park Ridge Road and Park Ridge Court – The house on the southeast corner produces a CAS of 24 mph, thus warranting the installation of a YIELD sign on northbound Park Ridge Court.

Park Ridge Court and North Side of Court's Turnaround Loop – A large fir tree on the east end of the island (Figure 5, above) sharply restricts the sight distance afforded eastbound drivers circulating clockwise on the loop. To help ensure that such drivers look adequately to the right for counter-circulating vehicles headed north toward Park Ridge, a west-facing STOP sign should be installed on the northeast corner of the island.

Loganberry Ridge North and Knollwood – Corner sight limitations, along with the fact that this is a four-legged intersection, appear to justify the existing two-way stop control on Loganberry Ridge North. As indicated in Figure 8, safety would be further enhanced by the removal of the lower limbs of the large pine tree on the northeast corner, so that westbound drivers and southbound sidewalk users would be better able to see each other before reaching a point of conflict.

Loganberry Ridge North and Hampton Hill – Shrubbery and a split-rail fence on the southwest corner (Figure 9) constitute significant sight obstructions, resulting in a CAS of 15 mph. The existing YIELD sign on eastbound Loganberry Ridge North should be replaced by a STOP sign.

Hampton Hill and Hampton Court – Installation of a YIELD sign on eastbound Hampton Court is warranted by actual and potential sight obstructions (such as a car parked in the driveway) on the northwest corner. Street name signs for both streets should be placed atop that YIELD sign (there is currently no sign identifying Hampton Hill).

Kings Pointe and Queens Pointe – Judgment indicates that a YIELD sign would suffice on southeast-bound Queens Pointe; however, we are not recommending replacement of the existing STOP sign on that approach.



Figure 6. Eastbound Apple Crest at Highlands (Looking Right)



Figure 7. Eastbound AppleCrest at Highlands (Looking Left)

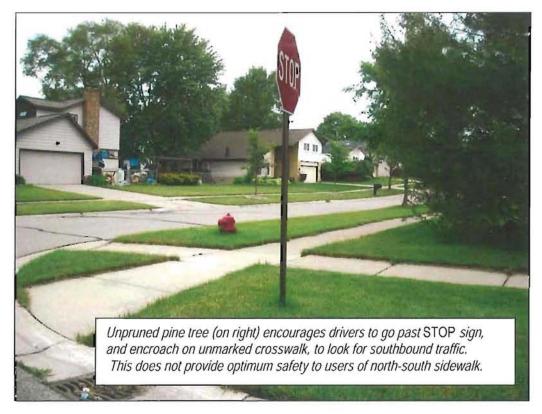


Figure 8. Northeast Corner of Knollwood and Loganberry Ridge North



Figure 9. Eastbound Loganberry Ridge North at Hampton Hill

Kings Pointe and South Side of Unnamed U Street – Given the curve in Kings Pointe at this location (just north of Queens Pointe) and the absence of heavy landscaping nearby (MAP 11), sight distance is essentially unrestricted (absent on-street parking of significant frequency and/or extent). There appears to be no need for adding any signs.

Kings Pointe and North Side of Unnamed U Street – The above comment also applies here.

Kings Pointe and Ten Mile Road – The existing STOP sign on southbound Kings Pointe is appropriate.

Hampton Hill and Ten Mile Road – The existing STOP sign on southbound Hampton Hill is appropriate. A south-facing Keep Right (R4-7) sign should be added at the south end of the boulevard island.

Loganberry Ridge South and Hampton Hill – The existing YIELD sign on eastbound Loganberry Ridge South appears appropriate.

Loganberry Ridge South and Knollwood – The existing YIELD sign on southbound Knollwood appears appropriate.