

CITY of NOVI CITY COUNCIL

Agenda Item F August 24, 2015

SUBJECT: Approval of Traffic Control Order 15-18 to prohibit left turns from westbound Citygate Drive to southbound Beck Road between the hours of 7 AM and 7 PM.

SUBMITTING DEPARTMENT: Department of Public Services, Engineering Division 370

CITY MANAGER APPROVAL:

BACKGROUND INFORMATION:

Citygate Drive is a public street under the jurisdiction of the City. It was constructed as part of a Planned Rezoning Overlay (PRO) for not only the USA 2 Go development on the northeast corner of Beck and Citygate, but for eventual extension to the east with a connection back to Grand River Avenue. The extension of the street is set to occur once development occurs to the east as a condition of the development agreement.

The parcel at the southeast corner of Citygate and Beck Road was not part of the PRO, but has access to Citygate. A site plan has been submitted for that site to develop Citygate Marketplace, which would contain retail and restaurant uses. The City's traffic consultant, AECOM, requested information from the applicant regarding the existing and proposed traffic for the intersection of Citygate and Beck. In reviewing the existing conditions, AECOM noted that there are existing safety concerns with the operation of the Beck/Citygate intersection, even without the Citygate Marketplace development.

In the attached report, AECOM reviewed the traffic patterns and historical crash data for the Beck/Citygate intersection and is recommending a prohibition on left turns from westbound Citygate to southbound Beck between 7 AM and 7 PM. There are several crashes at the intersection related to left turns. The traffic consultant believes that this crash pattern may be mitigated by removing the left turn movement at this location. Additionally, the report notes that there are limited gaps in traffic to allow left turning vehicles to make the turn, which leads to desperate maneuvers and a higher crash rate.

Traffic control orders are required under the Uniform Traffic Code to enforce traffic control signs that have been installed on public streets. Therefore, staff has proposed the attached traffic control order based on the recommendation of the consultant for approval by City Council. Once approved, the appropriate signs will be installed.

RECOMMENDED ACTION: Approval of Traffic Control Order 15-18 to prohibit left turns from westbound Citygate Drive to southbound Beck Road between the hours of 7 AM and 7 PM.

	1	2	Υ	N
Mayor Gatt				
Mayor Pro Tem Staudt				
Council Member Casey				
Council Member Markham				

	1	2	Y	N
Council Member Mutch				
Council Member Poupard				
Council Member Wrobel				





Amended By: Date:

MAP INTERPRETATION NOTICE

map michilation deplaced in one of members with a state of the map of fields of primary source. This map was intended to meet National Map Accuracy Standards and use the major research. Because the major was an advantage of the major source of th





City of Novi

epartment of Public Services 26300 Lee BeGole Drive Novi, MI 48375 cityofnovi.org



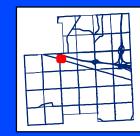
1 inch = 94 feet



Grand River Right Turn Lane Extension at Beck Road

Novi Mile Overlay







25 50

100

50 2

1 inch = 100 feet



City of Novi

Engineering Division
Department of Public Services
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org

Map Author: Croy
Date:10/22/13
Project:Grand River Rt Trn Ln Ext
Version #:v1.0

MAP INTERPRETATION NOTICE

Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate and should not be construed as survey measurements performed by a licensed Michigan Surveyor as defined in Michigan Public Act 132 of 1970 as amended. Pleased contact the City GIS Manager to confirm source and accuracy information related to this map.

CITY OF NOVI TRAFFIC CONTROL ORDER

	SPEED	DATE OF ORDER:	8/17/2015
X	PARKING OTHER	CONTROL NUMBER:	15-18
MICHIG 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 JTHORIZED AS TRAFFIC ENGINEER, BY S	ic code for cities, to Ic Safety and convi By Brian coburn, e	OWNSHIPS AND VILLAGES ENIENCE THE FOLLOWING ENGINEERING MANAGER,
	CE OF THIS TRAFFIC CONTROL ORDER FIC CONDITIONS ON THE FOLLOWING AN.		
CITYGAT	<u>[E</u>		
DEPARTA ACCORI REQUIRE	FTER SAID INVESTIGATION, IT IS H MENT OF PUBLIC SERVICES ERECT A DANCE WITH THE MICHIGAN MANUA ED BY SEC. 33-51 OF THE AFORESAID ING DETERMINATION:	ND MAINTAIN THE NO AL OF UNIFORM TRAFFI	d Left turn sign (s) in C Control devices as
NO LEFT	TURN FROM WESTBOUND CITYGATE TO	SOUTHBOUND BECK B	ETWEEN 7 AM AND 7 PM
			2
		Brian Coburn, P.E. Dated: <u>8/1</u> 2	- Traffic Engineer 7/2015
TRAFFIC CITY OF HEREBY (ED BY CITY COUNCIL CONTROL ORDER NUMBER <u>15-18</u> HA' NOVI, MICHIGAN FOR STUDY AND ORDERED AND DIRECTED THAT THIS O COPY THEROF IN THE OFFICE OF THE C) APPROVAL, IS HEREE RDER BE FILED IN THE C	BY APPROVED AND IT IS OFFICE OF THE CITY CLERK
BEING FIL	THER ORDERED AND DIRECTED THAT LED WITH THE CLERK AND UPON EREC ENCE OF AFORESAID,		
NO LEFT 1	TURN FROM WESTBOUND CITYGATE TO	SOUTHBOUND BECK B	ETWEEN 7 AM AND 7 PM
	O AT THE REGULAR MEETING OF JNCIL ON <u>8/24/2015.</u>	By:Robert J. Gatt,	Mayor
		By: Maryanne Cori	nelius, Clerk



AECOM 27777 Franklin Road Suite 2000 Southfield, MI 48034 www.aecom.com 248.204.5900 tel 248.204.5901 fax

Memorandum

Brian Coburn, PE	Page	1
Citygate Drive and Beck Road Left Turn Operations Revi	ew	
Matt Klawon, PE		
Brandon Stakleff, PhD		
August 12, 2015		
	Citygate Drive and Beck Road Left Turn Operations Revi Matt Klawon, PE Brandon Stakleff, PhD	Citygate Drive and Beck Road Left Turn Operations Review Matt Klawon, PE Brandon Stakleff, PhD

Introduction

The City of Novi requested AECOM to conduct a review of the existing left turn operations to determine whether the existing operations at the intersection may warrant the prohibition of the westbound left turn movement for safety and operational concerns based upon existing conditions. Citygate is a public roadway that provides access to existing businesses located east of Beck Road. The intersection of Citygate Drive and Beck Road lies north of Grand River Avenue and south of the single-point urban interchange (SPUI) serving Interstate-96 (I-96). In addition to the traffic present on Beck Road, a new development is proposed along Citygate Drive that will consist of three new businesses, including a coffee shop, fast-food restaurant, and retail space. A traffic impact assessment at the intersection of Citygate Drive and Beck Road was conducted by Fleis & Vandenbrink, which forecasted the anticipated increases in traffic related to the construction of the new development. The results of the traffic impact assessment indicate that the level of service (LOS) for westbound vehicles turning left from Citygate Drive to Beck Road will operate at the breakdown LOS F. At this breakdown level, vehicles may begin to queue and cause impatience among drivers; thus, enticing drivers to complete risky maneuvers. Queuing occurs when vehicles to wait behind one another for their turn to maneuver through the intersection. Any new development along Citygate Drive may further increase queuing and cause the westbound left turn movement at the intersection to be inadequately serviced, creating negative operational and safety related impacts for these vehicles. The site conditions examined within this review cover those prior to the construction of the new development.

Existing Conditions

Citygate Drive is a two-lane road, which connects to and creates a three-way intersection at Beck Road. Beck Road operates with two-lanes of traffic in both the north and southbound directions with a southbound left turning lane approaching the intersection. Currently, the intersection of Citygate Drive and Beck Road is a non-signalized intersection with westbound left and right turn movements from Citygate Drive controlled by a stop sign. The north and southbound movements traveling on Beck Road are free flowing and divided by a narrow raised concrete median. The narrow raised median does not provide a storage space for westbound left turn traffic and currently operates in a one-stage



movement by most drivers. For reference, a two-stage movement would allow westbound vehicle to seek refuge if needed in the median to complete their turn. As reported by Fleis & Vandenbrink, the existing concrete median is 24 feet wide and the minimum required width for a two-stage turn is 25 feet.

Data Collection and Field Observations

Vehicle Gap Study

Traffic patterns and movements at the intersection of Citygate Drive and Beck Road were collected by Traffic Data Collection Inc. (TDC) on March 31, 2015 for the Fleis & Vandenbrink study. The traffic study performed by TDC also included a vehicle gap study, which gathered the number of acceptable gaps between vehicles for those traveling northbound and southbound on Beck Road to support a westbound left turn movement. The frequency of times that an acceptable gap was present was determined based on five-minute intervals for both the peak AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) times. In order for a westbound left turn vehicle to travel through the intersection and cross the path of other vehicles', the westbound left turn driver must be provided an acceptable gap in traffic to complete the maneuver safely. The gap, or amount of time, that a driver needs to safely make the turning maneuver is defined as the critical headway. The critical headways for the southbound left turning movement and the westbound left and right turning movements are presented in Table 1 below.

Table 1. Beck Road and Citygate Drive Gap Study.

			Nu	Number of Available Gap					
			AM	Peak	PM	Peak			
		Critical	7:00 to	8:00 to	4:00 to	5:00 to			
Intersection	Movement	Headway	8:00	9:00	5:00	6:00			
Beck Road &	SB LT	4.1	72	73	71	83			
Citygate Drive	WB RT	6.9	53	48	43	50			
	WB LT	6.8	20	11	14	2			

Note: Table recreated from Fleis & Vandenbrink memo on April 3, 2015.

From Table 1, it should be noted that the critical headway for the southbound left turn is less than both westbound turning movements, which indicates that the time required to complete the southbound left turn movement is shorter than those necessary for the remaining studied turns. Even though the critical headway for the southbound turning movement requires less time to complete, the ultimate indication of vehicles being capable of completing their turning movement is in the number of available gaps that are greater than the critical headway. The critical headway identified in Table 1 for the westbound left turn is based on the execution of a one-stage turning movement. Due to the existing conditions described above, vehicles must maneuver through the intersection in one continuous motion, not stopping and seeking refuge within the median. In addition to having less number of gaps, the gaps for the westbound left turn were generally shorter and had no gaps with an interval of greater than 29 seconds. This is important because as gap length increases multiple drivers may be able to maneuver through the same gap.

The number of available gaps provides a good basis of how often vehicles may pass through traffic; however, the influence of the number of conflicting vehicles creating these gaps is also of importance.

There is a large difference in the presence of conflicting vehicles; for example, when there may be 10 available gaps and 100 versus 1,000 conflicting vehicles per hour. In this example, the same numbers of gaps are present for both situations. However, when only 100 conflicting vehicles are present, the gaps may generally be longer in time than when 1,000 conflicting vehicles are present. A greater grasp of the influence of conflicting traffic is presented in the following table.

Table 2. Beck Road Traffic Volumes

		Peak Hou	ır Volume	Peak Ho	our Gaps
Intersection	Movement	AM Peak	PM Peak	AM Peak	PM Peak
Beck Road &	SB Thru	1186	1086	Free	Free
Citygate Drive	SB Left	119	78	145	154
	NB Thru	1253	1469	Free	Free
	NB Right	124	86	Free	Free
	WB Left	37	20	31	16
	WB Right	181	126	101	93

Note: Traffic volumes obtained from Fleis & Vandenbrink memo July 24, 2015

The vehicles conflicting with both the southbound left turn and the westbound right turn are the northbound through traffic, relating to 1,253 and 1,469 vehicles during the peak AM and PM hours, respectively. The vehicles conflicting with the westbound left turn take into consideration both the Beck Road northbound through traffic and the southbound through traffic, relating to 2,682 and 2,719 vehicles during the peak AM and PM hours, respectively. Therefore, not only does the westbound left turn have a small number of available gaps, at 31, but the volume of traffic present is conducive to those gaps generally having a short time interval. During the peak AM and PM hours, there are 37 and 20 vehicles, respectively, attempting to complete the westbound left turn maneuver, which is greater than the number of available gaps. As described previously, not only are the number of gaps smaller but also the length of the gaps are shorter. For the southbound left and westbound right turning movements, this would alleviate queuing as multiple vehicles may maneuver through the same gap. For the westbound left turn, the lack of long gaps creates the need for each vehicle to maneuver through each gap individually. Overall, the number of vehicles attempting the turning movement is greater than the availability of gaps present. Thus, it may be assumed that there is not an adequate gap available for each vehicle and drivers are attempting risky maneuvers.

As a result of having a maximum of 20 adequately available gaps per hour, vehicles may be more likely to attempt the risky behavior of traveling through a gap that is less than the critical headway or completing two-stage movements using the narrow median. The delay in time that a vehicle may have to wait for an adequate gap to appear then relates to the LOS of the intersection and the respective turning movements. As the delay increases, the LOS decreases. The LOS at the intersection of Citygate Drive and Beck Road may be seen in the following table.

A=COM

Table 3. Intersection Level of Service.

			AM Pea	ık	PM Pea	k	
Intersection	Control	Movement	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
Beck Road	Cton	SB LT	17.0	С	17.6	С	
& Citygate	Stop (Minor)	WB RT	33.5	D	28.8	D	
Drive	(14111101)	WB LT	60.8	F	51.8	F	

Note: Vehicle delay and intersection LOS obtained from Fleis & Vandenbrink memo July 24, 2015.

The LOS of each approach is generally acceptable, as they are not fully broken down based on high levels of delay. The worst LOS, present within the westbound left turn movement, is of greatest concern. Fleis & Vandenbrink identified the westbound left turn to operate at LOS F during both the AM and PM peak travel periods. The LOS F indicates that the turning movement is failing and providing too much delay to vehicles.

The traffic impact assessment conducted by Fleis & Vandenbrink examined the traffic patterns at the peak AM and PM hours, which allowed for the identification of the available gaps for vehicles to complete each of the studied turning movements. While these conditions are necessary to investigate and understand, the relationship of the peak hours of traffic compared to the remaining hours of the day must be examined. A full inspection of all 24 hours of vehicular counts may be seen in the following table.

Table 4. Beck Road 24-Hour Vehicle Counts.

	Southbound	Northbound		Southbound	Northbound
Time	Hourly Count	Hourly Count	Time	Hourly Count	Hourly Count
0:00-1:00	89	98	12:00-13:00	1,240	1,097
1:00-2:00	46	57	13:00-14:00	1,136	1,123
2:00-3:00	36	38	14:00-15:00	1,155	1,168
3:00-4:00	30	54	15:00-16:00	1,175	1,243
4:00-5:00	112	52	16:00-17:00	1,219	1,491
5:00-6:00	380	232	17:00-18:00	1,250	1,467
6:00-7:00	866	838	18:00-19:00	1,083	1,160
7:00-8:00	1,259	1,380	19:00-20:00	796	840
8:00-9:00	1,454	1,331	20:00-21:00	607	581
9:00-10:00	1,109	1,066	21:00-22:00	538	451
10:00-11:00	1,031	973	22:00-23:00	308	265
11:00-12:00	1,110	1,015	23:00-24:00	160	176

Note: 24-hour traffic volumes obtained from Southeast Michigan Council of Governments

The vehicle counts for the southbound traffic were recorded over a 24-hour period covering June 17, 2014 to June 18, 2014. The location of the southbound counts was at a site along Beck Road between the intersections of Beck Road/Citygate Drive and Beck Road/Grand River Avenue, which would account for vehicles passing south through the intersection of Beck Road and Citygate Drive. The vehicle counts for the northbound traffic were recorded over a 24-hour period covering July 14, 2014 to July 15, 2014. The location of the northbound counts was at a site along Beck Road between

the intersections of Beck Road/Citygate Drive and the I-96 SPUI, which would account for vehicles passing north through the intersection of Beck Road and Citygate Drive. It may be noted that the peak hours identified by Fleis & Vandenbrink are seen to contain the highest number of vehicles passing through both the north and southbound count locations; however, there is still a large influx of traffic from 7:00 AM through 7:00 PM. Even though these remaining times are not a part of the peak hours, the volume of vehicles on the roadway may influence the ability of vehicles to properly complete their respective turning movements.

Crash Data

AECOM gathered historic crash data along both Citygate Drive and Beck Road. The data was extracted from the Traffic Improvement Association's (TIA) Traffic Crash Analysis Tool (TCAT) for a three-year time period ranging from January 1, 2012 through December 31, 2014. During this time period, fifty-four crashes occurred along both roadways, with eight of the fifty-four being attributable to the intersection. Of these eight crashes, there was one incapacitating injury, one possible injury, and six property damage only crashes. Additionally, six of the eight crashes occurred in the year 2014 and five of the eight crashes occurred when a vehicle was attempting to make a westbound left-hand turn from Citygate Drive. A breakdown of the eight, attributable crashes may be seen in Table 5.

Table 5. Historical crashes near the intersection of Citygate Drive and Beck Road.

Crash ID	Crash Date	Crash Type	Comments
8350843	5/12/2012 3:52 PM	Angle	Vehicle 2 was northbound on Beck Road and had the right-of-way. Vehicle 1 was trying to make a left turn from the east side of Beck to southbound Beck Road and was struck by Vehicle 2.
8583398	2/22/2013 7:51 AM	Angle	Vehicle 2 was on northbound Beck when vehicle 1 pulled out of a gas station driveway, failing to yield the right-of-way to vehicle 2. Vehicle 1 brushed the right front of vehicle 2 and left the scene.
8873551	1/23/2014 7:30 AM	Sideswipe/ Same- direction	Driver 1 and Driver 2 both stated that they started eastbound on Citygate with the intention of turning left onto (southbound) Beck Road. Vehicles stopped in the center of Beck Road's median. Driver 1 said he thought vehicle 2 started turning (continued turning) on to Beck. Driver 1 started turning left and struck vehicle 2.
8879020	1/26/2014 9:47 AM	Rear-end	Vehicles 1 and 2 were northbound on Beck Road. Driver 2 was attempting to make a right turn onto Citygate Drive. Driver 1 was unable to stop within a safe distance. Vehicle 1 struck the rear of vehicle 2.
8940433	4/11/2014 2:48 PM	Rear-end	Unit 2 was in the left turn around from northbound Beck on to southbound Beck, North of Brand River. Unit 2 was sitting in the turn around waiting for traffic to clear. Unit 1 was coming out of the gas station. Unit 1 proceeded to the left turn around and failed to stop in assured and cleared distance. Unit 1 collided with unit 2.
9012903	7/17/2014 3:10 PM	Angle	Vehicle 2 was northbound on Beck. Vehicle 1 was on Citygate westbound attempting to make a left turn onto southbound Beck. Driver 1 failed to yield to vehicle 2. Vehicle 2 struck vehicle 1.
9060288	9/22/2014 12:44 PM	Angle	Driver 1 exited a driveway intending on turning southbound on Beck Road. Driver 2 was southbound on Beck with the right of way. Driver 1 crossed the center island and pulled into southbound traffic not seeing vehicle 2. Vehicle 1 struck vehicle 2 on the driver's side.
9070950	9/29/2014 9:00 AM	Rear-end	Unit 2 was stopped at a stop sign waiting for traffic to clear to make a right hand turn. Unit 2 did not yield to unit 2 and rear-ended unit 1.

Upon review of the crash data, it is observed that patterns are forming related to the availability of adequate gaps for vehicles to make a safe turning movement. There are two patterns emerging relative to the lack of adequate gaps, vehicles improperly judging the timing needed to pass through both the right-of-way of north or southbound traffic and the need for vehicles to seek refuge at the



median of Beck Road due to inadequate gaps in traffic.. The need to seek refuge may be seen within the crash that occurred on January 23, 2014, where one vehicle sought refuge and the following vehicle anticipated the initial vehicle to continue through the left turning movement. While the ability to seek refuge in the median may be an option for smaller vehicles, the physical design of the median does not support this use.

The second method for inadequate gap timing is related to vehicles violating the right-of-way of either north or southbound traffic. The interference of traffic in this manner may be seen within four different crashes. The vehicles in question attempted to judge the available gap timing properly, in order to complete the planned maneuver. However, the amount of time present within the gap was not satisfactory and the vehicle violated the right-of-way of the oncoming traffic, resulting in a crash.

Analysis and Recommendations

AECOM has reviewed the traffic patterns and historical crash data collected throughout this study and developed the suggestion of prohibiting the westbound left turning movement for consideration to improve the intersection of Citygate Drive and Beck Road. The prohibition of the left turn movement is suggested for the time periods of 7 AM to 7 PM. The duration of the prohibition is based upon the volume of traffic that is traveling along Beck Road during these time periods, times of when associated crashes are occurring and the similarities in traffic volumes during this time to those for which we have known gap data from the AM and PM peak periods.

The prohibition of the left turn would remove vehicles from conflicting with traffic; thus, nearly eliminating the occurrence of crashes related to this turning movement. The Federal Highway Safety Administration (FHWA) indicates, within publication FHWA-HRT-04-091, that the prohibition of a left turn may additionally reduce the number of rear-end collisions by an estimated 50%. Both rear-end collisions and crashes related to the westbound left turning movement are seen to have occurred at the intersection of Citygate Drive and Beck Road. By prohibiting the westbound turning movement, these types of crashes may be positively affected.

As development continues along Citygate Drive, a requirement to connect Citygate Drive to Grand River Avenue is in place that will impact future traffic patterns and provide an alternate route of egress to Beck Road and Grand River Avenue.

Appendix A

Beck Road and Citygate Drive Gap Study
(Obtained from Traffic Data Collection Inc. through Fleis &
Vandenbrink memo, July 24, 2015)





Fleis & Vandenbrink

Project: Novi Gap Study Location: Beck Road @ Citygate File Name: Novi_Beck AM_Gap Study_3-31-15

Site Code : AM Gap Start Date : 3/31/2015 Page No : 1 Weather: Lt. Rain AM, Dry PM 30's Count By: Board #23 MM

Directions Printed: Combined

Start Time	Volum e	2-3	4-5	6 - 7	8-9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
07:00 AM	0	9	5	2	3	1	- 1	0	0	0	0	0	0	0	0	0	21	4-5
07:05 AM	0	11	4	2	1	1	0	0	0	0	0	0	0	0	0	0	19	2-3
07:10 AM	0	1	2	2	1	0	0	0	0	0	0	0	0	0	1	0	7	6-7
07:15 AM	0	8	1	2	2	0	0	1	0	0	0	0	0	0	0	0	14	2-3
07:20 AM	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9	4 - 5
07:25 AM	0	11	4	2	1	0	- 1	0	0	0	0	0	0	0	0	0	19	2-3
07:30 AM	0	11	2	2	1	0	0	0	0	0	0	0	0	0	0	0	16	2-3
07:35 AM	0	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	14	4-5
07:40 AM	0	3	4	0	0	0	1	1	0	0	0	0	0	0	0	0	9	4-3
07:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	2-3
07:50 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2-3
07:55 AM	0	8	1	1	1	0	0	0	0	0	0	0	0	0	0	0	11	2-3
Total	0	84	36	13	12	2	3	2	0	0	0	0	0	0	1	0	153	2-:
08:00 AM	0	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0	11	2-:
08:05 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	1	0	7	
08:10 AM	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11	2-
08:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2-
08:20 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2-
08:25 AM	0	7	0	0	1	2	0	0	0	0	0	0	0	0	0	0	10	2-3
08:30 AM	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	9	2-
08:35 AM	0	11	3	1	2	0	0	0	0	0	0	0	0	0	0	0	17	2-
08:40 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2-
08:45 AM	14	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5	6-7
08:50 AM	0	7	3	0	0	1	0	0	0	1	0	0	0	0	0	0	12	2-
08:55 AM	0	6	4	3	0	0	0	1	0	0	0	0	0	0	0	0	14	4-
Total	14	80	25	10	4	4	0	1	0	1	0	0	0	0	1	0	126	2-
Grand Total	14	164	61	23	16	6	3	3	0	1	0	0	0	0	2	0	279	2 - 3
Total %		58.8	21.9	8.2	5.7	2.2	1.1	1.1	0.0	0.4	0.0	0.0	0.0	0.0	0.7	0.0		

Comments: 4 hour gap study conducted during weekday (Tuesday) from 7:00-9:00 AM morning & 4:00-6:00 PM afternoon peak hours. Beck Road SB gaps were terminated and not recorded when SB through traffic was queued northerly to Citygate from traffic signal at Grand River Road & also when SB Beck Road left turns were present at Citygate.

Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1

Peak Occurred: 07:50 AM Volume 14 08:45 AM

High Int. Volume PHF 14 0.083





Fleis & Vandenbrink

Project: Novi Gap Study Location: Beck Road @ Citygate Weather: Lt. Rain AM, Dry PM 30's Count By: Board #23 MM

File Name: Novi_Beck AM_Gap Study_3-31-15 Site Code: AM Gap

Start Date : 3/31/2015 Page No : 1

							Directio	ns Prin	ted: No	rthbou	nd							
Start Time	Volum e	2-3	4-5	6-7	8-9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
07:00 AM	0	6	2	1	0	3	0	1	0	0	0	0	0	0	0	2	15	4-5
07:05 AM	0	8	3	1	1	1	0	1	1	0	1	0	0	0	0	1	18	4-5
07:10 AM	0	10	3	1	3	0	0	0	0	0	0	0	0	0	1	1	19	2-3
07:15 AM	0	17	2	0	0	1	0	0	0	0	0	0	0	0	0	2	22	2 - 3
07:20 AM	0	6	6	1	1	0	1	0	0	0	1	0	0	1	0	1	18	4-5
07:25 AM	0	12	4	2	1	0	0	1	2	0	0	0	0	0	0	1	23	2 - 3
07:30 AM	0	16	4	4	0	1	0	0	1	0	0	0	0	0	1	1	28	2-3
07:35 AM	0	13	5	2	0	0	0	0	0	1	0	0	0	0	1	1	28 23	2-3
07:40 AM	0	15	4	4	0	0	1	0	0	0	1	0	0	0	0	1	26	2-3
07:45 AM	0	10	3	1	1	1	0	0	0	0	0	0	0	0	0	2	26 18	2-3
07:50 AM	0	10	4	1	- 1	1	0	0	0	0	1	0	0	0	0	1	19	2-3
07:55 AM	0	13	0	1	1	1	0	0	0	0	0	1	1	0	0	1	19	
Total	0	136	40	19	9	9	2	3	4	1	4	1	1	1	3	15	248	2-3
08:00 AM	0	13	2	1	2	0	1	1	0	1	0	0	0	0	0	0	21	2-3
08:05 AM	0	6	3	2	1	0	1	0	0	1	0	0	0	0	1	0	15	4-5
08:10 AM	0	7	3	1	1	0	1	0	2	0	0	0	0	0	1	0	16	4-5
08:15 AM	0	4	3	2	2	0	0	0	0	0	0	0	0	1	0	1	13	4-5
08:20 AM	0	14	2	2	1	0	1	0	0	1	0	0	1	0	0	0	22	2-3
08:25 AM	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	2	15	2-3
08:30 AM	0	15	4	2	0	1	0	0	0	0	0	0	1	1	0	0	24	2-3
08:35 AM	0	11	4	3	1	0	1	0	0	0	0	0	0	0	1	1	22	4-5
08:40 AM	0	5	3	4	0	0	0	1	1	0	0	1	0	0	0	1	16	6-7
08:45 AM	0	15	2	2	0	1	0	0	0	0	0	0	1	0	0	1	22	2-3
08:50 AM	0	9	5	3	1	0	0	1	0	0	0	0	0	0	0	3	22	4-5
08:55 AM	0	7	2	2	0	1	0	1	1	0	0	0	0	1	0	1	16	4-5
Total	0	118	33	25	9	3	5	4	4	3	0	1	3	3	3	10	224	2-3
Grand Total	0	254	73	44	18	12	7	. 7	. 8	4	4	2	4	4	6	25	472	2-3
Total %		53.8	15.5	9.3	3.8	2.5	1.5	1.5	1.7	0.8	0.8	0.4	0.8	0.8	1.3	5.3		

Comments: 4 hour gap study conducted during weekday (Tuesday) from 7:00-9:00 AM morning & 4:00-6:00 PM afternoon peak hours. Beck Road SB gaps were terminated and not recorded when SB through traffic was queued northerly to Citygate from traffic signal at Grand River Road & also when SB Beck Road left turns were present at Citygate.





Fleis & Vandenbrink

Project: Novi Gap Study Location: Beck Road @ Citygate Weather: Lt. Rain AM, Dry PM 30's Count By: Board #23 MM

File Name: Novi_Beck AM_Gap Study_3-31-15

Site Code : AM Gap Start Date : 3/31/2015 Page No : 1

07:00 AM 07:05 AM 07:10 AM	0		4-5	6-7	8-9	10 - 11	12-13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
		10	7	4	3	1	0	0	1	0	1	0	0	0	1	0	28	4-5
	0	14	5	0	3	1	0	0	0	0	0	1	0	0	0	0	24	2-3
	0	1	1	2	4	0	1	0	0	1	0	0	0	0	0	1	11	8-9
07:15 AM	0	9	0	4	1	0	0	2	1	0	0	0	0	0	0	0	17	2-3
07:20 AM	0	3	6	1	0	0	2	0	0	0	0	0	0	0	0	0	12	4-5
07:25 AM	0	11	5	4	3	1	2	0	1	0	0	0	0	0	0	0	27	4-5
07:30 AM	0	6	3	3	1	0	2	0	0	0	0	0	0	0	0	0	15	4-5
07:35 AM	0	8	4	1	1	1	0	0	0	0	0	0	0	0	0	0	15	2-3
07:40 AM	0	4	6	0	0	0	0	1	0	0	1	0	1	0	0	0	13	4-5
07:45 AM	0	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	8	2-3
07:50 AM	0	11	3	0	0	0	1	0	0	0	0	0	0	0	0	0	15	2-3
07:55 AM	0	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	13	2-3
Total	0	91	43	20	19	4	8	3	3	1	2	1	1	0	1	-1	198	2-3 4-5
08:00 AM	0	6	4	2	1	0	0	1	1	0	1	0	0	0	0	0	16	4-5
08:05 AM	0	6	3	0	1	1	0	0	0	0	0	0	0	0	0	1	11	4-5
08:10 AM	0	10	4	1	0	0	0	0	1	0	0	0	1	0	0	0	17	2-3
08:15 AM	0	5	2	2	1	1	0	0	0	0	0	0	0	0	0	0	11	4-5
08:20 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	10	2-3
08:25 AM	0	8	0	0	1	2	0	0	0	0	0	0	0	0	0	0	11	2-3
08:30 AM	0	5	4	0	0	2	0	0	0	0	0	0	0	1	0	0	12	4-5
08:35 AM	0	14	5	1	2	0	0	0	0	0	0	0	0	0	0	0	22	2-3
08:40 AM	0	11	5	1	1	0	0	0	0	0	0	1	0	0	0	0	19	2-3
08:45 AM	0	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	8	6-7
08:50 AM	0	8	5	0	0	1	0	0	0	0	0	0	1	0	0	0	15	2-3
08:55 AM	0	9	4	4	0	0	0	1	0	0	0	0	0	0	0	0	18	4-5
Total	0	93	37	14	9	7	0	2	2	0	1	1	2	1	0	1	170	2-3
rand Total Total %	0	184 50.0	80 21.7	34 9.2	28 7.6	11 3.0	8 2.2	5 1.4	5 1.4	0.3	3	0.5	0.8	0.3	0.3	0.5	368	4-5

Comments: 4 hour gap study conducted during weekday (Tuesday) from 7:00-9:00 AM morning & 4:00-6:00 PM afternoon peak hours. Beck Road SB gaps were terminated and not recorded when SB through traffic was queued northerly to Citygate from traffic signal at Grand River Road & also when SB Beck Road left turns were present at Citygate.





Fleis & Vandenbrink

Project: Novi Gap Study Location: Beck Road @ Citygate Weather: Lt. Rain AM, Dry PM 30's Count By: Board #23 MM

File Name: Novi_Beck PM_Gap Study_3-31-15

Site Code : PM Gap Start Date : 3/31/2015 Page No : 1

Start Time	Volum	2 - 3	4-5	6-7	8-9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
04:00 PM	0	10	5	3	0	0	0	0	0	0	0	0	0	0	0	0	18	2-3
04:05 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2-3
04:10 PM	0	9	2	2	1	0	0	0	1	0	0	0	0	0	0	0	15	2-3
04:15 PM	0	11	2	1	3	0	1	0	0	0	0	0	0	0	0	0	18	2-3
04:20 PM	0	10	2	1	0	1	0	1	0	0	0	0	0	0	0	0	15	2-3
04:25 PM	0	9	3	3	0	0	1	0	0	0	0	0	0	0	0	0	16	2-3
04:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2-3
04:35 PM	0	7	3	1	1	1	0	1	0	0	0	0	0	0	0	0	14	4-5
04:40 PM	0	13	2	1	0	1	0	0	0	0	0	0	0	0	0	0	17	2-3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	2-3
04:55 PM	0	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	19	2-3
Total	0	106	24	14	6	3	2	2	1	0	0	.0	0	0	0	0	158	2-3
05:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2-3
05:05 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2-3
05:10 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2-3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
05:20 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6-7
05:25 PM	0	13	2	3	1	0	0	0	0	0	0	0	0	0	0	0	19	2-3
05:30 PM	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11	2-3
05:35 PM	0	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19	2-3
05:40 PM	0	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0	21	2-3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:50 PM	0	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	19	2-3
05:55 PM	0	16	0	1	1	0	0	0	0	0	0	0	0	0	0	0	18	2-3
Total	0	110	17	10	2	0	0	0	0	0	0	0	0	0	0	0	139	2-3
Grand Total	0	216	41	24	8	3	2	2	1	0	0	.0	0	0	0	0	297	2-3

Comments: 4 hour gap study conducted during weekday (Tuesday) from 7:00-9:00 AM morning & 4:00-6:00 PM afternoon peak hours. Beck Road SB gaps were terminated and not recorded when SB through traffic was queued at Citygate from traffic signal at Grand River Road & also when SB Beck Road left turns were present at Citygate.





Fleis & Vandenbrink

Project: Novi Gap Study Location: Beck Road @ Citygate Weather: Lt. Rain AM, Dry PM 30's Count By: Board #23 MM

File Name: Novi_Beck PM_Gap Study_3-31-15

Site Code : PM Gap Start Date : 3/31/2015 Page No :1

							Directio	ns Prin	ted: No	rthbou	nd							
Start Time	Volum e	2-3	4-5	6-7	8-9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
04:00 PM	0	23	3	5	2	0	1	0	0	1	0	0	0	0	0	0	35	2-3
04:05 PM	0	23	4	3	0	0	0	0	0	0	0	0	0	0	0	0	30	2-3
04:10 PM	0	18	4	2	0	3	0	0	0	0	0	0	0	0	0	1	28	2-3
04:15 PM	0	20	7	1	1	2	0	1	1	0	0	0	0	0	0	0	33	2-3
04:20 PM	0	19	6	4	1	0	1	1	0	0	0	1	0	0	0	0	33	2-3
04:25 PM	0	24	6	2	3	2	0	0	1	0	1	0	0	0	0	0	39	2-3
04:30 PM	0	27	6	0	0	0	0	0	0	1	0	0	0	0	0	0	34	2-3
04:35 PM	0	16	4	2	2	1	0	0	0	0	0	1	0	0	0	0	34 26	2-3 2-3
04:40 PM	0	21	9	5	0	1	0	1	0	0	0	0	0	0	0	0	37	2-3
04:45 PM	0	30	4	1	0	1	0	0	0	0	0	0	1	0	0	0	37	2-3
04:50 PM	0	25	5	0	4	1	1	1	0	0	0	0	0	0	0	1	38	2-3
04:55 PM	0	19	10	3	0	0	1	0	0	0	0	0	0	0	1	0	34	2-3
Total	0	265	68	28	13	11	4	4	2	2	1	2	1	0	1	2	404	2-3
05:00 PM	0	22 22 23	5	3	0	2	0	1	0	0	0	0	0	0	0	0	33 36	2-3 2-3 2-3
05:05 PM	0	22	8	4	2	0	0	0	0	0	0	0	0	0	0	0	36	2-3
05:10 PM	0	23	4	2	0	1	0	0	1	0	0	0	0	0	0	0	31	2-3
05:15 PM	0	18	7	3	0	1	0	1	0	0	1	0	0	0	0	0	31	2-3
05:20 PM	0	17	. 5	1	3	1	0	0	0	1	0	0	0	0	0	0	28	2-3
05:25 PM	0	20	5	5	2	1	0	0	1	0	0	0	0	0	0	0	34	2-3
05:30 PM	0	20	7	5	1	1	1	0	0	0	0	0	0	0	0	1	36	2-3
05:35 PM	0	15	6	4	1	2	0	0	0	0	0	0	0	0	0	0	28	2-3
05:40 PM	0	23	7	0	1	3	0	1	2	0	0	0	0	0	0	0	37	2-3
05:45 PM	0	19	7	1	0	2	0	0	0	0	0	0	0	0	0	1	30	2-3
05:50 PM	0	25	2	3	1	2	0	0	0	0	1	1	0	0	0	0	35	2-3
05:55 PM	0	18	5	2	3	2	1	2	0	0	0	1	0	0	0	0	34	2-3
Total	0	242	68	33	14	18	2	5	4	1	2	2	0	0	0	2	393	2-3
Grand Total	0	507	136	61	27	29	6	9	6	3	3	4	1	0	1	4	797	2-3
Total %		63.6	17.1	7.7	3.4	3.6	0.8	1.1	0.8	0.4	0.4	0.5	0.1	0.0	0.1	0.5		

Comments: 4 hour gap study conducted during weekday (Tuesday) from 7:00-9:00 AM morning & 4:00-6:00 PM afternoon peak hours. Beck Road SB gaps were terminated and not recorded when SB through traffic was queued at Citygate from traffic signal at Grand River Road & also when SB Beck Road left turns were present at Citygate.





Fleis & Vandenbrink

Project: Novi Gap Study Location: Beck Road @ Citygate Weather: Lt. Rain AM, Dry PM 30's Count By: Board #23 MM

File Name: Novi_Beck PM_Gap Study_3-31-15

Site Code : PM Gap Start Date : 3/31/2015 Page No : 1

04:00 PM 04:05 PM 04:10 PM 04:15 PM	0	11 11	4		NO THE SECOND	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Total	Average
04:10 PM 04:15 PM	0	11		1	0	0	1	2	0	0	0	0	0	1	0	0	20	2-3
04:15 PM	0		2	0	1	0	3	0	0	0	0	0	0	0	0	1	18	2-3
		11	2	0	1	2	0	0	1	0	0	0	0	1	0	1	19	2-3
	0	11	5	1	3	1	1	1	0	0	0	0	0	1	0	0	24	4-5
04:20 PM	0	9	2	1	3	1	0	1	0	1	0	0	0	0	0	0	18	4 - 5
04:25 PM	0	7	3	0	3	1	1	0	0	0	1	0	0	0	0	0	16	4-5
04:30 PM	0	8	4	0	0	1	0	0	1	0	0	0	0	0	0	0	14	2-3
04:35 PM	0	4	3	1	0	2	0	1	0	0	1	0	0	0	0	0	12	4-5
04:40 PM	0	7	1	2	2	1	0	2	0	0	1	0	0	0	0	0	16	6-7
04:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2-3
04:50 PM	0	5	1	0	1	1	0	0	0	0	0	0	0	0	0	0	8	2-3
04:55 PM	0	6	2	0	2	1	2	0	0	1	0	0	0	1	0	0	15	4-5
Total	0	92	29	6	16	11	8	7	2	2	3	0	0	4	0	2	182	2-3
05:00 PM	0	12	3	2	0	2	0	0	0	0	0	0	0	0	0	0	19	2-3
05:05 PM	0	12 11	3	2	0	0	0	1	0	0	0	0	0	0	0	1	18	2-3
05:10 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2-3
05:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2-3
05:20 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	2-3
05:25 PM	0	10	2	4	2	1	0	0	1	1	0	0	0	0	0	0	21	4-5
05:30 PM	0	7	1	0	1	0	0	1	0	0	0	0	0	0	0	1	11	2-3
05:35 PM	0	10	4	1	2	0	1	0	0	0	0	0	1	0	0	1	20	4-5
05:40 PM	0	5	6	2	2	1	1	0	0	0	1	0	0	0	0	0	18	4-5
REAK ***																		
05:50 PM	0	5	3	1	1	0	0	0	2	0	1	0	0	0	0	0	13	4-5
05:55 PM	0	27	1	1	1	0	0	0	1	0	0	0	0	0	0	0	31	2-3
Total	0	102	24	14	9	4	2	2	4	1	2	0	1	0	0	3	168	2-3
Grand Total Total %	0	194 55.4	53 15.1	20 5.7	25 7.1	15 4.3	10 2.9	9 2.6	6 1.7	3 0.9	5 1.4	0.0	0.3	4 1.1	0.0	5 1,4	350	2-3

Comments: 4 hour gap study conducted during weekday (Tuesday) from 7:00-9:00 AM morning & 4:00-6:00 PM afternoon peak hours. Beck Road SB gaps were terminated and not recorded when SB through traffic was queued at Citygate from traffic signal at Grand River Road & also when SB Beck Road left turns were present at Citygate.

Appendix B

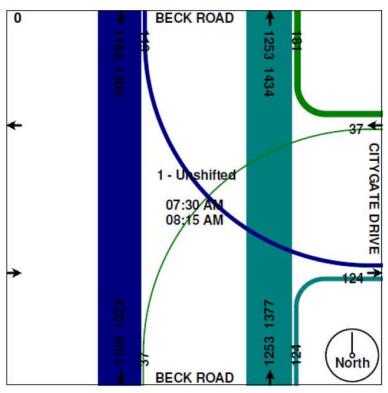
Beck Road and Citygate Drive Intersection Traffic Volumes (Obtained through Fleis & Vandenbrink memo, July 24, 2015)



Fleis & VandenBrink Engineering, Inc. 27725 Stansbury Boulevard, Suite 150 Farmington Hills, MI 48334

File Name : Beck Road & Citygate Drive Site Code : 00000000 Start Date : 12/3/2014 Page No : 3

			CK RO					GATE /estbou	DRIVE and				CK RO				E	astbou	nd		
Start Time	Righ t	Thru	Left	Ped	App. Total	Righ t	Thru	Left	Ped	App. Total	Righ t	Thru	Left	Ped	App. Total	Righ t	Thru	Left	Ped	App. Total	Int. Total
eak Hour Fr	om 07	:00 AM	to 11:	45 AM	Peak 1	of 1														-	
Intersectio	07:30	AM																			
Volume	0	118	119	0	1305	181	0	37	0	218	124	125	0	0	1377	0	0	0	0	0	2900
Percent	0.0	90.9	9.1	0.0		83.0	0.0	17.0	0.0		9.0	91.0	0.0	0.0		0.0	0.0	0.0	0.0		
07:45 Volume	0	307	25	0	332	54	0	13	0	67	25	336	0	0	361	0	0	0	0	0	760
Peak																					0.954
Factor	Anna de la constanta de la con	12.010					70.2721				The section of	vana rar				-2.00					
High Int.	07:30					07:45	AM				07:45					6:45:0	00 AM				
Volume	0	313	33	0	346	54	0	13	0	67	25	336	0	0	361						
Peak Factor					0.943					0.813	e.				0.954	ļ					



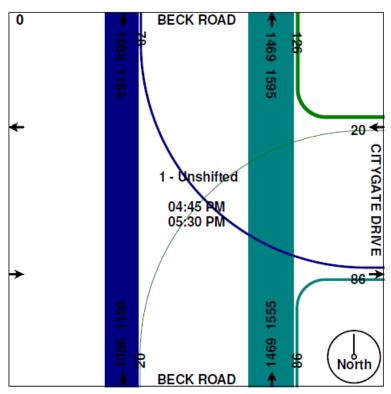


Fleis & VandenBrink Engineering, Inc. 27725 Stansbury Boulevard, Suite 150 Farmington Hills, MI 48334

File Name : Beck Road & Citygate Drive Site Code : 00000000 Start Date : 12/3/2014

Page No : 4

			CK RC					GATE /estbou	DRIVE und				CK RO				E	astbou	ınd		
Start Time	Righ t	Thru	Left	Ped s	App. Total	Righ t	Thru	Left	Ped s	App. Total	Righ t	Thru	Left	Ped s	App. Total	Righ t	Thru	Left	Ped s	App. Total	Int. Total
Peak Hour Fr	om 12	:00 PM	to 05:4	15 PM -	- Peak 1	of 1															
Intersectio n	04:45	PM																			
Volume	0	108 6	78	0	1164	126	0	20	0	146	86	146 9	0	0	1555	0	0	0	0	0	2865
Percent	0.0	93.3	6.7	0.0		86.3	0.0	13.7	0.0		5.5	94.5	0.0	0.0		0.0	0.0	0.0	0.0		
05:30 Volume Peak Factor	0	287	25	0	312	29	0	3	0	32	20	379	0	0	399	0	0	0	0	0	743 0.964
High Int.	05:30	PM				05:15	PM				04:45	PM									
Volume Peak Factor	0	287	25	0	312 0.933	36	0	9	0	45 0.811	23	391	0	0	414 0.939						



Appendix C

Beck Road and Citygate Drive Intersection Level of Service
Assessment

(Obtained through Fleis and Vandenbrink memo, July 24, 2015)



HCM 2010 TWSC 1: Beck Road & Citygate Drive

Existing Conditions

AM Peak Hour

Intersection									
Int Delay, s/veh	3.7								
Movement	WBL	WBR		NBT	NBR	SBL	SBT		
Vol, veh/h	37	181		1346	124	119	1321		
Conflicting Peds, #/hr	0	0		0	0	0	0		
Sign Control	Stop	Stop		Free	Free	Free	Free		
RT Channelized	4	None		4	None	-	None		
Storage Length	250	0		-	*	250	-		
Veh in Median Storage, #	1	5.1		0	870.0		0		
Grade, %	0	2		0	-	-	0		
Peak Hour Factor	81	81		95	95	94	94		
Heavy Vehicles, %	2	2		2	2	2	2		
Mvmt Flow	46	223		1417	131	127	1405		
Major/Minor	Minor1		١	Major1		Major2			
Conflicting Flow All	2297	774		0	0	1547	0		
Stage 1	1482	4		2	127	120	120		
Stage 2	815	-		-	-	-			
Critical Hdwy	6.29	6.94				4.14			
Critical Howy Stg 1	5.84	_		-	27		-		
Critical Hdwy Stg 2	6.04	-		4	2.5		-		
Follow-up Hdwy	3.67	3.32		-	-	2.22			
Pot Cap-1 Maneuver	46	341		-	-	425	-		
Stage 1	172			2	2	-	-		
Stage 2	368			2	S# 5		020		
Platoon blocked, %	17000			-	-		-		
Mov Cap-1 Maneuver	~ 32	341				425			
Mov Cap-2 Maneuver	108	-		-	-	-	-		
Stage 1	172	2			-	12	143		
Stage 2	258	-		-	-		-		
olage L	200								
Approach	WB			NB		SB			
HCM Control Delay, s	38.1			0		1.4			
HCM LOS	E								
Minor Lane/Major Mvmt	NBT	NBRWBLn1W	BLn2 SBL	SBT					
Capacity (veh/h)	-	- 108	341 425	-					
HCM Lane V/C Ratio	2	- 0.423 (0.655 0.298	-					
HCM Control Delay (s)	-	- 60.8	33.5 17	9.					
HCM Lane LOS	5.	- F	D C	-					
HCM 95th %tile Q(veh)	-	- 1.8	4.4 1.2	-					
Notes									
notes ~: Volume exceeds capac		lay exceeds 30			N. D.			lume in platoon	



HCM 2010 TWSC 1: Beck Road & Citygate Drive

Existing Conditions PM Peak Hour

Intersection								
	2.2							
Movement	WBL	WBR			NBT	NBR	SBL	SBT
Vol. veh/h	20	126			1513	86	78	1260
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Stop	Stop			Free	Free	Free	Free
RT Channelized	77.79 T. F.	None			(-	None	10.0757	None
Storage Length	250	0			1		250	
Veh in Median Storage, #	1	-			0	-	-	0
Grade, %	0	-			0	-		0
Peak Hour Factor	81	81			94	94	93	93
Heavy Vehicles, %	2	2			2	2	2	2
Mvmt Flow	25	156			1610	91	84	1355
Major/Minor	Minor1			٨	Najor1		Major2	
Conflicting Flow All	2365	851			0	0	1701	0
Stage 1	1655	051				-	1701	-
Stage 2	710	-			-		-	
Critical Hdwy	6.29	6.94			-	2 - 2	4.14	-
Critical Hdwy Stg 1	5.84	0.04			-	14	7.17	2
Critical Hdwy Stg 2	6.04	-			-	8-3	-	_
Follow-up Hdwy	3.67	3.32			-	-	2.22	-
Pot Cap-1 Maneuver	42	303			-		370	-
Stage 1	139	500				150	-	
Stage 2	419				-	(-		-
Platoon blocked, %						*		-
Mov Cap-1 Maneuver	32	303			-		370	_
Mov Cap-2 Maneuver	101	200			_	12	-	1
Stage 1	139	-			840	: E		_
Stage 2	324				-			
	027							
Approach	WB				NB		SB	
HCM Control Delay, s	32				0		1	
HCM LOS	D							
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT			
Capacity (veh/h)	-	- 101	303	370	-			
HCM Lane V/C Ratio		- 0.244			-			
HCM Control Delay (s)	-	- 51.8	28.8	17.6	-			
HCM Lane LOS	-	- F	D	C				
HCM 95th %tile Q(veh)	-	- 0.9		0.9	-			

Appendix D

24-Hour Traffic Counts

(Obtained from Southeast Michigan Council of Governments)



Road Commission for Oakland County 2005 Weekly Volume Report - Mon 07/14/2014 - Sun 07/20/2014

Location ID:	2005	Type:	LINK
Located On:	ВЕСК		
From Road:	GRAND RIVER	To Road:	12 MILE
Direction	NB		
Community:	Novi	Period:	Mon 07/14/2014 - Sun 07/20/2014
AADT:	16497		THE RESERVE OF THE RESERVE OF THE PERSON OF

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM		98						98
1:00 AM		57						57
2:00 AM		38						38
3:00 AM		54						54
4:00 AM		52						52
5:00 AM		232						232
6:00 AM		838						838
7:00 AM		1380						1380
8:00 AM		1331				į,		1331
9:00 AM		1066						1066
10:00 AM		973						973
11:00 AM	1015							1015
12:00 PM	1097							1097
1:00 PM	1123							1123
2:00 PM	1168							1168
3:00 PM	1243							1243
4:00 PM	1491							1491
5:00 PM	1467							1467
6:00 PM	1160							1160
7:00 PM	840							840
8:00 PM	581							581
9:00 PM	451							451
10:00 PM	265							265
11:00 PM	176							176
Total	12077	6119	0	0	0	0	0	
24HrTotal	18	196						18196
AM Pk Hr							•	
AM Peak								0
PM Pk Hr		8		1				
PM Peak		å .				ž		0
% Peak Hr	V)	- 20	NA.		200	A. A.	- 10	
% Peak Hr	8.3	19%						8.19%



Road Commission for Oakland County 7302 Weekly Volume Report - Mon 06/16/2014 - Sun 06/22/2014

Location ID:	7302
Located On:	BECK
Direction	SB
Community:	Novi
AADT:	16204

Type:	SPOT
AT:	GRAND RIVER
Period:	Mon 06/16/2014 - Sun 06/22/2014

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			89					89
1:00 AM			46					46
2:00 AM			36					36
3:00 AM			30					30
4:00 AM			112					112
5:00 AM			380					380
6:00 AM			866					866
7:00 AM			1259					1259
8:00 AM			1454					1454
9:00 AM			1109					1109
10:00 AM			1031					1031
11:00 AM		1110						1110
12:00 PM		1240						1240
1:00 PM		1136						1136
2:00 PM		1155						1155
3:00 PM		1175						1175
4:00 PM		1219						1219
5:00 PM		1250						1250
6:00 PM		1083						1083
7:00 PM		796						796
8:00 PM		607						607
9:00 PM		538						538
10:00 PM		308						308
11:00 PM		160						160
Total	0	11777	6412	0	0	0	0	
24HrTotal		181	.89					18189
AM Pk Hr			•	-		-	'	
AM Peak								0
PM Pk Hr			, and a					
PM Peak								0
% Peak Hr								
% Peak Hr		6.8	7%	il				6.87%

Appendix E

Historical Crash Data

(Obtained from Traffic Improvement Association of Michigan's Traffic Crash Analysis Tool)

	MICE	IIGAN T	Department No	FIC CF	чэп	NEP	UKI	9	1	Reviewer	1	
MII 6362700	Crash Time	No of Units	Novi Poli	ce Dept	cial Circumstano	- 8			Special	GARRI	IS (00818)	
05/15/2012	15:52	02	Angle	٥	School Bus	O Hit and	Run C	Deer Fleeing Police	O Fa		n-Traffic Area Q	OR
ounty 63 - Oakland	None	79.70 P. 77	On Road	way	Special Stud	C	ather lear				n Driveway	IF
ey/Twsp 62 - Novi	Construct	ion Zone (if applic Type	acie)	Lane Closed	Activity	Daylight	Ĭ	Dry	10	Total Lanes 03	Speed Limit 40	ľ
Prefix	Road Name BECK				Road Type RD			Sumi	C		Divided Readway	
Distance 200 Feet N				Traffic Way 03 - Divid	ded Hwy wit	h barrier			Õ:	cess Control 3 - Other, p	artial control	
Prefix	Intersecting Roa	ad VER			Road Type AVE			Sum	€.		Divided Roadway	Š.
Unit Number Unit Know 01 Yes	a private months	License Number		1 0/03/1935	(76)	ense Type Operator O Chauffer O Moped	Endors O Cyc O Fac O Rec		F O	CO CONTRACTOR STORY	Hazardous Action 03 - Failed to	yiel
	mation ####################################				O	Position 01	Restraint 04	NONE				
Driver Condition • 1 02 03 04	05 06 07 0	08 09 099		Interiock Ejec	cted Trapper	d Airbag De	ployed	Ambulance NONE				
Alcohol O'Yes • No	O Refused •	Not offered		Test Results	Drugs O Ye	s •No		Test Re	sults	Citation Is ● Haza		ther
Test Type O Field Vehicle Registration	State Insurance	Breath O Bloo e / Policy #	od OUrine	·####		t Type O Bloo vBy		ne <i>HANNANNANN</i>		Special Vehicle	les Private Trailer 1	ype
VIN ####################################	Venic		Make	TL	Model		Color				hicle Type Passenger Car	_
Location of Greatest Damage 07	First Impact	Extent of Damage	Driveable			icle Use 1 - Private	KED		1	Action Prior		e e
Sequence of Events (• indicates MOST harm Passenger Information	07 First ◆17 - M ful event)	otor veh in tr	5 No ansport	Second Date of Birl	1	Sex Position	Third Restraint	Hospital		02 - Turnir Four	rth	
Sequence of Events (• indicates MOST harm	First ◆ 17 - M	DECORAGE OF	1000	Second Date of Birl	th (Age) Airbag Deployed	Pict. Existing	Visionia	Hospital Ambulance Hospital		111111111111111111111111111111111111111	rth	
Sequence of Events (• indicates MOST narm Passenger Information	First ◆ 17 - M	DECORAGE OF	1000	Date of Birl	th (Age) Airbag Deployed	Ejected Sex Position	Restraint	Ambulance		111111111111111111111111111111111111111	rti	
Sequence of Events (Indicates MOST harm (Indicates MOST harm Passenger Information Pas	First ◆ 17 - M	DECORAGE OF	1000	Date of Birl	th (Age) Wrbag Deployed th (Age) Wrbag Deployed	Ejected Sex Position	Restraint Trapped Restraint	Ambulance Hospital		111111111111111111111111111111111111111	T	
Sequence of Events (** Indicates MOST harm (** Indicates MOST harm (** Information Passenger Information	First ◆ 17 - M	DECORAGE OF	1000	Date of Birl Injury A Date of Birl Injury A Date of Birl	th (Age) Wrbag Deployed th (Age) Wrbag Deployed	Ejected Sex Position Ejected	Restraint Trapped Restraint Trapped	Ambulance Hospital		111111111111111111111111111111111111111	ינדו	
Sequence of Events (**) Indicates MOST harm Passenger Information Passenger Information Passenger Information Passenger Information	First ◆ 17 - M	DECORAGE OF	1000	Date of Birl Injury A Date of Birl Injury A Date of Birl	th (Age) In (Age)	Ejected Sex Position Ejected Sex Position	Restraint Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital		111111111111111111111111111111111111111	T)	
Sequence of Events (in Indiana Most harm passenger Information Pas	First ◆ 17 - M	DECORAGE OF	1000	Date of Birl Injury A	th (Age) In (Age)	Ejected Sex Position Ejected Sex Position Ejected Sex Position	Restraint Trapped Restraint Trapped Restraint Trapped Trapped	Ambulance Hospital Ambulance Hospital Ambulance		111111111111111111111111111111111111111	T)	
Sequence of Events Events Passenger Information Passenger Information Passenger Information Passenger Information	First ◆ 17 - M	DECORAGE OF	1000	Date of Birl Injury A	th (Age). Wrbag Deployed In (Age). Wrbag Deployed In (Age). Wrbag Deployed In (Age). Wrbag Deployed	Ejected Sex Position Ejected Sex Position Ejected Sex Position	Restraint Trapped Restraint Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital Ambulance Hospital		111111111111111111111111111111111111111	T)	
Sequence of Events (19 milliodes MOST harm Passenger Information Passenger Information Passenger Information Passenger Information Passenger Information	First ◆ 17 - M	DECORAGE OF	1000	Date of Siri Injury A Oate of Siri Injury A	th (Age). Wrbag Deployed In (Age). Wrbag Deployed In (Age). Wrbag Deployed In (Age). Wrbag Deployed	Ejected Sex Position Ejected Sex Position Lijected Ejected Ejected Fosition	Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance		111111111111111111111111111111111111111	T)	
Sequence of Events (19 milliodes MOST harm Passenger Information Passenger Information Passenger Information Passenger Information Passenger Information	First ◆ 17 - M	DECORAGE OF	1000	Date of Siri Injury A Oate of Siri Injury A	th (Age) whog Deployed th (Age) whog Deployed th (Age) whog Deployed th (Age) whog Deployed th (Age) th (Age)	Ejected Sex Position Ejected Sex Position Lijected Ejected Ejected Fosition	Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital		111111111111111111111111111111111111111	T)	
Sequence of Events Events Passenger Information Passenger Information Passenger Information Passenger Information Passenger Information	First ◆ 17 - M	DECORAGE OF	1000	Date of Siri	th (Age) whog Deployed th (Age) whog Deployed th (Age) whog Deployed th (Age) whog Deployed th (Age) th (Age)	Ejected	Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance		111111111111111111111111111111111111111	7	
Sequence of Events Events Passenger Information Passenger Information Passenger Information Passenger Information Passenger Information	First ◆ 17 - M	DECORAGE OF	1000	Date of Siri	th (Age) wroag Deployed th (Age)	Ejected	Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital		111111111111111111111111111111111111111	MPS MPS	ic
Sequence of Events Events Passenger Information Passenger Information Passenger Information Passenger Information Passenger Information Passenger Information	First • 17 - M	DECORAGE OF	1000	Date of Siri	th (Age) whog Deployed th (Age)	Ejected Sex Position Ejected Sex Position Ejected Sex Position Ejected Ejected Ejected Ejected Ejected Ejected Ejected Ejected	Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR GVWR	Ambulance Hospital Ambulance	COL EXX	USDOT Compt		
Sequence of Events Events Passenger Information Passenger Information Passenger Information Passenger Information Passenger Information Camer Information	First • 17 - M	DECORAGE OF	ansport	Date of Siri Injury A	th (Age) whog Deployed th (Age)	Ejected Sex Position Ejected Sex Position Ejected Sex Position Ejected Sex Position Ejected Ejected Ejected Ejected Sex Position Ejected Over Position Ejected Ejected	Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GOVWP	Ambulance Hospital Ambulance	CDL EX.	USDOT Compt	MPS DL Restrictions O28 O29 O3 tenial ID#	0 0
Sequence of Events Events Passenger Information Passenger Information Passenger Information Passenger Information Passenger Information Camer Information Camer Information	First 17 - M	otor veh in tr	ansport	Date of Siri Injury A	th (Age) whog Deployed th (Age) Th (Age) Fourth	Ejected Sex Position Ejected Sex Position Ejected Sex Position Ejected Sex Position Ejected Ejected Ejected Ejected Sex Position Ejected Over Position Ejected Ejected	Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR GVWR GVWR GVWR GVWR GVWR GVWR GVWR	Ambulance Hospital Ambulance	CDL EX.	USDOT Compt Ci mm err	MPS DL Restrictions O28 O29 O3 tenial ID#	0 0



Unit Number Unit Known 02 Yes	State Driver Lic MI #####			e of Birth (/ 1/04/19			se Type Operator Chauffer Moped		O Cycle O Farm O Reco	2	Sex F	Total C	ccupants	00 - N			
######	*******	######################################	; ; ;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;			Injury O	Positio 01		straint 04	Hospital NONE							
Driver Condition • 1 O 2 O 3 O 4 O	5 06 07 08	09 099		erlock E	jected	Trapped	Airbag No	Deploye	ed	Ambulance NONE	ě.						
Alcohol O'Yes • No	O Refused ● N	ot offered	Te	st Results		Drugs O Yes	• N	0	2001		Results			n Issued azardous	O Other	i i	
Test Type O Field Vehicle Registration Sta		eath O Blood I Policy #	O Urine	##	T	Test T	rpe ÖB	lood	O Urine	**********	****	Sp	ecial Veh	icles Private	e Trailer Type	Vehicle D	efect
VIN ####################################	Vehicle	Me		SR	Model			(CO11111)	Color		0.0	Year 201	T	/ehicle Type Passeng	or Cor		-
Location of Greatest Damage 01	First Impact 01	Extent of Damage 4	Driveable No		le Direction		Use Privat					Actio	on Prior	ng Straig			_
Sequence of Events	First	or veh in transp	Se	cond		01	riiva	45	nird			10		ourth	it Arieau		-
(indicates MOST harmful Passenger Information	l event)	or ven in cranop	,,,	In a set	Birth (Age)	Se	x Posi	lon for	straint	Hospital							_
Passenger information					- 9.00	2											_
				Injury	Airbag D		Ejecte		apped	Ambulance	3						
Passenger Information					Birth (Age)					Hospital							
					Airbag D		Ejecte		10000	Ambulance	X						
Passenger Information				Date of	Birth (Age)	Se	x Posi	ion Re	straint	Hospital							Ī
				Injury	Airbag D	eployed	Ejecte	d Tra	apped	Ambulance	Ÿ.						
Passenger Information				Date of	Birth (Age)	Se	x Post	ion Re	estraint	Hospital							Т
				Injury	Airbag D	eployed	Ejecto	d Tra	apped	Ambulance							
Passenger Information				Date of	Birth (Age)	Se	x Posi	ion Re	straint	Hospital							_
				Injury	Airbag D	eployed	Ejecte	d Tra	apped	Ambulance	S.						-
Passenger Information				Date of	Birth (Age)	Se	x Posi	ion Re	straint	Hospital							_
				Injury	Airbag D	eployed	Ejecte	d Tra	apped	Ambulance	0						_
Carrier Information						Car	rier Source	e	GVWR	_	ICCMC .		USDO	T.	MPSC		_
							er's CDL			rsem ents	Ic	Dt. Exem		CDL Restric	tions		_
	1100 Julius								OH	OP OT		O Farm O Other			29 030	035 0	16
Interstate/Intrastate Ve	hicle Type	Type & Axile Per Ur First S	econd Th	ird	Fourth)	Cargo	Body T	Туре	Medical C	ard	1000	Placard	faterial O Cargo S	pill #	Class	No.
Owner Information						Ow	ner Inform	ation									=
Witness Information						Wit	ness Info	mation	0								=
												-					_
restigated Reported E Scene Yes ##/##/#	#### (##.##)	1st Investigator Name ####################################	(Badge) ####################################	# (###	##)	####	stigator N	lame (B	sadge) ######	#### (##	######)		hotos By		<i></i>		
erative VEHCLE 2 WAS N/E VEHICLE 1 WAS TR BECK TO S/B BECK	RYING TO MA	KE A LEFT TU	RN FROM TH	HE EAS			oram				I I				**		
							Wester	Start Sug			 			lead to			
							(8)	I		di k	8 9	. J	le ii	1.			

SIAIFOF	MICHI	GAN	TRAF	FIC CF	RASH	RFP	ORT		Si .	Incident Dispor	siton	
ORI	<u> </u>	OAN	Department No	ame	(AOII	IXLI V	JIXI		r I	Reviewer		
MI 6362700 Crash Date		No. of Units	Novi Poli Crash Type		cial Circumstance	o None	0	Deer	Special Ch			7200
02/22/2013 County	Traffic Contro	02	Angle Relation to Roady		School Bus Special Study	Hit and F Wes	tun O	Fleeing Police	O Fatal Area	O Non-Tri		ORN
63 - Oakland	None Construction	Zone (if applica	On Road			Light	now/Blov	ving Snow	12 - NO	ON-FRWY I Total Lanes	Driveway Speed Limit	P
62 - Novi		Туре		Lane Closed	Activity	Daylight		Snowy		07	45	
Prefix	Road Name BECK				Road Type RD			Suffix		D	wided Roadway	
Distance 250 Feet N				Traffic Way 01 - Not	physically div	ided			Acces 01 -	s Control No access	control	
Prefix I	ntersecting Road GRAND RIVE	ER			Road Type AVE			Suffix		D	ivided Roadway	
Unit Number Unit Known	State Driver Lice	ense Number		Date of Birth (Ag	e) Lice	nse Type	Endorse		Total C	According to comment	rardous Action	
01 No	*****	*********			000	Operator Chauffer Moped	O Cycl O Farr O Rec	e n reation	,	1.	4 - Unknown	
Unit Type Driver Informs MV #######	ation ************************************	,,,,,,,,,,,,	*****		Injury	Position	Restraint 09	NONE				
n (###	###-####) ###-####	*********	******									
O 1 02 03 04 05	06 07 08	09 099		No Interlock Eje	cted Trapped	Not Ec		NONE NONE				
Alcohol O Yes ● No Test Type O Field	O Refused O No O PBT O Bre	ot offered eath O Bloo	d O Urine	Test Results	Drugs O Yes Test	◆No Type O Bloom	O Urin	Test Resu	lts	O Hazardo		her
Vehicle Registration State		Policy#	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	*****	Towed Toll	V.			Sp C	ecial Vehicles	Private Trailer Ty	/pe \
VIN ####################################	Vehicle		Make	Page 10 Care Care Care Care Care Care Care Care	Model	20-610-50-0010-00	Color	CONTRACTOR AND SCIENCE	Year	Vehicle	с Туре	_
Location of	First impact	Extent of	Driveable	Venicle	Direction Vehic	le Use			Actio	on Prior		_
Greatest Damage 12	12	Damage	0 Yes		Parameter I Trans	201000	***************************************			4 - Entering	roadway	
Sequence of Events (• indicates MOST harmful	• 17 - Moto	or veh in tra	ansport	Second			Third			Fourth		
Passenger Information	(Apple)			Date of Bir	th (Age) S	ex Position	Restraint	Hospital				
0000000 0 0000000000000000000000000000				6 93	10 an 2000.	et. Exaces		C STORY				
				0.00	irbag Deployed	Ejected	Trapped	Ambulance				
Passenger Information				Date of Bir	th (Age) S	ex Position	Restraint	Hospital				
				Injury A	arbag Deployed	Ejected	Trapped	Ambulance				
Passenger Information				Date of Br	th (Age) S	ex Position	Restraint	Hospital				
9				Injury /	irbag Deployed	Ejected	Trapped	Ambulance				
Plassenger Information				Date of Bir	th (Age) S	ex Position	Restraint	Hospital				
δ 4				Injury A	irtag Deployed	Ejected	Trapped	Ambulance				
				Date of Bir	tn / 3.ma) C	ex Position	Restraint	Hospital				
					n (vide)							
Δ.				Injury A	irtag Deployed	Ejected	Trapped	Ambulance				
Passenger Information				1000.0	irbag Deployed	Ejected	3	SANCTO PERSON				
Δ.				Date of Bir	irtrag Deployed th (Age)	Ejected ex Position	Restraint	Hospital				
Passenger Information				Date of Bir	irbag Deployed	Ejected	3	SANCTO PERSON				
Passenger Information				Date of Bir	orbag Deployed In (Age) S orbag Deployed	Ejected ex Position	Restraint	Hospital		USDOT	MPSI	C.
Passenger Information Passenger Information				Date of Bir	irbag Deployed In (Age) S irbag Deployed	Ejected Ejected Ejected	Restraint Trapped GVWR	Hospital Ambusance ICCMC	CDL Exem	pt CDL	Restrictions	
Passenger Information Passenger Information O Camer Information	ikie Type	Type & Axie	Per Unit	Date of Evr	irbag Deployed In (Age) S irbag Deployed Ci	Ejected Eyected Ejected mier Source	Restraint Trapped GVWR e Endo	Hospital Ambulance	CDL Exem O Farm O Other Haz	pt CDCI	Restrictions 18 029 030	
Passenger Information Passenger Information Camer Information	cie Type	Type & Axie First	Per Unit Second	Date of Bir	irbag Deployed In (Age) S irbag Deployed	Ejected Eyected Ejected Ejected mier Source	Restraint Trapped GVWR e Endo	Ambusance ICCMC ICCMC	CDL Exem O Farm O Other Haz	pt CDC	Restrictions 18 029 030	
Passenger Information Passenger Information V Camer Information	кіе Туре	Type & Axle First	Per Unit Second	Date of Evr	irbag Deployed In (Age) S Irbag Deployed Ci Dr	Ejected Eyected Ejected Ejected mier Source	Restraint Trapped GVWR e Endo	Ambusance ICCMC ICCMC	CDL Exem O Farm O Other Haz	pt CDCI	Restrictions 18 029 030	
Passenger Information Passenger Information V Camer Information	ісіе Туре	Type 8, Avie First	Per Unit Second	Date of Evr	irbag Deployed In (Age) S Irbag Deployed Ci Dr	Ejected Ejected Ejected Ejected mer Source Cargo Bo	Restraint Trapped GVWR e Endo	Ambusance ICCMC ICCMC	CDL Exem O Farm O Other Haz	pt CDCI	Restrictions 18 029 030	

	Unit Number 02	Ves Yes		ate Driver Lice			Nate of Birth 10/06/19			Opi	erator auffer	Endorse O Cyc O Fam O Rec		Sex F	Total C	Occupante	Hazardous Ai 00 - Non		
N WILLIAM	MV	####	#####	**********	######################################	## ## ###-####			Injury O	F	O1	Restraint 04	Hospital NONE	E					
1	Oriver Conditi		05 (06 07 08	09 099		Interlock No	Ejected	Trappe		No No	ployed	Ambulance NONE						
V 100 V	Alcohol O Yes Test Type	No O Field	01		eath O Blood	Ö Urine	Test Result			st Type	● No • Ø Bloor	d OUrin		t Results		ОН	n Issued azardous	O Other	
	Vehicle Regis	tration	MI	100000000000000000000000000000000000000	************		####		\(\int \)	о/Ву ####	******		******	###	- 0)	nicles Private To	aller Type V	ehicle Defect
	WIN ########	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	""""	Vehicle Description	FORD	Make	TA	Mode				BLACK			Year 201		Vehicle Type Passenger	Car	
ı	Location of Greatest Dan	nage ()		t Impact 2	Extent of Damage 0	Yes Yes	N	cle Direct		hicle U 01 - P	rivate					1 0 V	ng Straight	Ahead	
	Sequence of Events (• indicates !	MOST has	mful eve	• 17 - Moto	r veh in trans	port	Second					Third				F	ourth		
i	Passenger In	formation		211.			Date of	Birth (Ag	je)	Sex	Postion	Restraint	Hospital						
							Injury	Airbag	Deployed	1	Ejected	Trapped	Ambulance	6					
ł	Passenger In	formation					Date of	Birth (Ag	(e)	Sex	Position	Restraint	Hospital						
							Injury	Airbag	Deployed		Ejected	Trapped	Ambulance						
0 4	Passenger In	formation					Date of	Birth (Ag	(e)	Sex	Position	Restraint	Hospital						
9							Injury	Airbag	Deployed	1	Ejected	Trapped	Ambulance						
9	Passenger In	formation					Date of	Birth (Ag	je)	Sex	Postion	Restraint	Hospital						
Š							Injury	Airbag	Deployed		Ejected	Trapped	Ambulance						-
Ì	Passenger In	formation					Date of	f Birth (Ag	je)	Sex	Postion	Restraint	Hospital						
							Injury	Airbag	Deployed	1	Ejected	Trapped	Ambulance						
Ì	Passenger In	formation					Date of	Birth (Ag	(e)	Sex	Position	Restraint	Hospital						
							Injury	Airbag	Deployed	ı	Ejected	Trapped	Ambulance	10.					
2	Carrier Inform	nation								Carrier	Source	GVWR		ICCMC		USDO	T:	MPSC	
W-100									ı	Driver	S CDL Typ		orsements		L Exem	pt	CDL Restriction		35 O 36
	interstate/intr	astate	Vehicle	Туре	Type & Axle Per First	Unit Second	Third	Fourt	h		Cargo Bo		Medical C			cardous N	, comments	ID#	Class #
	Owner Inform	nation	-							Owner	Informatio	nn'			ľ	racaru	O cargo opin	L .	L .
WINE DAY	Cumo anom								ĺ	- Canada									
5	VVitness Infor								_	IA Share a se	is informat	No.							
THE PER	e yante ya maye	inguo.							ĺ	* Marco	THE REPORTED TO	oyer							
T I	estigated Scene Yes		ed Date		st investigator Nan	ne (Badge)	unn (###	###)	2nd 1	investiç	gator Nam	e (Badge)	******** (#:	#####)	ľ	hotos By	,	*******	****
ia.	rative	_		- 1						Diagri					_				
"	TATION I	DRIVE	WAY.	FAILING T	O YIELD THE	RIGHT OF	WAYTO	VEH :	2.	((T)						GAS STATION	DRMEWAY	
					ONT OF VEH				•								1		
			DADS	WERE CO	VERED. UNA	ABLE TO SE	E ANY D	AMAG	E										
1	O VEH 2.												T T	- 1					
														- 1	70.70				
										E	HCK HD	-		1					
														1					
													1	1					
														1					

Authority, 1949 PA 300, Sec. 25 Compliance: Required M Penalty: \$100 and/or 90 days (F	Rev 11/2006)			0422			887355			1		140003361 Fi	ie Clas
STATE OF	MICH	IGAN	TRAF Department Na		RAS	SH F	REP	ORT			Close	d	
MI 6362700			Novi Polic	e Departn	24171						PORT	TER (00822)	
01/23/2014	O7:30	No. of Units 02	Crash Type Sideswipe-S		O School		None Hit and R		Deer Fleeing Police	O Fata		on-Traffic Area	OR:
county 63 - Oakland	Stop si		On Road	ay.	Spe	cial Study		ather loudy		Area 09 - Ir	ntersectio	on related-othr	111
City/Twsp 62 - Noví	Construction	n Zone (if applic Type	able)	Lane Closed	Activit		ght Dawn		Snowy	1	Total Lane 04	Speed Limit 45	P
	Road Name BECK				Road T	уре			Suffix	2	•	Divided Roadwa	y .
Distance 500 Feet N	(2000)			Traffic V	ay ivided H	wy wo/b	arrier			Acc.	ess Control - Other,	partial control	
Prefix	ntersecting Roa	d /ER			Road T AVE	уре			Suffix	2		Divided Roadwa	Y
Unit Number Unit Known 01 Yes		icense Number		Date of Birth		• 6	e Type perator hauffer toped	Endorse O Cyc O Fan	ements Sie le N m reation		Occupants	Hazardous Action 13 - Other	
	adon ************************************		##### ##### (###) ###-##			Injury O	Position 01	Restraint 04	Hospital NONE				
Driver Condition 1 02 03 04 0			(000) 000 000		Ejected	Trapped	Airbag De	oloyed	Ambulance NONE				
Alcohol O'Yes • No	ORefused •1			Test Result		Drugs O Yes	◆ Nio		Test Res	ults		Issued zardous O	Other
Test Type O Field Vehicle Registration Star	OPBT Of	Policy#	NAME OF TAXABLE PARTY.			Test Ty	pe OBloo	d O Urin	e		Special Vehi	cles Private Trailer	
#####################################	Vehica	9	Make	CONTRACTOR OF	Model			Color		Yea		chicle Type	
Location of	FirstImpact	Extent of	/ROLET	K1 Ven	5 cle Direction	Vehicle		BLACK		20 Ac	tion Prior	Passenger Ca	_
Greatest Damage 07	07	Damage	2 Yes	Second			Private	Third			02 - Tum	ing left	
Events (• indicates MOST harmful	● 17 - M c event)	otor veh in tr	ansport	Decora				1,000			4.00		
Passenger Information	******	******			Birth (Age)	12) Se		Restraint 04	Hospital NONE				
PLYMOUTH, MI 48		(###) ###	****	Injury O	Airbag D	eployed quipped	Ejected	Trapped	Ambulance NONE				
Plassenger Information				Date of	Birth (Age)	Se	Position	Restraint	Hospital				
				Injury	Airtiag D	eproyed	Ejected	Trapped	Ambulance				
Passenger Information				Date of	Birth (Age)	Str	Position	Restraint	Hospital				
9				Injury	Airtiag D	eployed	Ejected	Trapped	Ambusance				
Passenger Information				Date of	Birth (Age)	Ser	Postion	Restraint	Hospital				
n <				Injury	Airtiag D	eployed	Ejected	Trapped	Ambulance				
Passenger Information				Date of	Sirth (Age)	Sex	Position	Restraint	Hospital				
				Injury	Airtiag D	eplayed	Ejected	Trapped	Ambulance				
Passenger Information				Date of	Birth (Age)	Sex	Position	Restraint	Hospital				
				Injury	Airtiag D	eployed	Ejected	Trapped	Ambulance				
Carrier Information						Carr	er Source	GVWR	ICCM	ic.	USDOT	MP	SC.
						Driv	rs CDL Ty		orsements	COL Exe		CDL Restrictions	
×	icle Tupe	Tupe 0 Auto	Dar i foit				Carro	Ö	Medical Card	O Farm O Othe	f azardous M	028 029 0	A- 000
Interstate/intersetate	icle Type	Type & Axle First	Second	Third	Fourth		Cargo Bo	vit Tabe	medical Card			O Cargo Spill	
Interstate/Intrastate Ver						Owr	er Informati	on	•	_			
O Owner Information	******	*****											
Owner Information	########## ###########################	*****	18, 88 88888-1	/////// (##	#) ###-#	ingen)	a Property	,					



Unit Number 02	Yes		r License Number		Date of Birth ##/##/##			operator Chauffer Moped	0	orsements Dydle Farm Recreation	Sex M	Total 01		s Hazardous 13 - Ot		
Unit Type MV	######	***************************************	48167-1729	### ### (###) ###-##	###		Injury O	Positio 01	Restra 04	nt Hospit NO						
Driver Condi		5 06 07	08 09 099		Interlock No	Ejected	Trapped	Airbeg No	Deployed	Ambul NO						
Alcohol O Yes	• No	O Refused	O Not offered O Breath O Blood	MONOMAGO	Test Results	,	Drugs O Yes	• N		2000 S	Test Result	5		n Issued lazardous	O Other	r,
Test Type Vehicle Regi	stration St	tate Insuran	O Breath O Blood ce / Policy # ###################################			T	Test 1	ype OB	ood O	rine		8	Special Vel	hides Private	Trailer Type	Vehicle Defect
VIN	,,,,,,,	Veh	ide	Make	100000	Model			Colo			Yes	r	Vehide Type		
Location of		First Impact	Extent of	Driveable	Vehi	R-V de Direction		e Use	BLAC	K			tion Prior	Passenge	was a second	
Greatest Dar Sequence of	nage 02	02 First		2 Yes	Second	9	01	- Prival	e Third					pped on ro	adway	
Events (● indicates	MOST harmfu	● 17 - I i event)	Notor veh in trar	nsport												
Passenger Ir	nformation				Date of	Birth (Age)	S	x Posi	on Restra	nt Hospit	al					
					Injury	Airbag D	eployed	Ejecte	d Trappe	d Ambul	ance					
Passenger In	nformation				Date of	Birth (Age)	S	x Posi	ion Restrai	nt Hospit	al					-
					Injury	Airbag D	eployed	Ejecte	d Trappe	d Ambul	ance					
Passenger In	nformation				Date of	Birth (Age)	S	x Posi	on Restra	nt Hospit	al					
					Injury	Airbag D	eployed	Ejecte	d Trappe	d Ambul	ance					
Passenger Ir	nformation				Date of	Birth (Age)	S	x Posi	ion Restra	nt Hospit	al					
					Injury	Airting D	eployed	Ejecte	d Trappe	d Ambul	ance					
Passenger Ir	nformation				Date of	Birth (Age)	S	x Posi	ion Restra	nt Hospit	al					
					Injury	Airbag D		Ejecte	d Trappe	d Ambul	ance					
Passenger Ir	nformation				LASSON	Birth (Age)		13.20	U Maries		WPATER I					
					Injury	Airbag D		Ejecte			~					
					1,000		WEE	-2.5	53/92							
Carrier Infor	naton							tier Source			ICCMC		USDO		MPSC	
							Det	ver's CDL		ndarsemen OH OP ON OS		O Farm	10	O 28 O 2		O 35 O 36
interstate/int	rastate Ve	shide Type	Type & Axle P	er Unit Second	Third.	Fourth	- 1:	Cargo	Body Type		cal Card	н	azardous l	Material O Cargo Sp	ID#	Class#
Owner Inform	nation						IO.	ner Inform	ation	-\-						
Owner Inform	100															
Witness Info	rmation						W	ness Infor	mation							
vestigated Scene Ye		Date (Time) 2014 (07:3	1st Investigator No 6) J. BRANDO	ame (Badge) N (216)			2nd Inv	estigator N	ame (Badg)			Photos B	7		
павуе	_						D	agram				_				
			OTH STATED WITH THE INTE											A)	
			RD. VEHICLE				OF	1	ř	Ĩ	1	Ĭ			1	
			#1 SAID HE TI				ED		1							
			NING) ONTO BI VEHICLE #2.		R #1 STA	RTED		BECK RD	ì		1			CITYO	SATE (private	e).
							- 1	986	- F	Con 1	_	(*1.070.00		
										E	1					
										E	init 2		<u> </u>			
									Ĩ) 1	1	S.			
									E E		- 31					
									Ţ	1						
							L	98		4975	0 0					

STATE OF	MICH	IIGAN	TRAF	FIC CI	RASI	1R	EP	ORT		35	Close	Disposition ed	
ORI MI 6362700]	Department N							1	Reviewer	1	
Crash Date 01/26/2014	Crash Time 09:47	No of Units	Crash Type Rear End	Sp	ecial Circums		None	0	Deer Fleeing Police	Special O Fa	Checks		o or
County	Traffic Co.	10701	Relation to Road	C112	Special S			ather	11	Area		NO. 0.0000000000000000000000000000000000	53(5)(4)
63 - Oakland	None	on Zone (if appli	On Road	ranconstate		Ligh	t		wing Snow Read Condition	10 -	Total Lane		P
62 - Novi		Туре		Lane Closed	Activity	D	aylight		Snowy		02	45	
Prefix	Road Name BECK				Road Type RD				Suffix	12		Divided Roadwa	У
Distance 7 Feet E				Traffic Way	ded Hwy	with ba	rrier			Õ:	cess Control 2 - Full ac	cess control	
Prefix	Intersecting Roa	ad			Road Type	P			Suffix	Ž.		Divided Roadwa	у
Unit Number Unit Known 01 Yes		License Number		Date of Birth (A)	ge) # (36)	Ucense	erator	Endorse O Cyc O Farr			al Occupants	Hazardous Action 12 - Unable	to sto
Unit Type Driver Infor	mation				Inju	O Cha O Mag	ped	O Rec	reation Hospital			=	
MV ####	######################################	,,,,,,,,,,,,,,,	""""""		٥		01	04	NONE				
Driver Condition			(1111) 1111	Interlock Eji	ected Trap		urbag Dep	ployed	Ambulance				
Alcohol O'Yes • No	ORefused ◆			No Test Results	Dru		No • No		NONE Test Res	utte		Issued izardous O	Other
Test Type O Field Vehicle Registration S	OPBT O	Breath O Blo	ood OUrine			Test Type I To/By	O Bloom	d O Urin	ne real	1	Special Vehi	icles Private Trailer	
######################################	MI ####		Make	*****	Model	anien.		Color		V	0	ehicle Type	
***************************************	Descri	iption FORI		10000	CONVTN			GRAY		2	011	Pickup truck	
Location of Greatest Damage 01	First impact 01	Extent of Damage	1 Yes	Venicle N	Direction	venicle U				T	Action Prior 01 - Goin	ng Straight Ahe	ad
Sequence of	First	CO VEGE O		Second		•	777 0440	Third			7 10 10 11 10 10 10 10	urth	
Events (● indicates MOST harms	● 17 - Mi tul event)	otor veh in t	ransport										
Passenger Information													
				Date of B	rth (Age)	Sex	Position	Restraint	Hospital				
				E 95		1000	1000000		5				
				E 95	rth (Age) Airtiag Deplo	1000	Position Ejected	Restraint	Hospital Ambulance				
Passenger Information				E 95	Airbag Deploy	1000	1000000		5				
Passenger Information				Injury Date of S	Airbag Deploy	yed Sex	Ejected	Trapped	Ambulance				
Passenger Information Passenger Information				Injury Date of B	Airbag Deploy ith (Age)	yed Sex	Ejected Position	Trapped Restraint	Ambulance Hospital				
) Passenger Information				Injury Date of Si Injury Date of Si	Airbag Deploy inti (Age) Airbag Deploy inti (Age)	Sex Sex	Ejected Position Ejected Position	Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital				
7 Passenger Information				Injury Date of 8 Injury Date of 9 Injury	Airbag Deploy itti (Age) Airbag Deploy itti (Age) Airbag Deploy	Sex Sex	Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance				
Passenger Information				Injury Date of Si Injury Date of Si	Airbag Deploy itti (Age) Airbag Deploy itti (Age) Airbag Deploy	Sex Sex	Ejected Position Ejected Position	Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital				
Passenger Information				Injury Date of Si Injury Date of Si Injury Date of Si	Airbag Deploy itti (Age) Airbag Deploy itti (Age) Airbag Deploy	Sex Sex Sex Sex	Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance				
Passenger Information				Injury Date of Si Injury Date of Si Injury Date of Si	Airbag Deploy irth (Age) Airbag Deploy irth (Age) Airbag Deploy irth (Age) Airbag Deploy	Sex Sex Sex Sex	Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital Ambulance Hospital				
Passenger Information 2 Passenger Information 5 Passenger Information				Enjury Date of Si Enjury Date of Si Enjury Date of Si Date of Si	Airbag Deploy irth (Age) Airbag Deploy irth (Age) Airbag Deploy irth (Age) Airbag Deploy	Sex Sex Sex Sex Sex Sex	Ejected Position Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital				
Passenger Information 2 Passenger Information 5 Passenger Information				Enjury Date of Si Enjury Date of Si Enjury Date of Si Date of Si	Airbag Deploy rith (Age) Airbag Deploy rith (Age) Airbag Deploy rith (Age) Airbag Deploy rith (Age) Airbag Deploy Airbag Deploy Airbag Deploy	Sex Sex Sex Sex Sex Sex	Ejected Position Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Hospital Ambulance				
Passenger Information Passenger Information Passenger Information				Injury Date of El Injury Oate of El Injury Oate of El Injury Oate of El Injury Oate of El Injury	Airbag Deploy rith (Age) Airbag Deploy rith (Age) Airbag Deploy rith (Age) Airbag Deploy rith (Age) Airbag Deploy Airbag Deploy Airbag Deploy	Sex	Ejected Position Ejected Position Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Ambulance				
Passenger Information Passenger Information Passenger Information Passenger Information				Injury Date of El Injury Oate of El Injury Oate of El Injury Oate of El Injury Oate of El Injury	Airbag Deploy irth (Age)	Sex	Position Position Position Ejected Position Ejected Position Ejected Position Ejected Fosition	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Trapped	Ambulance Hospital Ambulance Hospital Hospital Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance				
Passenger Information Passenger Information Passenger Information				Injury Date of El Injury Oate of El Injury Oate of El Injury Oate of El Injury Oate of El Injury	Airbag Deploy irth (Age)	Sex	Position Position Position Position Position Position Position Position Position Fosition Fosition Fosition Fosition Fosition Fosition Fosition Fosition	Trapped Restraint	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital		USDOI	200.00	SC
Passenger Information Passenger Information Passenger Information Passenger Information				Injury Date of El Injury Oate of El Injury Oate of El Injury Oate of El Injury Oate of El Injury	Airbag Deploy irth (Age)	Sex	Position Position Position Position Ejected Position Ejected Position Ejected Fosition Ejected	Trapped Restraint Trapped	Ambulance Hospital Ambulance	COL EX	xempt m	T MP CDL Restrictions 028 029 0	
Passenger Information Passenger Information Passenger Information Camer Information	renicie Type	Type <u>S. Avi</u>	e Per Unit	Injury Oate of El Injury	Airbag Deplo, iris (Age)	Sex	Position Position Position Position Position Position Position Position Position Fosition Fosition Fosition Fosition Fosition Fosition Fosition Fosition	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GOVWR GOVWR Contraction Contractio	Ambulance Hospital	O Far	kempt m wer Hazardous M	CDL Restrictions 0 28 0 29 0 laterial ID	30 C
Passenger Information Passenger Information Passenger Information Camer Information	fehicle Type	Type S Avi	e Per Unit Second	Injury Date of El Injury Oate of El Injury Oate of El Injury Oate of El Injury Oate of El Injury	Airbag Deploy irth (Age)	Sex	Ejected Position Ejected Position Ejected Position Ejected Position Fosition	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GOVWR GOVWR Contraction Contractio	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Contenents LCCM LCCM LCCM LCCM LCCM LCCM LCCM LCC	O Far	kempt m wer Hazardous M	CDL Restrictions 0 28 0 29 0	30 C
Passenger Information Passenger Information Passenger Information Camer Information	renicie Type	Type & Avi	e Per Unit. Second	Injury Oate of El Injury	Airbag Deplo, iris (Age)	Sex Sex Carrier Carrie	Ejected Position Ejected Position Ejected Position Ejected Position Fosition	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR GVWR GVWR Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Contenents LCCM LCCM LCCM LCCM LCCM LCCM LCCM LCC	O Far	kempt m wer Hazardous M	CDL Restrictions 0 28 0 29 0 laterial ID	30 C
Passenger Information Passenger Information Passenger Information Passenger Information Camer Information	rehicie Type	Type 6 Ast First	e Per Unit Second	Injury Oate of El Injury	Airbag Deplo, iris (Age)	Sex Sex Carrier Carrie	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Course Cargo Bo	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR GVWR GVWR Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Contenents LCCM LCCM LCCM LCCM LCCM LCCM LCCM LCC	O Far	kempt m wer Hazardous M	CDL Restrictions 0 28 0 29 0 laterial ID	30 C
Passenger Information Passenger Information Passenger Information Camer Information Camer Information		Type S. Axi	e Per Unit Second	Injury Oate of El Injury	Airbag Deploy (th (Age) Airbag Deploy	Sex Sex Carrier Carrie	Position Ejected Position Ejected Position Ejected Position Ejected Position Capoted Cargo Bo Informatii	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR GVWR GVWR Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Contenents LCCM LCCM LCCM LCCM LCCM LCCM LCCM LCC	O Far	kempt m wer Hazardous M	CDL Restrictions 0 28 0 29 0 laterial ID	30 C



Driver Condition 1 0 2 0 Alcohol Oyes Test Type Vehicle Regut: ######### Location of Greatest Dame Sequence of Events	######################################	Vehicle Description This Tries Vehicle Description The Tries	0 99 oed OU Shood OU Make NISSAN ent of D	Ter	erlock No st Results	Ejected	C Trapped	0	ag Dep	Restraint 04	REFU					
Alcohol OYes Test Type Test Type Whice Reget ######## Una Location of Greatest Dame Sequence of Events (e indicates Mo Passenger Info	No	Vehicle Description This Tries Vehicle Description The Tries	DBlood OU ###################################	Ter	No st Results					loyed	Ambulano	e.				
O Yes Test Type Vehicle Registr ######## Ucation of Greatest Dama Sequence of Events (indicates M Passenger Info	O Field O PB atton State OH State OH State OH State OH STATE OH STATE OH	T O Breath Insurance / Policy ######### Vehicle Description mpact Ext Dail	O Blood O U	lrine #########			200		0		REFL					
Vehicle Registration of the Control of Greatest Dame, Sequence of Events (indicates MC Passenger Info	ge 05 OS	Vehicle Description Descri	######################################	********	##		O Yes		• No	520T	Te	st Result		0	ion Issued Hazardous	O Other
Location of Greatest Dame Sequence of Events (indicates MC	99 05 05	Vehicle Description Ext Description Ext Description The second The se	NISSAN D		10.	T	Test owed To/I	ype (O Blood	O Urin	e		1	Special Vi	ehicles Priva	te Trailer Type
Location of Greatest Dama Sequence of Events (• indicates MO Passenger info	ge 05 First i 05 OST harmful event	mpact Ext Dan First 17 - Motor ve	ent of D		AL	Model TIMA			-	Color			Ye	100	Vehicle Typ	e
Sequence of Events (indicates MC Passenger Info	OST harmful event	First 17 - Motor ve		riveable Yes		cle Direction		le Use - Prin		BLACK			TA.	ction Prior		
(• indicates M0 Passenger Info	OST harmful event) - IVIOLOI VE	h in transport	Sec	cond	1	101	- PII	vate	Third				7.007	rning righ Fourth	ı.
	rmation		ar iir ii diisport	8				_								
Passenger Info					400	Birth (Age)	N 5		osition	Restraint	Hospital					
Passenger Info					Injury	Airbag D		1	ected	Trapped	Ambulano	e				
1	rmation				Date of	Birth (Age)	s	ex P	osition	Restraint	Hospital					
					Injury	Airbag D	eployed	Ejs	ected	Trapped	Ambulano	e				
Passenger Info	rmation				Date of	Birth (Age)	S	ex P	osition	Restraint	Hospital					
					Injury	Airbag D	eployed	Eje	ected	Trapped	Ambulano	:e				
Passenger Info	rmation				Date of	Birth (Age)	S	ex P	osition	Restraint	Hospital					
					Injury	Airbeg D	eployed	Eje	ected	Trapped	Ambuland	e				
Passenger Info	rmation				Date of	Birth (Age)	s	EX. P	ostion	Restraint	Hospital					
					Injury	Airbag D	eployed	Eje	ected	Trapped	Ambulano	e				
Passenger Info	rmation				Date of	Birth (Age)	s	ex P	osition	Restraint	Hospital					
i					Injury	Airbag D	eployed	Eje	ected	Trapped	Ambulano	e				
Carrier Informat	tion						Ca	rrier So	ource	GVWR	_	ICCMC		USD	ОТ	MPSC
							Dir	ver's C	DL Typ		orsements		CDL Ex	empt	CDL Restr	
Interstate/Intras	state Vehicle T	ype Tryp	ne & Axie Per Unit	V sec		3e H		Ice	argo Boo	O H O N dy Type	Medical		O Fare O Othe	n er fazardous	1.000 E	D29 030
			First Seco	and Thi	ird	Fourth			. go os	4.164					d O Cargo	
########	************	*##########	;# ;# ;#######, ## #	*****	(##	#) ###-1		mer Inf	formatio	n:						
Witness Informa	ation		(0)		(55)	is.	W	tness I	rformat	on						
nvestigated it Scene Yes	Reported Date (To 01/26/2014		estigator Name (Ba HEANEY (001				2nd Inv	estigat	or Name	(Badge)				Photos 8	Ву	
larrative VEHICLES	#1 AND #2 W	ERE N/B ON	BECK RD. D	RIVER #2	WAS		D	agram	6							
ATTEMPTIN	IG TO MAKE	A RIGHT TU	IRN ONTO CI	TY GATE	RD. DF		350	_					-			
			AFE DISTAN				K	=	98.7	- 5	Unit 3		-			
								\z-			Unit 1		N _			
								NIB BECK RD) "		Chrys			
								KRO				E				
								.4				les.	cr	TY GATE		
												T				
												ì				
							- 1					1	- 1			

	MICH	IIGAN	TRAF	FIC CI	RAS	HR	EP	ORT		33	Incident Dis		
ORI MII 6362700]	Department No							1	Reviewer	ER (00822)	
Crash Date 04/11/2014	Crash Time 14:48	No of Units	Crash Type Rear End	Sp	ecial Circum		None	0	Deer Fleeing Police	Special O Fa	Checks		ORN
County	Traffic Cor	1000	Relation to Roady		School Bu Special			ather	Fleeing Police	Area	300000	Amendouses Sec	OR
63 - Oakland	None Constructi	on Zone (if appl	On Road			Lig	rt	lear	Road Condition		Total Lanes	Speed Limit	P
62 - Novi		Туре		Lane Closed	Activity		aylight		Dry		03	45	
Prefix	Road Name BECK				Road Type RD	r i			Sumx	6		Divided Roadway	
Distance 200 Feet N				Traffic Way	ided Hwy	with ba	arrier			Ã: O	cess Control 1 - No acces	ss control	
Prefix	Intersecting Roa	ver			Road Type AVE				Suffix	Ø.		Divided Roadway	
Unit Number Unit Known	State Driver t	License Number		Date of Birth (A	ge)	License		Endors			Commence of the second	lazardous Action	1100000
01 Yes	MI ####	**********		##/##/###	# (42)	O Ch	erator auffer sped	O Cyc O Fan O Rec	le F m creation	0		12 - Unable to	o sto
	ation					ury O	Position 01	Restraint 04	NONE				
NORTH	VILLE, MI 4		(###) ###-#										
●1 02 03 04 0	5 06 07 0	8 09 099	{	No No			Airbag Dep No	oloyed	Ambulance NONE				
Alcohol O Yes ● No Test Type O Field	O Refused • OPBT O	Not offered Breath O Ble	od O Urine	Test Results	Dr	ugs O Yes Test Typi	◆No e OBloom	d O Urir	Test Res	ults	Citation Is • Haza		ther
Vehicle Registration Sta	Insurance	/Policy#	**********	****	Town	nd To/By					Special Vehicle 0	es Private Trailer T	ype /
VIN ####################################	Vehici Descr	le liption CHE	Make VROLET	TAH	Model IOE K150	00	- 2	Color				icle Type assenger Car	_
Location of Greatest Damage 08	First Impact 08	Extent of Damage	1 Yes	10715760	Direction	Vehicle U		The second			Action Prior	ng/stop on roa	dua
Sequence of	First	100000000000000000000000000000000000000	100	Second		01-1	livate	Third			Fourt		uwa
Events (• indicates MOST harmful	● 17 - M o event)	otor veh in t	ransport	33,000,000									
Passenger Information													
				Date of B	irth (Age)	Sex	Position	Restraint	Hospital				
				5 95	irth (Age) Airbag Depk	1000	Position Ejected	Restraint	Hospital Ambulance				
Passenger Information				5 95	Airbag Depli	1000	1000000	eti eti	S 7 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
Passenger Information				Injury Date of S	Airbag Depli	oyed Sex	Ejected	Trapped	Ambulance				
Passenger Information				Injury Date of B	Airbag Depli irth (Age)	oyed Sex	Ejected Position	Trapped Restraint	Ambulance Hospital				
7) Passenger Information				Injury Date of Si Injury Date or Si	Airbag Depli (rth (Age) Airbag Depli	Sex Oyed Sex	Ejected Position Ejected	Trapped Restraint Trapped	Ambulance Hospital				
7) Passenger Information Y U 0 7 2 1 7 1 7 1 7 1 7 1 7 1 8 1 8 1 8 1 8 1 8				Injury Date of Si Injury Date or Si	Airbag Depli irth (Age) Airbag Depli irth (Age)	Sex Oyed Sex	Ejected Position Ejected Position	Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital				
Passenger Information				Injury Date of Si Injury Date of Si Injury Date of Si	Airbag Depli inth (Age) Airbag Depli inth (Age) Airbag Depli inth (Age)	Sex Oyed Sex Sex Oyed	Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance				
Passenger Information U D D D Passenger Information				Injury Date of Si Injury Date of Si Injury Date of Si Injury	Airbag Depli inth (Age) Airbag Depli Airbag Depli Airbag Depli Airbag Depli	Sex Oyed Sex Oyed Sex Oyed	Ejected Position Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Ambulance				
Passenger Information Passenger Information Passenger Information Passenger Information				Injury Date of Si Injury Date of Si Injury Date of Si Injury Date of Si	Airbag Depli inth (Age) Airbag Depli inth (Age) Airbag Depli inth (Age) inth (Age)	Sex Oyed Sex Oyed Sex	Ejected Position Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Hospital Hospital				
Passenger Information Passenger Information Passenger Information				Injury Date of Bi Injury Date of Bi Injury Crate of Bi Injury Crate of Bi Injury Date of Bi Injury	Airbag Depli irth (Age) Airbag Depli irth (Age) Airbag Depli irth (Age) Airbag Depli irth (Age) Airbag Depli	Sex Oyed Sex Oyed Sex Oyed Sex Oyed	Ejected Position Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Ambulance				
Passenger Information U D D D Passenger Information				Injury Date of El Injury	Airbag Depli irbi (Age) Airbag Depli irbi (Age) Airbag Depli irbi (Age) irbi (Age) Airbag Depli irbi (Age) Airbag Depli irbi (Age)	Sex Oyed Sex Oyed Sex Oyed Sex Oyed Sex Oyed	Ejected Position Ejected Position Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital				
Passenger Information Passenger Information Passenger Information				Injury Date of El Injury	Airbag Depli irth (Age) Airbag Depli irth (Age) Airbag Depli irth (Age) Airbag Depli irth (Age) Airbag Depli	Sex Oyed Sex Oyed Sex Oyed Sex Oyed Sex Oyed	Ejected Position Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Ambulance				
Passenger Information Passenger Information Passenger Information				Injury Date of El Injury	Airbag Depli irbi (Age) Airbag Depli irbi (Age) Airbag Depli irbi (Age) irbi (Age) Airbag Depli irbi (Age) Airbag Depli irbi (Age)	Sex	Ejected Position Ejected Position Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital	IC.	USDOT	MPS	c
Passenger Information Passenger Information Passenger Information Passenger Information				Injury Date of El Injury	Airbag Depli irbi (Age) Airbag Depli irbi (Age) Airbag Depli irbi (Age) irbi (Age) Airbag Depli irbi (Age) Airbag Depli irbi (Age)	Sex Sex Sex Sex Sex Carrier Ca	Ejected Position Ejected Position Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR GVWR End	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance	COLEX	cempt CE	DL Restrictions	- 400
Passenger Information Passenger Information Passenger Information Camer Information	nicie Type	Type 8 Av	e Per Unit	Topay Clate of El Topay	Arbag Depti Arbag Depti Arbag Depti Arbag Depti Th (Age) Arbag Depti Th (Age) Arbag Depti Th (Age) Arbag Depti Th (Age)	Sex Sex Sex Sex Sex Carrier Ca	Ejected Position Ejected Position Position Position Ejected Position Ejected Position Fosition Fosition	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Government Trapped Restraint Trapped Res	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital	CDL EX	cempt CC	Di. Restrictions D 28 O 29 O 3	- 40
Passenger Information Passenger Information Passenger Information Passenger Information	hicle Type	Type & Av	e Per Unit Second	Injury Date of El Injury	Airbag Depli irbi (Age) Airbag Depli irbi (Age) Airbag Depli irbi (Age) irbi (Age) Airbag Depli irbi (Age) Airbag Depli irbi (Age)	Sex Sex Sex Sex Sex Carrier Ca	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Fosition Ejected	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Government Trapped Restraint Trapped Res	Ambulance Hospital Ambulance	CDL EX	compt CC	0c. Restrictions 0 28 0 29 0 31 erial ID#	- 400
Passenger Information Passenger Information Passenger Information Passenger Information Camer Information	hicle Type	Type S. Av. First	e Per Unit Second	Topay Clate of El Topay	Arbag Depti Arbag Depti Arbag Depti Arbag Depti Th (Age) Arbag Depti Th (Age) Arbag Depti Th (Age) Arbag Depti Th (Age)	Sex Sex Sex Sex Carrier Driver	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Fosition Ejected	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR Restraint Trapped GVWR Restraint	Ambulance Hospital Ambulance	CDL EX	compt CC m c wer c	0c. Restrictions 0 28 0 29 0 31 erial ID#	- 400
Passenger Information Passenger Information Passenger Information Passenger Information Camer Information	hicle Type	Type S.Ax First	e Per Unit Second	Topay Clate of El Topay	Arbag Depti Arbag Depti Arbag Depti Arbag Depti Th (Age) Arbag Depti Th (Age) Arbag Depti Th (Age) Arbag Depti Th (Age)	Sex Sex Sex Sex Carrier Driver	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Position Cargo Bc Cargo Bc	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR Restraint Trapped GVWR Restraint	Ambulance Hospital Ambulance	CDL EX	compt CC m c wer c	0c. Restrictions 0 28 0 29 0 31 erial ID#	- 400

02	Yes		river Licensi			Date of Birth ##/##/#		6)	Op O Ch O Mo	erator auffer	O Cyc O Fan O Rec	le n	Sex F	Total 01	Occupant		dous Acti - None			1
Unit Type MV	#######	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	*######	(###) ###	####	- 100 100 100 100 V	venturio e	Injury O	y	Position 01	Restraint 04	Hospital NONE								
Driver Condition	on O3 O4 O	5 06 0	7 08 0	9 099		Interfock No	Ejected	Trap	ped	No No	loyed	Ambulance								I
Alcohol O Yes Test Type	No O Field	OPBT		th O Blood	O Urine	Test Resul	ts	7	Yes est Typ	● No • O Blood	i Ö Urin	Tes	st Results		ОН	n Issued lazardou		O Other		
Vehicle Regist	tration Sta	te Insu	rance / Poli	licy # ###################################	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,,		Towed	To/By						O Vel	hicles P	rivate Tra	iler Type	Vehicle Defect	
VIN ########	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	## 0	Vehicle Description	HONDA	Make	С	R-V	fel			Color			Yes 20		Vehicle 1 Pass	Type enger (Car		I
Location of Greatest Dam	age 04	First Impac 04		Extent of Damage	1 Yes	Vet	nicle Direc		rehicle t 01 - F	se Private					tion Prior 04 - Sto	pped o	on road	lway		İ
Sequence of Events (• indicates M	IOST harmful	First • 17 event)	- Motor	veh in tra	nsport	Second		9,50			Third			-90	F	ourth				
Passenger Inf	ormation					Date	of Birth (A	ge)	Sex	Position	Restraint	Hospital								Ì
						Injury	Airba	Deploy	ed	Ejected	Trapped	Ambulance								1
Passenger Inf	ormation					Date	of Birth (A	ge)	Sex	Position	Restraint	Hospital								
						Injury	Airba	Deploye	ed	Ejected	Trapped	Ambulance	•							1
Passenger Inf	ormation					Date	of Birth (A	ge)	Sex	Position	Restraint	Hospital								1
						Injury	Airba	Deploy	ed	Ejected	Trapped	Ambulance								1
Passenger Inf	ormation					Date	of Birth (A	ge)	Sex	Position	Restraint	Hospital								1
						Injury	Airba	Deploye	ed	Ejected	Trapped	Ambulance	8							1
Passenger Inf	ormation					Date	of Birth (A	ge)	Sex	Position	Restraint	Hospital								1
						Injury	Airba	Deploye	ed	Ejected	Trapped	Ambulance								1
Passenger Inf	ormation					Date	of Birth (A	ge)	Sex	Position	Restraint	Hospital								1
						Injury	Airba	Deploye	ed	Ejected	Trapped	Ambulance	F.:							
Carrier Inform	ation					- 25			Carrie	Source	GVWR		ICCMC		USDO)T		MPSC		
									Driver	s CDL Typ		OP O		OL Exe			estrictions 0 29	030 0	35 036	1
Interstate/Intra	istate Vet	nicle Type	T	Type & Axile P First	er Unit Second	Third	Fou	th		Cargo Bo		Medical (azardous I D Placard	Material		ID#	Class #	
Owner Informa	ation								Owner	Informatio	on .							*		
Witness Inform	nation								Witne	s Informat	ion									J
rvestigated t Scene Yes	Reported D 04/11/2	ate (Time) 014 (14	(:48) C	Investigator N	ame (Badge) (271)			2110	1 Investi	gator Nam	e (Badge)				Photos By	y.				1
TO SOUTH	BOUND E RN AROU OUT OF TH	BECK N IND WA HE GAS	ORTH C AITING F STATIC	OF GRAN FOR TRAI ON, UNIT	ROM NORTI DRIVER, UN FIC TO CLE 1 PROCEEL SSURED AN	IT 2 WAS EAR, UNIT DED TO T	S SITTI T 1 WA 'HE LE	NG S	Diagr	am		Ĩ						(T)	2016	

	MICH	1000	TDAE	0472		NI -	901290			ı,	Incident	# 140034952 Disposition	rie C	lass C
STATE OF	MICH	IGAN	Department Na		RAS	SH F	KEP	ORI		1	Close	1000		
MII 6362700	Crash Time	No of Units	Novi Polic	ce Departme	11///	-metanone				Concent	HAY	ES (00820)	
07/17/2014	15:10	02	Angle		School	Bus	None Hit and i		Deer Fleeing Police	O Fat	tal Q N	Ion-Traffic Area	a 0 (OR'V/S
county 63 - Oakland	Stop si	gn	On Road	ray.	Spec	ial Study		ather loudy		Area 07 - I		WY in Inter		_
čtyrTwsp 62 - Novi	Construction	n Zone (if appli Type	cable)	Lane Closed	Activity		_{ght} Daylight		Dry		Total Land	es Speed 50	d Limit	Ye
Prefix R	oad Name SITYGATE				Road Ty RD	ре			Sumx	2		Divided Re	oadway	
Distance 2 Feet N				Traffic Wa 04 - Or	ey ne-way ti	raffic				02 02	cess Control 2 - Full ac	cess contr	rol	
Prefix in B	tersecting Road ECK	1			Road Ty AVE	ре			Sumx			Divided Ri	oadway	
Unit Number Unit Known O1 Yes	State Driver ILI MI #####	icense Number		Date of Birth (• 0	e Type perator hauffer toped	Endorse O Cycl O Farr O Rec	le N		al Occupanti 1	03 - Fai		ield
	ion 		##### ##### (###) ###-##	###		Injury O	Position 01	Restraint 04	NONE					
●1 02 03 04 05	06 07 0	8 09 099		Interiock E	Ejected	Trapped	Airbag De	ployed	Ambulance NONE					
Alcohol OYes •No C	Refused • N	Vot offered		Test Results		Drugs O Yes	◆ Nio		Test Res	ults		n Issued azardous	O Othe	er a
Test Type O Field C Vehicle Registration State ###################################	insurance /	Policy#	od OUrine		То	Test Tyr wed To/By	pe O Bloo	d O Urin	ê		Special Veh	vicies Private	Trailer Typ	e Veh
VIN	Vehicle	1	Make	eservice eservi	Model			Color		Ye	ear V	/ehicle Type		
***************************************	9	Por FOR		17,000	T CONV	100000000		WHITE			200	Pickup tru	ick	
Location of Greatest Damage 07	irst impact 07	Extent of Damage	4 No	W	le Direction			rcial(busi	iness)		Action Prior 01 - Goir	ng Straight	Ahead	
Sequence of	First	tor veh in t		Second		77		Third			Fo	ourth		
Events (● indicates MOST harmful e	vent)	tor verrin t	ansport											
Passenger Information				Date of I	Birth (Age)	Sex	Position	Restraint	Hospital					
				146.40	Tables Da		I Comment	Torrowald						
				Injury	Airbag De	proyed	Ejected	Trapped	Ambulance					
Plassenger Information				Date of					ı					
				7300000	Birth (Age)	Sex	Position	Restraint	Hospital					
				1/3.7545.04					CONTRACT.					
				Injury	Airtiag De		Ejected	Trapped	Ambulance					
7) Passenger Information				Injury					CONTRACT.					
A Passenger Information				Injury	Airtiag De	proyed Sex	Ejected	Trapped	Ambulance					
ж 5 2				Injury Date of I	Airbag De Birth (Age) Airbag De	proyed Sex	Ejected Position Ejected	Trapped Restraint Trapped	Ambulance Hospital Ambulance					
п 7				Injury Date of I	Airtraig De Birth (Age)	sproyed Sex sproyed	Ejected Position Ejected Position	Trapped Restraint	Ambulance Hospital					
Y U U U U U U U U U U U U U U U U U U U				Injury Date of I	Airbag De Birth (Age) Airbag De	Sex sployed Sex Sex	Ejected Position Ejected	Trapped Restraint Trapped	Ambulance Hospital Ambulance					
⊻ U Z U Passenger Information O O				Injury Date of I Injury Date of I Injury	Airbag De Birth (Age) Airbag De Birth (Age)	Sex sployed Sex Sex	Ejected Position Ejected Position	Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital					
Y U D D Passenger Information O O O O				Injury Date or I Injury Date or I Injury Date or I	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De	Sex Sex	Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital Ambulance Hospital					
Y U D D Passenger Information O O O O				Injury Date of I Injury Date of I Injury	Airbag De Airbag De Birth (Age)	Sex Sex	Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance					
Y U D D Passenger Information O O O O				Injury Date of I Injury Date of I Injury Date of I Injury	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De	Sex Sex	Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital Ambulance Hospital					
Passenger Information Passenger Information Passenger Information				Injury Date of I Injury Date of I Injury Date of I Injury	Airbag De Airbag De Birth (Age) Airbag De Birth (Age) Airbag De	Sex Sex Sex Sex Sex Sex Sex	Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance					
Passenger Information Passenger Information Passenger Information				Injury Date of I Injury Date of I Injury Date of I Injury Date of I	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age)	Sex splayed Sex splayed Sex splayed	Ejected Position Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital	c	USDO	ī	MPSC	
Passenger Information Passenger Information Passenger Information				Injury Date of I Injury Date of I Injury Date of I Injury Date of I	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age)	Sex	Ejected Position Ejected Position Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance		- Contract		W 480	
Passenger Information Passenger Information Passenger Information				Injury Date of I Injury Date of I Injury Date of I Injury Date of I	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age)	Sex	Ejected Position Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR GVWR	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Social Hospital Ambulance ICCM	CDL Ex	empt m	T	ons	O35
Passenger Information Passenger Information	cie Type	Type & Avi	e Per Unit	Injury Date of I Injury Date of I Injury Oste of I Injury Date of I Injury	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age)	Sex	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR GVWR	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Social Hospital Ambulance ICCM	CDL Ex O Fan O Oth	empt m er Hazardous N	CDL Restriction O 28 O 29 Itaterial	ons 9 O 30	anyon.
Passenger Information Passenger Information	cie Type	Type § Axi	e Per Unit Second	Injury Date of I Injury Date of I Injury Date of I Injury Date of I	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age)	Sex	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR Trapped GVWR De Endo	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance ICCM	CDL Ex O Fan O Oth	empt m er Hazardous N	CDL Restriction	ons 9 O 30	CHI STE
Passenger Information Passenger Information Passenger Information Camier Information Understate/information	tie Type	Type S. Axi	e Per Unit Second	Injury Date of I Injury Date of I Injury Oste of I Injury Date of I Injury	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age)	Sex	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped OF O	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance ICCM	CDL Ex O Fan O Oth	empt m er Hazardous N	CDL Restriction O 28 O 29 Itaterial	ons 9 O 30	anyon.
Passenger Information Passenger Information Passenger Information Camer Information Interstate/intrastate Vehicle	tie Type	Type & Axi First	e Per Unit Second	Injury Date of I Injury Date of I Injury Oste of I Injury Date of I Injury	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age)	Sex	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Cargo B4	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped OF O	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance ICCM	CDL Ex O Fan O Oth	empt m er Hazardous N	CDL Restriction O 28 O 29 Itaterial	ons 9 O 30	anyon.
Passenger Information Passenger Information Passenger Information Camer Information Interstate/intrastate Vehicle	tle Type	Type & Ast First	e Per Unit Second	Injury Date of I Injury Date of I Injury Oste of I Injury Date of I Injury	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age)	Sex	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Cargo B4	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped OF O	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance ICCM	CDL Ex O Fan O Oth	empt m er Hazardous N	CDL Restriction O 28 O 29 Itaterial	ons 9 O 30	035
Passenger Information Passenger Information Passenger Information Camier Information Understate/information		Type § Axi First	e Per Unit. Second	Injury Date of I Injury Date of I Injury Oste of I Injury Date of I Injury	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age) Airbag De Birth (Age)	Sex	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Cargo B4	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped OF O	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance ICCM	CDL Ex O Fan O Oth	empt m er Hazardous N	CDL Restriction O 28 O 29 Itaterial	ons 9 O 30	anyon.

	Yes	MI #####	tense Number		Date of Birth			se Type Operator Chauffer Moped	O Cyc	erments Se			00 - Nor		
MV	########		######################################	;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Injury A	Position 01	Restraint 04	PROVIDE	NCE HO	OSP & M	MEDICAL C	ENTERS	-PROVID
Driver Condit	tion	5 06 07 0		,		Ejected	Trapped	Airbag De Yes	ployed	Ambulance COMMUN	ITY EM	SINC			
Alcohol O Yes	• No	O Refused ●N	ot offered	58888883	Test Results		Drugs O Yes	• No	e 67/35	Test Res		Citatio	n Issued Hazardous	O Other	
Test Type Vehide Regit	stration Sta	te Insurance		O Urine	********	To	Test Towed To/B	pe O Bloo	d O Urin	e	T	Special Ve	hides Private 1	Trailer Type	Vehicle Defe
VIN		Vehicle	ARREST DESCRIPTION OF	fake:		Model CUS			Color		Y 6	ar 008	Vehicle Type Passenge	r Car	
Location of Greatest Dan		First Impact 01	Extent of Damage 5	Driveable No		cle Direction		Use Private	SILVER		A	ction Prior	ing Straight		
Sequence of Events		First	tor veh in transp		Second			1 IIVate	Third			F	ourth	Ailead	
(• indicates) Passenger In	MOST harmful	event)		1000.70	Date of	Birth (Age)	Se	Position	Restraint	Hospital					
					Injury	Airbag D		Ejected	Trapped	Ambulance					
Passenger in	formation					Birth (Age)		Position	Restraint	Hospital					
, desiring	1011100011					Airbag D	4			V/I					
Passanaria	formation				Injury			Ejected	Trapped Restraint	Ambulance Hospital					
Passengerin						Birth (Age)									
Dessannarin	formation				Injury	Airbag Di	56	Ejected	Trapped	Ambulance					
Passenger In	- Minimum					Birth (Age)				Hospital Ambulance					
Passenger in	formation				Injury Date of	Airbag Di Birth (Age)		Ejected	Trapped Restraint	Hospital					
masseriger in	romeous.									-7					
Barrassila	f				Injury	Airbag D		Ejected	Trapped	Ambulance					
Passengerin	romanon					Birth (Age)				Hospital					
					Injury	Airbag Di	epioyed	Ejected	Trapped	Ambulance					
												USDO)Ť	MPSC	
Carrier Inform	nation							ier Source	GVWR	ICCN		520			
Cerrier Inform	nation							er's CDL Ty	pe Endo	orsements	OF arm	empt	CDL Restriction	ons	035 0 36
Carrier Inform		nicle Type	Type & Axle Per L	Jng Second	Third	Fourth		er's CDL Ty	pe Endo		OF arm	empt n er (azardous	CDL Restriction	ons 3 0 30 0	035 036 Class W
interstate/intr	restete Ver	nicle Type	Type & Axie Per L First	Jnt Second	Third	Fourth	Driv	er's CDL Ty	pe Endo	orsements 4 OP OT 4 OS OX	OF arm	empt n er (azardous	CDL Restriction O 28 O 29 Material	ons 3 0 30 0	000000000000000000000000000000000000000
interstate/intr	restete Ver	nicle Type	Type & Axie Per L First	Jnt Second	Third	Fourth	Driv	er's CDL Ty Cargo B	pe Endo	orsements 4 OP OT 4 OS OX	OF arm	empt n er (azardous	CDL Restriction O 28 O 29 Material	ons 3 0 30 0	000000000000000000000000000000000000000
Interstate/intr	rastate Ver	nicle Type	Type & Axle Per L Frat	Jnt Second	Third	Fourth	Ow	Cergo B	pe Ends	orsements 4 OP OT 4 OS OX	OF arm	empt n er (azardous	CDL Restriction O 28 O 29 Material	ons 3 0 30 0	000000000000000000000000000000000000000
interstate/intr	rastate Ver	nicle Type	Type & Axie Per U First	ink Second	Third	Fourth	Ow	er's CDL Ty Cargo B	pe Ends	orsements 4 OP OT 4 OS OX	OF arm	empt n er (azardous	CDL Restriction O 28 O 29 Material	ons 3 0 30 0	600
Interstatellints Owner Inform Wittress Inform	Ver Ver verstate.		Frst	Second	Third	Fourth	Ow	Cargo Bi	pe Endi	orsements 4 OP OT 4 OS OX	OF arm	empt n st (azardous O Placard	CDL Restriction 28 0 28 Meterial O Cargo Spill	ons 3 0 30 0	600
Interstate/intr	Ver		Type & Axie Per L Frat 1st Investigator Nam K. HEANEY (1)	e (Badge)	Third	Fourth	Own	Cergo B	pe Endi	orsements 4 OP OT 4 OS OX	OF arm	empt n er (azardous	CDL Restriction 28 0 28 Meterial O Cargo Spill	ons 3 0 30 0	000000000000000000000000000000000000000

TATE OF		FIC CRASH REPORT							Incident # 140045731 File Class C Incident Disposition					
SIAIEOI	- MICE	IIGAN	Department Na		RAS	SHF	(EP	JRI		1	Clos	900		
MI 6362700	Crash Time	e Departm	24///	- matoroso				Concin		ES (0082	:0)			
Crash Date Crash Time No. of Units Crash Type 09/22/2014 12:44 02 Angle County Traffic Control Relation to Roadway					Special Circl School	Bus	None Hit and R		Deer Fleeing Police	0 F		Non-Traffic Ar	ea O	OR!
63 - Oakland Stop sign On Road Oity/Twsp Construction Zone (if applicable)					Spec	ial Study		ather lear				tion Drive		100
62 - Novi	Lane Closed	Activit		_{ght} Daylight		Dry	00	Total Lar	nes Spe 4	ed Limit 5	P			
Prefix S	Road Name BECK				Road Ty AVE	ype			Sumi	6		Devided	Roadway	
Distance 300 Feet N				Traffic W 01 - No	ot physic	ally divid	ded			â	ccess Contro 11 - No ac	cess cont	trol	
Prefix	GRAND RD	ver			Road Ty	уре			Sum	C.		Divided	Roadway	
Unit Number Unit Know 01 Yes		License Number		Date of Birth ##/##/##		• 0	e Type perator hauffer loped	Endorse O Cyc O Fari O Rec			tal Occupant)1		ailed to	yiel
	mation ####################################		##### ##### (###) ###-#	###		Injury O	Position 01	Restraint 04	NONE			•		
Oriver Condition	05 06 07 C	8 09 099		Interlock No	Ejected	Trapped	Airbag De	ployed	Ambulance NONE					
Alcohol O Yes • No	○ Refused ◆	Not offered		Test Results		Drugs O Yes	◆ Nio		Test Re	sults		on Issued Fazardous	• Ot	her
Test Type O Field Vehicle Registration	State Insurance	Breath O Blo / Policy#	od OUrine	*****	To	Test Typ owed To/By	pe OBloo	d O Urin	ē		Special Vet	hicles Privat	e Trailer Ty	pe
VIN ####################################	Vehic	1e	Make	CO-OPC CAN O	Model		140	Color			'ear	Vehicle Type		_
Location of	First Impact	Extent of	Driveable	Veni	CIE Direction	Vehicle	Use	SILVER		Ť	2014 Action Prior	Passeng	jer Car	_
Greatest Damage 02	02	Damage	1 Yes	Second		01 -	Private	Third			02 - Tur	ming left		
Events (• indicates MOST harm	◆ 17 - Ma fut event)	otor veh in t	ransport	Decom				1100				00.01		
Passenger Information				Date of	Birth (Age)	Sex	Position	Restraint	Hospital					
Passenger Information				Date of Injury	Birth (Age)	. 150	Position Ejected	Restraint Trapped	Hospital Ambulance					
Passenger Information Passenger Information				Injury		eployed	1.5400.5		d -					
				Injury Date of	Airbag De Birth (Age)	eployed Sex	Ejected	Trapped	Ambulance					
Passenger Information				Injury Date of Injury	Airbag De Birth (Age) Airbag De	eployed Sex eproyed	Ejected Position Ejected	Trapped Restraint Trapped	Ambulance Hospital Ambulance					
Passenger Information Passenger Information				Injury Date of Injury Date of	Airbag De Birth (Age) Airbag De Birth (Age)	Sex Sex Sex	Ejected Position Ejected Position	Trapped Restraint Trapped Restraint	Ambulance Hospital Ambulance Hospital					
Passenger Information Passenger Information				Injury Date of Injury Date of Injury	Airbag De Birth (Age) Airbag Di Birth (Age)	Sex eproyed Sex eproyed	Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance					
Passenger Information				Injury Date of Injury Date of	Airbag Do Birth (Age) Airbag Do Airbag Do Airbag Do	Sex Sex Sex	Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital					
Passenger Information Passenger Information Passenger Information				Injury Date of Injury Date of Injury Date of Injury	Airbag De Birth (Age) Airbag De Birth (Age) Airbag De	Sex	Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance					
Passenger Information Passenger Information				Injury Date of Injury	Airbag De Birth (Age) Airbag Di Airbag De Birth (Age) Airbag De Airbag De	Sex Sex	Ejected Position Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital					
Passenger Information Passenger Information Passenger Information Passenger Information				Injury Date of Injury	Airbag De Birth (Age) Airbag De Airbag De Birth (Age) Airbag De Airbag De Airbag De Airbag De	sex splayed Sex seplayed Sex seplayed Sex seplayed	Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance					
Passenger Information Passenger Information Passenger Information				Injury Date of Injury	Airbag De Birth (Age) Airbag Di Airbag De Birth (Age) Airbag De Airbag De	sex splayed Sex seplayed Sex seplayed Sex seplayed	Ejected Position Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital					
Passenger Information Passenger Information Passenger Information Passenger Information				Injury Date of Injury	Airbag De Birth (Age) Airbag De Airbag De Birth (Age) Airbag De Airbag De Airbag De Airbag De	sproyed Sex Sex Sex Sex Sex Sex	Ejected Position Ejected Position Ejected Position Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Ambulance					
Passenger Information Passenger Information Passenger Information Passenger Information				Injury Date of Injury	Airbag De Birth (Age)	sex splayed Sex seplayed Sex splayed Sex seplayed Sex sex seplayed Sex sex seplayed Sex s	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Position Ejected	Trapped Restraint	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Iocatal		USDO		MPS(
Passenger Information Passenger Information Passenger Information Passenger Information Camer Information				Injury Date of Injury	Airbag De Birth (Age)	sex splayed Sex seplayed Sex splayed Sex seplayed Sex sex seplayed Sex sex seplayed Sex s	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Ejected Ejected	Trapped Restraint Trapped	Ambulance Hospital Ambulance Hospital Hospital Hospital Hospital Hospital Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance	COLE Organia	xempt	OZE OZE O	tions	
Passenger Information Passenger Information Passenger Information Passenger Information Camer Information	vehicle Type	Type & Avi	e Per Unit Second	Injury Date of Injury	Airbag De Birth (Age)	sex splayed Sex seplayed Sex splayed Sex seplayed Sex sex seplayed Sex sex seplayed Sex s	Ejected Position Ejected Position Ejected Position Ejected Position Ejected Position Ejected	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GOVWR GOVWR GOVWR GOVWR GOVWR GOVWR GOVWR	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance GOP OT	CDL E	xempt rm her Hazardous I	CDL Restric	tions 29 030	-
Passenger Information Passenger Information Passenger Information Passenger Information Carrier Information	venicie Type	Type & Asi	e Per Unit Second	Injury Date of Injury	Artog De Birth (Age) Sex Septoyed Sex Septoyed Sex Septoyed Sex Sex Septoyed Sex	Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR GVWR GVWR Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Ambulance Coemerts	CDL E	xempt rm her Hazardous I	CDL Restric O 28 O Material	tions 29 030		
Passenger Information Passenger Information Passenger Information Passenger Information Camer Information		Type 8. Axii	e Per Unit Second	Injury Date of Injury	Artog De Birth (Age) Sex Septoyed Sex Septoyed Sex Septoyed Sex Septoyed Sex	Ejected Position	Trapped Restraint Trapped Restraint Trapped Restraint Trapped Restraint Trapped GVWR GVWR GVWR Restraint Trapped	Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Hospital Ambulance Ambulance Coemerts	CDL E	xempt rm her Hazardous I	CDL Restric O 28 O Material	tions 29 030	-	



Unit Type	Yes		icense Number ####################################	Date of Birtin (Age)		00						00 - None	
MV			######################################	****	Injur O	,	Position 01	Restraint 04	NONE				
Driver Condition	on	5 06 07 0		Interlock Ejecte	ed Trap	ped	Airbag Des	ployed	Ambulance NONE	ii .			
Alcohol O Yes Test Type	●No OField	O Refused OPBT OF	Not offered Breath O Blood O Urine	Test Results		Yes	•No	d O Unin	Test	Results		n Issued szerdous O Other	
Vehicle Regist	tration Star	de Insurance			Towed		e Obliga	, Oom	10		Special Veh	icles Private Trailer Type V	hicle Defect
VIN #######	******	Vehicli Descri	e Make		odel OLINE \	/AN	8	WHITE				ehicle Type Van, motor home	
Location of Greatest Dam	nage 07	First Impact 07	Extent of Drive Damage 1 Ye			ehicle 01 -	Use Private				Action Prior 01 - Goir	ng Straight Ahead	
Sequence of Events	OST harmful	First ● 17 - Mo	otor veh in transport	Second			7 1413-1017	Third			Fo	urth	
Passenger Inf		er ers)		Date of Birth	(Age)	Sex	Position	Restraint	Hospital				
				Injury Air	bag Deploy	ed	Ejected	Trapped	Ambulance				-
Passenger Info	formation			Date of Birth	(Age)	Sex	Position	Restraint	Hospital				
***				Injury Air	bag Deploy	ed	Ejected	Trapped	Ambulance				
Passenger Inf	formation			Date of Birth		Sex	Position	Restraint	Hospital				
2					bag Deploy		Ejected	Trapped	Ambulance				
Passenger Inf	formation			Date of Birth	8.704.465	Sex	Position	Restraint	Hospital				
					bag Deploy		Ejected	Trapped	Ambulance				
Passenger Inf	formation			Date of Birth		Sex	Position	Restraint	Hospital				
r asseriger inc	omenun						3	50.000.000.000	Ambulance				
				1505	bag Deploy		Ejected	Trapped					
Passenger Inf	formation			Date of Birth		Sex	Position	Restraint	Hospital				
				Injury Air	bag Deploy	ed	Ejected	Trapped	Ambulance				
Carrier Inform	ation			1.30.10		Carrie	er Source	GVWR		ссмс	USDO'	T MPSC	
Carrier Inform	ation						or Source	e Ende	prsements	CO	L Exempt	CDL Restrictions	5 036
Carrier Inform		nicle Type	Type & Axie Per Unit First Second	Third 5	ourth			De Endo		CO	L Exempt Farm Other Haz ardous M	CDL Restrictions 0 28 0 29 0 30 0 3 sterial ID#	5 0 36
interstate/intra	astate Ven	nicle Type	Type & Axie Per Unit Final Second	Third F	ourth.	Drive	r's CDL Ty	oe Endo	orsements	CO	L Exempt Farm Other Haz ardous M	CDL Restrictions 0 28 0 29 0 30 0	
interstate/intra	astate Veh	********	First Second	incoming days — a contractor to be a	The State Council of	Drive:	r's CDL Typ	oe Endo	orsements	CO	L Exempt Farm Other Haz ardous M	CDL Restrictions 0 28 0 29 0 30 0 3 sterial ID#	
interstate/intra	astate Veh	*******	First Second	incoming days — a contractor to be a	ourth	Drive:	r's CDL Ty	oe Endo	orsements	CO	L Exempt Farm Other Haz ardous M	CDL Restrictions 0 28 0 29 0 30 0 3 sterial ID#	
Owner inform	estate Ven	*******	First Second	incoming days — a contractor to be a	The State Council of	Driv e:	r's CDL Ty	oe Ende Or Or on	orsements	CO	L Exempt Farm Other Haz ardous M	CDL Restrictions 0 28 0 29 0 30 0 3 sterial ID#	
interstate/intra	estate Ven	*******	First Second	incoming days — a contractor to be a	The State Council of	Driv e:	Cargo Bo	oe Ende Or Or on	orsements	CO	L Exempt Farm Other Haz ardous M	CDL Restrictions 0 28 0 29 0 30 0 3 sterial ID#	
Interstatelistre Owner inform ######## Witness inform	ven	**************************************	First Second	## ### (###) # **	** ****	Owne	Cargo Bo	e Endo	orsements	CO	L Exempt Farm Other Haz ardous M	CDL Restrictions 0 28 0 29 0 30 0 3 sterial ID#	
interstate interstate interstate inform	estate Ven ***********************************	**************************************	First Second ###################################	### (###) # ## ### (###) #	2nd	Owne	Cargo Bo r informati ss Informati	e Endo	orsements	CO	R. Exempt Farm Other Haz er dous M O Placerd	CDL Restrictions 0 28 0 29 0 30 0 3 sterial ID#	
Interstate/intre Owner inform ######## Witness inform vestigated Scene Yes PRIVER #1	etion ####################################	######################################	First Second	## ### (###) # 	2no	Owner Witne	Cargo Bo r informati ss Informati	e Endo	orsements	CO	R. Exempt Farm Other Haz er dous M O Placerd	CDL Restrictions O 28 O 29 O 30 O 3 oterial O Cargo Spill	
Owner inform ####################################	eton ####################################	######################################	First Second ###################################	(###)# (###)# URNING SOUTHB ON BECK WITH T ER ISLAND AND F	2nd COUND HE	Owner Witne	Cargo Bo r informati ss Informati	e Endo	orsements	CO	L Exempt Farm Other Hat or dous M Placerd	CDL Restrictions O 28 O 29 O 30 O : esterial O Cargo Spit	
Owner inform ######## Witness inform Vestigated Ocene Yes strative On BECK IRIGHT OF NTO SOU	assiste Ven abon ************************************	**************************************	First Second ###################################	(###)# (###)# URNING SOUTHB ON BECK WITH T ER ISLAND AND F	2nd COUND HE	Owner Witne	Cargo Bo r informati ss Informati	e Endo	orsements	CO	R. Exempt Farm Other Haz er dous M O Placerd	CDL Restrictions O 28 O 29 O 30 O 3 oterial O Cargo Spill	
Owner inform ######## Witness inform vestigated Scene Yes arretive ON BECK IRIGHT OF INTO SOU	assiste Ven abon ************************************	**************************************	First Second ###################################	(###)# (###)# URNING SOUTHB ON BECK WITH T ER ISLAND AND F	2nd COUND HE	Owner Witne	Cargo Bo r informati ss Informati	e Endo	orsements	CO	L Exempt Farm Other Hat or dous M Placerd	CDL Restrictions O 28 O 29 O 30 O : esterial O Cargo Spit	Class #
Owner inform Owner inform ******** ******* Witness inform Vestigated Scene Yes OR IVER #1 ON BECK I RIGHT OF INTO SOU	assiste Ven abon ************************************	**************************************	First Second ###################################	(###)# (###)# URNING SOUTHB ON BECK WITH T ER ISLAND AND F	2nd COUND HE	Owner Witne	Cargo Bo r informati ss Informati	e Endo	orsements	CO	L Exempt Farm Other Hat or dous M Placerd	CDL Restrictions O 28 O 29 O 30 O o o o o o o o o o o o o o o o o o o	Class #
Owner inform Owner inform Owner inform Witness inform Westigated 15 cene Yes OR IVER #1 ON BECK I	assiste Ven abon ************************************	**************************************	First Second ###################################	(###)# (###)# (###)# ON BECK WITH T ER ISLAND AND F	2nd COUND HE	Owner Witne	Cargo Bo r informati ss Informati	e Endo	orsements	CO	L Exempt Farm Other Hat or dous M Placerd	CDL Restrictions O 28 O 29 O 30 O o o o o o o o o o o o o o o o o o o	Class #
Owner inform Owner inform Owner inform Witness inform Westigated 15 cene Yes OR IVER #1 ON BECK I	assiste Ven abon ************************************	**************************************	First Second ###################################	(###)# (###)# (###)# ON BECK WITH T ER ISLAND AND F	2nd COUND HE	Owner Witne	Cargo Bo r informati ss Informati	e Endo	orsements	CO	L Exempt Farm Other Hat or dous M Placerd	CDL Restrictions O 28 O 29 O 30 O o o o o o o o o o o o o o o o o o o	Class #
Owner inform Owner inform Witness inform Witness inform OR IVER #1 ON BECK I RIGHT OF INTO SOU!	assiste Ven abon ************************************	**************************************	First Second ###################################	(###)# (###)# (###)# ON BECK WITH T ER ISLAND AND F	2nd COUND HE	Owner Witne	Cargo Bo r informati ss Informati	e Endo	orsements	CO	L Exempt Farm Other Hat or dous M Placerd	CDL Restrictions O 28 O 29 O 30 O o o o o o o o o o o o o o o o o o o	Class #
Owner inform ######## Witness inform vestigated Scene Yes arretive ON BECK IRIGHT OF INTO SOU	assiste Ven abon ************************************	**************************************	First Second ###################################	(###)# (###)# (###)# ON BECK WITH T ER ISLAND AND F	2nd COUND HE	Owner Witne	Cargo Bo r informati ss Informati	e Endo	orsements	CO	L Exempt Farm Other Hat or dous M Placerd	CDL Restrictions O 28 O 29 O 30 O o o o o o o o o o o o o o o o o o o	Class #

Nuthority: 1949 PA 300, Sec. 25 compliance: Required M Penalty: \$100 and/or 90 days (I		Exte 0492			907095	D			Page 01 of 01 Incident # 140846793 File Class C3145					
	FFIC CRASH REPORT						56	Incident Disposition Closed						
MI 6362700			Department Na							7	Review	er 'ES (00820))	
Crash Time No. of Units Crash Type 09/29/2014 09:00 02 Rear End coursy Trash Control Reation is Reader 63 - Oakland Stop sign On Road					Special Cin	cumstances I Bus	None Net and F	Run O	Deer Fleeing Police	Spec	tal Checks Fatal O	Non-Traffic Area	0 OR5	/Snowmobil
	ay.	Spe	cial Study		aner ther/Unk		Area	- Intersec	tion related-	othr				
ty/Twsp 82 - Noví	Construction	on Zone (if applic Type	sble)	Lane Closed	Activi	ty	other/Ur	nknown	Other/U		Total La	nes Speed 25		osted No
	Road Name CITYGATE				Road 1	уре			Su	mx .		Divided Ro	oadway	
Distance 5 Feet E				Traffic W 01 - No	ay ot physic	cally divi	ded				Access Contr 02 - Full a	ccess contr	rol	
Prefix	Intersecting Road BECK RD	d			Road 1	ype			Su	imix		Divided Ro	oadway	
01 Yes	State Driver L MI ####	icense Number		Date of Birth ##/##/		0	se Type Operator Chauffer Agged	Endorse O Cyc O Fan O Rec		Sex F	otal Occupan 02	ts Hazardous A 00 - Nor		
	ation ####################################		##### ##### (###) ###-##	***		(njury O	Position 01	Restraint 04	Hospital NONE					
Driver Condition • 1 02 03 04 0			.,,		Ejected	Trapped	Airbag Dep No	loyed	Ambulance NONE					
Alcohol O Yes • No	O Refused O !	Not offered		Test Results		Drugs O Yes	◆ Nio		Test F	Results		on Issued Hazardous	O Other	
Test Type O Field Vehicle Registration Sta	insurance	Breath O Bloc / Policy#	od OUrine	#####	T	Test Ty	pe OBloo	1 O Urin	e		Special Ve	hicles Private 1	Trailer Type	ehide Defec
VIN ####################################	Vehicle		Make	CO-OPC CAVO	Model IUS C			Color			Year 2013	Vehicle Type Passenge	r Car	
Location of Greatest Damage 06	First impact 06	Extent of Damage	1 Yes	70.00	te Directio		Use Private				Action Prior	ming right		
Sequence of Events	First ●17 - Mo	otor veh in tr		Second		-	-50.0 SECTION -1.	Trird				ourth		
(● indicates MOST harmful Passenger Information	evers)			Date of	Birth (Age	Se	Position	Restraint	Hospital					
				Injury	Airtag D	eployed	Ejected	Trapped	Ambulance					
Plassenger Information				Date of	Birth (Age	Se	Position	Restraint	Hospital					
				Injury	Airtiag D	eproyed	Ejected	Trapped	Ambulance					
Passenger Information				Date of	Birth (Age	St	Position	Restraint	Hospital					
				Injury	Airtiag D	eptoyed	Ejected	Trapped	Ambulance					
Plassenger Information				Date of	Birth (Age	Se	Postion	Restraint	Hospital					
2				Injury	Airtiag D	eployed	Ejected	Trapped	Ambulance					
Passenger Information				Date of	Birth (Age)	Se	Position	Restraint	Hospital					
				Injury	Airbag D	eployed	Ejected	Trapped	Ambulance					
Passenger Information				Date of	Birth (Age)	Se	Position	Restraint	Hospital					
				Injury	Airtiag D	eployed	Ejected	Trapped	Ambulance					
Camer Information				_	_	Can	ier Source	GVWR	lic	CMC	USD	DΤ	MPSC	
1						Driv	ers CDL. Typ	OH	orsements OP OT	01	Exempt farm	CDL Restriction		35 036
							Cargo Bo		Medical Ca		Other Hazardous		ID#	Class#
Interstate/intrastate Vel	hicle Type	Type & Axle First	Per Unit Second	Third	Fourth							O Cargo Spil		
Owner Information	hicle Type	Type & Axle First	Per Unit Second	Third	Fourth	22	ner Informatio	on						
Owner Information	hicle Type	Type & Axle First	Per Unit Second	Third	Fourth	22	er Informatii	on:						
	***	Type & Axle First	Per Unit Second	Third	Fourth	Owi	er Informatio	on.						Public



Unit Number Unit Known State Driver License Number Yes MI ###################################			Date of Birth (Age) ##/##/### (34)		1 8	Oper O Chau O Mope		perator O Cycl hauffer O Farr		e F		ocup ants	03 - Fail	zardous Action 13 - Failed to yield			
Unit Type MV	MV ####################################								sition 11	Restraint 04	Hospital NONE	(c)					
Driver Condit	tion	5 06 07 0		In	terio di.	Ejected	Trapped		bag Dep	loyed	Ambulance						_
Alcohol O Yes	• No	O Refused On	lot offered Breath O Blood C		est Results		Drugs O Yes		• No	O Urine	Tes	t Results		ОН	n Issued ezardous	O Other	_
Vehicle Regi	e O Field istration St ######		Reath OBlood C /Policy # ###################################		###	T	owed To/		O Blood	Ochni			Sp	e dal Veh	ides Private T	railer Type \	ehic
MN #######	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	### Vehicle Descrip	otion BMW	ke	Х5	Mo-del	į.			Color			Year 201		/enicle Type Passenge	r Car	_
Location of Greatest Dar	mage 02	First Impact 02	Extent of Damage 1	Oriveable Yes	- U.S.	de Direction		cle Use					Acti	on Prior	ng Straight		_
Sequence of Events		First • 17 - Mo	tor veh in transpo	ort	econd		-			Third				Fo	ourth		_
Passenger In	MOST harmfu	il event)			Date of	Birth (Age)) [8	iex	Position	Restraint	Hospital						=
					Injury	Airb ag D	eployed	E	ected	Trapped	Ambulance						_
Passengerin	nformation					Birth (Age)		ex I	Position	Restraint	Hospital						_
					Injury	Airbag D		16	ected	Trapped	Ambulance	1					_
n Passenger Ir	nformation					Birth (Age)			Position	Restraint	Hospital						_
2 1 2					Injury	Airb ag D			ected	Trapped	Ambulance	1)					_
☑ ☑ Passengerin	nformation					Birth (Age)	-00	lex	Position	Restraint	Hospital	11"					_
oo K					Injury	Airb aig D		\perp	ected	Trapped	Ambulance						_
Passengerin	nformation				10000	Birth (Age)			Position	Restraint	Hospital						_
					Injury	Airb ag D		\perp	ected	Trapped	Ambulance						_
Passengerin	nformation				1100000	Birth (Age)	2000000		Position	Restrant	Hospital	50					_
00000050#F2015					Injury	Airb aig D			ected	Trapped	Ambulance	1					_
					577		97.02			10000				700000		Trans	_
Carrie r Inforr	midDON							errier S		GVMR		ICCMC	DI F	USDO		MPSC	
5							P	wers (CDLTyp		OP OT		O Farm O Other	get	CDL Restrictio		35
Interstate/int	rastate V6	ehicle Type	Type & Axle Per Un First S	econd Tr	hird	Fourth	2	C	argo Bo	dy Type	Medical C	Card		zardous N Placard	Material O Cargo Spil	ID #	C
Owner Inform	mation						0	wher Ir	iformatic	n			1				_
Owner Inform																	
Witness Info	rmation						Tw	itness	Informat	ion							=
							100										
nvestigated	Panoria 4	Date (Time)	1 st Investigator Name	(Rados)			Zed I-	estra	for Mar-	e (Badge)			т.	hotos By			_
nvestigated st Scene No		2014 (09:30)	CADET LANG				e ilu illi	esoya	or suppl	- founda)				-iniva d)			_
			OP SIGN WAITI					iagram	1								_
REAR EN							-	7.7		-0 -0				33			_
													_	- 17	70		_
													Unit 2 I Init 1		1		
							- 1						it 2		7		
													5		1		
							- 1						8				
													1				
							- [e .	3		1		