



CITY of NOVI CITY COUNCIL

Agenda Item J
May 17, 2010

SUBJECT: Approval of Traffic Control Orders 10-01 through 10-15 to establish traffic control at various intersections within Dunbarton Pines subdivision.

SUBMITTING DEPARTMENT: Department of Public Services, Engineering Division *BTC*

CITY MANAGER APPROVAL: *[Signature]* *RJA*

BACKGROUND INFORMATION:

New federal requirements for traffic control sign retroreflectivity became effective in January 2008 and require that 1) all road agencies must establish and implement a plan for compliance by January 2012; 2) agencies must meet the minimum retroreflectivity requirements on regulatory signs (such as stop, yield, speed, and no parking signs), warning signs and 3) guide signs by January 2010; and agencies must meet minimum retroreflectivity requirements for street name signs by January 2018. Retroreflectivity is the ability of a surface to return light back from its source (i.e., signs and pavement markings reflecting light from the headlights back to the driver's eye). The 2009-10 budget included \$25,000 for the purchase of sign materials as the initial phase of compliance with the requirements, and the proposed 2010-11 Capital Improvement Program includes a phased approach to meet compliance deadlines. An updated compliance schedule is attached.

Dunbarton Pines subdivision was selected for the initial implementation phase for two reasons: Dunbarton Pines has some of the oldest signs in the City of which many have a very low level of retroreflectivity, and Dunbarton Pines has several intersections that lack any stop or yield signs to assign the right-of-way at the intersection. The following table summarizes the traffic control orders (TCO) for the new stop and yield signs that are to be installed based on the intersection study completed by the City's traffic consultant, Birchler Arroyo (see attached report):

TCO No.	Description	TCO No.	Description
10-01	EB Courtview Trail to STOP at Waycroft Drive	10-09	NB Foxton to YIELD at Steeple Path
10-02	SB Roundview to YIELD at White Pines Drive	10-10	Exeter Court to YIELD at Fordway Drive
10-03	EB White Pines Drive to YIELD at Waycroft Dr.	10-11	Drocton Court to YIELD at Lightsway Drive
10-04	NB Leeds Street to STOP at Midway Drive	10-12	Alton Court to YIELD at Huntingcross Drive
10-05	SB Leeds Street to STOP at Fordway Drive	10-13	Eaton Court to STOP at Huntingcross Drive
10-06	Dunbarton Court to YIELD at Dunbarton Drive	10-14	NB Huntingcross Dr. to YIELD at Dunbarton Dr.
10-07	Louvert Court to YIELD at Midway Drive	10-15	WB Lydgate to STOP at Plaisance Blvd.
10-08	NB Steeple Path to STOP at Huntingcross Dr.		

A letter was sent to the Dunbarton Pines Homeowners' Association to inform them of the traffic sign replacement work (April 7, 2010 letter, attached). The installation of the new traffic control signs is underway using DPS Field Operations staff.

RECOMMENDED ACTION: Approval of Traffic Control Orders 10-01 through 10-15 to establish traffic control at various intersections within Dunbarton Pines subdivision.

	1	2	Y	N
Mayor Landry				
Mayor Pro Tem Gatt				
Council Member Crawford				
Council Member Fischer				

	1	2	Y	N
Council Member Margolis				
Council Member Mutch				
Council Member Staudt				



MEMORANDUM

TO: ROB HAYES, P.E.; DPS DIRECTOR/CITY ENGINEER
FROM: BRIAN COBURN, P.E.; SENIOR CIVIL ENGINEER *BCC*
SUBJECT: TRAFFIC SIGN INVENTORY PROJECT
DATE: APRIL 8, 2009

*4/18/09
To: Hayes and City
Civil Meeting*

*FY
[Signature]*

This memo is to give you an update on the Traffic Sign Inventory project that was completed concurrent with the pavement condition assessment project. The sign inventory project was approved for FY2008-09 to create an inventory of all city-controlled traffic control signs. The inventory is now complete and the data has been delivered. A sample of the data has been attached for your reference on the enclosed sample output map and data summary. The inventory is the first step toward actively managing all sign assets.))

The inventory is also valuable as a first step in compliance with new retroreflectivity requirements as mandated by the Federal Highway Administration (FHWA). Retroreflectivity is the ability of a surface to return light back to its source (i.e., signs and pavement markings reflecting light from headlights back toward the driver's eyes). The requirements were included in the latest revision to the Manual of Uniform Traffic Control Devices (MUTCD) and became effective in January 2008. The requirements include the following milestones:

- Agencies must establish and implement a sign assessment or management method to maintain minimum levels of sign reflectivity by January 2012.
- Agencies must meet the minimum retroreflectivity requirements on regulatory (such as stop, speed limit and no parking signs), warning and guide signs by January 2015.))
- Agencies must meet the minimum retroreflectivity requirements for street name signs by January 2018.

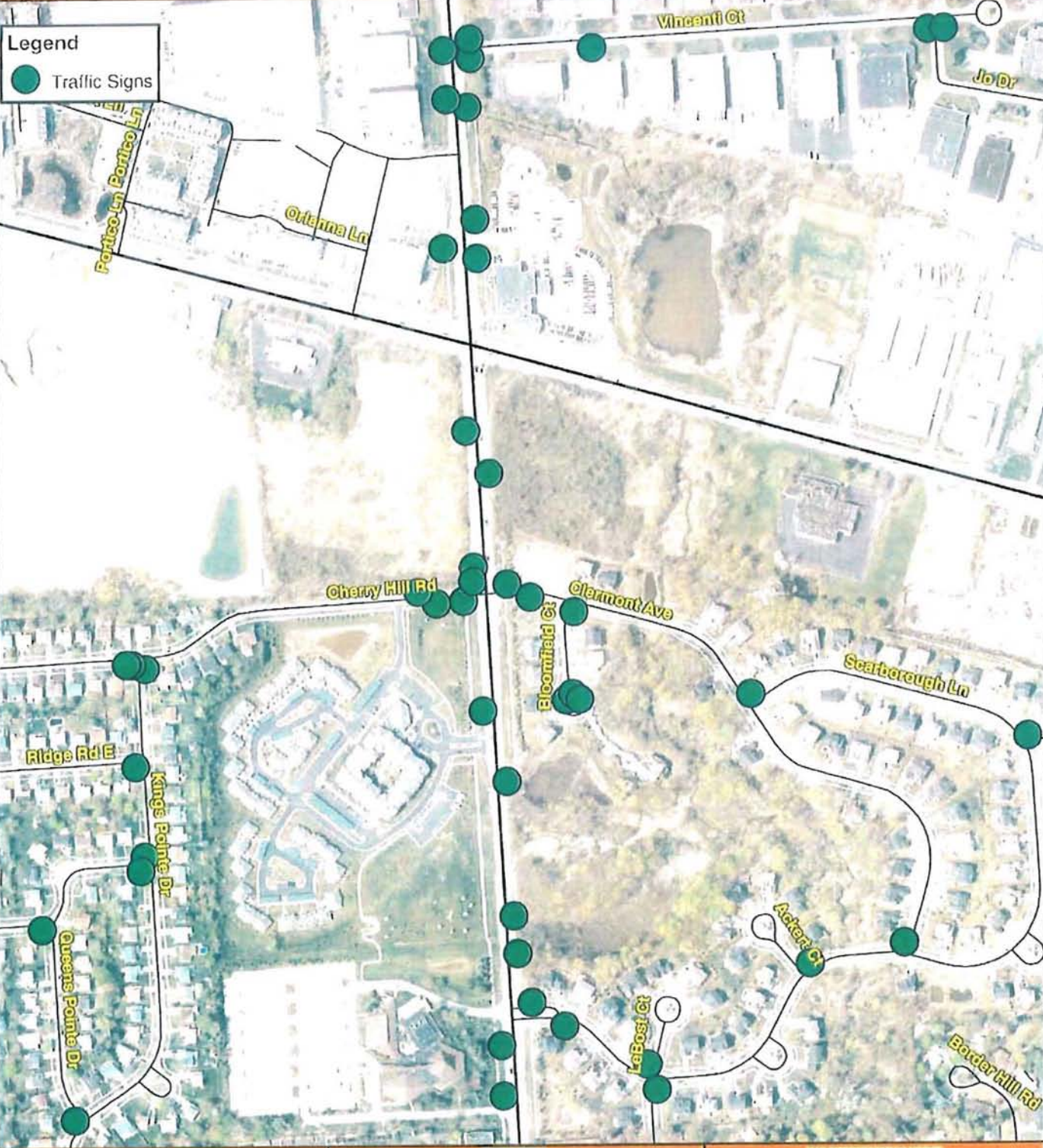
In order to meet these milestones, various DPS staff members from the Engineering and Field Operations Divisions along with Information Technology/GIS staff have been meeting regularly to develop the enclosed compliance plan. The plan outlines a four-phased approach to compliance with the new requirements. The new requirements provide several opportunities such as the implementation of an asset management program for traffic signs, review and likely revision to the existing decorative street name sign ordinance to ensure compliance with new requirements, and the review and systematic replacement of existing signs that do not meet current standards. Now that the inventory is complete, staff will be meeting next week to begin implementation of the phase 2 of the compliance plan. We have requested funding for phase 2 as part of the FY2009-10 budget.

The sign inventory is also being used to review the need for additional guide signage within Novi to direct motorists to key attractions within the City and to freeways. The review and plan for new trailblazing guide signs will be developed using Engineering Division and Field Operations staff this summer. We have also requested funding for trailblazing sign installation in FY2009-10.)X

cc: Matt Wiktorowski, Senior Field Operations Manager

Map Showing Sign Locations

Traffic Sign Inventory



CITY OF NOVI
 ENGINEERING DIVISION
 401 N W TEN MILE RD
 NOVI, MI 48215-1004
 (248) 347-0884
 MAP AUTHOR: Brian Coburn, PE



MAP INTERPRETATION NOTICE
 Map information is provided for informational purposes only and is not intended to be used as a legal document. The map is intended to show the location of traffic signs and is not intended to be used as a legal document. The City of Novi is not responsible for any errors or omissions on this map. The City of Novi is not responsible for any errors or omissions on this map. The City of Novi is not responsible for any errors or omissions on this map.

SAMPLE

SAMPLE SIGN INVENTORY DATA

FID	Shape	ID	POST_NUMBE	SIGN_PHOTO	SIGN_1_DES	MUTCD_CODE	SIGN_1_DIM	
1661	Point	169	1	NoviROW2G0811021128532G000293.jpg	Emery	D1-1c	6x24	Ra
1662	Point	169	1	NoviROW2G0811021128532G000318.jpg	Stop	R1-1	30x30	
1663	Point	169	1	NoviROW2G0811021128532G000353.jpg	Galway	D1-1c	6x24	Klt
1664	Point	170	1	NoviROW2G0811021128532G000353.jpg	Stop	R1-1	30x30	
1665	Point	170	1	NoviROW2G0811021128532G000435.jpg	Emery	D1-1c	6x24	Klt
1666	Point	170	1	NoviROW2G0811021128532G000402.jpg	Emery	D1-1c	6x24	Ra
1667	Point	170	1	NoviROW2G0811021128532G000458.jpg	Byrne	D1-1c	6x24	Klt
1668	Point	170	2	NoviROW2G0811021147482G000175.jpg	Begin Bike Lane	R3-17	30x24	
1669	Point	170	2	NoviROW2G0811021147482G000203.jpg	Begin Bike Lane	R3-17	30x24	
1670	Point	170	1	NoviROW2G0811021147482G000219.jpg	Hidden Drive	Misc	30x30	
1671	Point	170	2	NoviROW2G0811021147482G000264.jpg	Stop Ahead	W3-1	36x36	
1672	Point	170	1	NoviROW2G0811021147482G000277.jpg	Begin Bike Lane	R3-17	30x24	
1673	Point	170	1	NoviROW2G0811021147482G000285.jpg	Stop	R1-1	30x30	4-A
1674	Point	171	1	NoviROW2G0811021147482G000325.jpg	No Outlet	W14-2	36x36	

Record: 1 | Show: All Selected | Records (1 out of 2648 Selected) | Options

SAMPLE



Hyperlink to photo of sign

Description of sign legend

Sign Dimensions

Sign Type from Michigan Manual of Uniform Traffic Control Devices



New Sign Retroreflectivity Requirements

One of the Federal Highway Administration's (FHWA's) primary missions is to improve safety on the nation's roadways. Approximately 42,000 people have been killed on American roads during the last decade. While only one-quarter of all travel occurs at night, about half of the traffic fatalities occur during nighttime hours. To address this disparity, the FHWA has adopted new traffic sign retroreflectivity requirements that are included as Revision 2 of the 2003 MUTCD.

To comply with the new requirements, public agencies will have until January 2012 to implement and then continue to use an assessment or management method that is designed to maintain traffic sign retroreflectivity at or above the minimum levels specified. Five assessment or management methods are defined in the MUTCD as acceptable maintenance methods for traffic signs. Agencies are also permitted to develop and use other methods based on engineering studies.

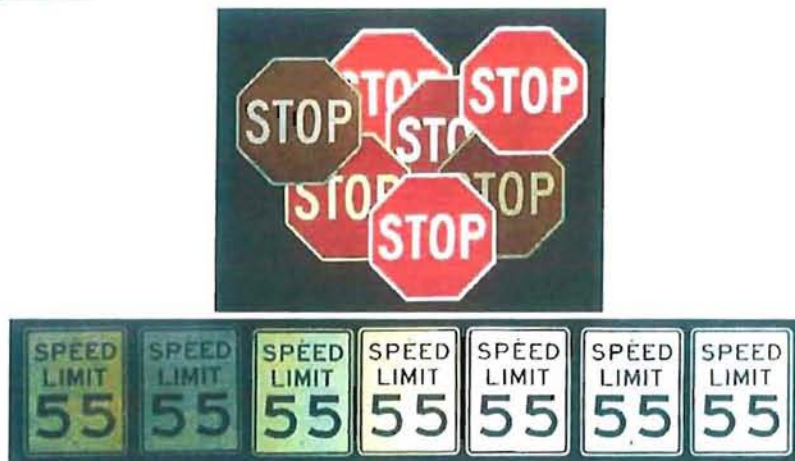
Public agencies will have until January 2015 to replace any regulatory, warning, or post-mounted guide (except street name) signs and until January 2018 to replace any street name signs and overhead guide signs that are identified by the assessment or management method as failing to meet the minimum retroreflectivity levels.

If an assessment or management method were being used, an agency would comply with the requirements of the new provisions even if there were some individual signs that do not meet the minimum retroreflectivity levels at a particular point in time. Because of the seven to 10-year compliance period adopted for replacing signs that have insufficient retroreflectivity, highway departments will be able to implement improved sign inspection and management procedures and subsequently replace the signs in a period that is consistent with the typical sign replacement cycle.

Sheeting types (as defined in ASTM D4956) that can be used according to the new requirements are as follows:

- All prismatic sheeting materials may be used for all signs.
- High Intensity Beaded (Type III) and Super Engineer Grade (Type II) may be used for all signs except for the white legend on overhead guide signs.
- Engineer Grade (Type I) may be used for all signs except for:
 - The white legend on guide signs,
 - The white legend on street name signs, and
 - All yellow and orange warning signs.

Even though a particular type of sheeting might initially meet the minimum retroreflectivity levels when new, it might quickly degrade to below the minimum retroreflectivity levels. For additional information on this rulemaking and sign retroreflectivity, please visit the FHWA retroreflectivity web site www.fhwa.dot.gov/retro.



SIGN INVENTORY RETROREFLECTIVITY COMPLIANCE PLAN

October 9, 2008
Updated May 10, 2010

Phase 1-Inventory Location of Existing Signs (October 2008-March 2009)

- Currently underway through contract with SME
- Deliverable will include:
 - o Location, MMUTCD type and size in GIS
 - o Images of all signs
 - o Roadside images every 20 feet on all City public roads
- Final product delivered by March 31, 2009.

Phase 2-Maintenance and Use of Sign Inventory (April 2009-September 2010)

- Develop procedure to maintain the sign inventory
 - o DPS-Field Operations to notify GIS of new signs and removed signs
 - o New signs to be added to inventory upon acceptance of new streets
- Research the traffic control order for each regulatory sign to add to the GIS data. (This will serve as a good check to make sure that the sign has a TCO).
- Develop procedure to implement traffic control orders for signs on new streets
- Develop a multi-year plan and cost estimate for the replacement of nonconforming signs in time for budget discussion. (The pilot study proposed in FY2009-10 will provide cost information to determine feasibility of completing the work in house or by using contractors).
- Identify signs that do not comply with the MMUTCD. **(IN PROGRESS)**
- Use the database to identify opportunities for trailblazing signs to direct visitors to attractions, city facilities and freeways. **(IN PROGRESS)**

Phase 3-Procedural, Policy and Ordinance Changes/Development of Compliance Plan (September 2009-June 2010)

- Develop and implement ordinance revisions requiring developers to install signs that meet the requirements. **(IN PROGRESS)**
- Revise the decorative sign ordinance and agreements to meet the new requirements
- Develop public relations campaign with subdivisions to educate on new requirements and develop a compliance plan for non-conforming street name signs.
- Submit capital improvement project descriptions and budgets for sign replacements beginning with FY 2010-11.

Phase 4-Implementation of Compliance Plan (June 2010-December 2014)

- Begin implementation of multi-year sign replacement plan to comply with requirements.

MEMORANDUM



BIRCHLER ARROYO
ASSOCIATES, INC.

DATE: June 30, 2009

TO: Brian T. Coburn, P.E., Senior Civil Engineer
Dept. of Public Services-Engineering Div., City of Novi

FROM: Rodney L. Arroyo, AICP, Vice President
William A. Stimpson, P.E., Director of Traffic Engineering

SUBJECT: Dunbarton Pines Subdivision Right-of-Way Control Signs

As requested, we have evaluated this subdivision's internal intersections for the appropriate type of right-of-way control signage (e.g. YIELD or STOP sign). The only intersections excluded from the current evaluation were Huntingcross and Foxtan, which we already reviewed in October 2008, and three very short U streets (really eyebrows with small round islands) for which we believe signing is unjustified.

Counting as two intersections both ends of Lydgate Court at Plaisance, as well as both ends of the south U street at Courtview, a total of 25 intersections were evaluated (see Table 1). Some of these intersections already have YIELD or STOP signs, but since corner landscaping likely has grown since those signs were installed, it was appropriate to reevaluate them at this time.

Recommendations

1. The City should install the new right-of-way control signs specified in Table 2. Existing signs we are not recommending be changed at this time are also indicated in the table.
2. All new and existing STOP and YIELD signs should be supported by Council-approved Traffic Control Orders.
3. Per the *Michigan Manual of Uniform Traffic Control Devices*, all three-way STOP sign installations must be accompanied by ALL WAY (R1-4) plates, and all four-way STOP sign installations must be accompanied by 4-WAY (R1-3) plates.
4. In specific instances indicated in Tables 1 and 2, existing street name signs should be relocated to the top of newly installed right-of-way control signs. In cases where only one of the two intersecting streets now has a name sign, the missing second sign should be added on the same post. A few instances are noted where existing installations are in need of replacement due to excessive sign fading or badly rusted posts. Finally, some limited tree pruning will be required (as indicated) to provide adequate sign visibility.

Table 1. Dunbarton Pines Subdivision Traffic Signs: Summary of Findings

Map	Intersection	Existing Controls	Controlling Corner	Critical Speed (mph)	Warranted Signs			Comments
					None	Yield	Stop	
1	Plaisance & Lydgate Ct (south)	None	Island	12			WB	Driveway locations make 1-way flow impractical
	Plaisance & Lydgate Ct (north)	None	Island	9			WB	
	Plaisance & Huntingcross-Midway	NWB Yield	SW	22		NWB		Existing YIELD is warranted
2	Midway & Louvert Ct	None	SE	19		WB		& relocate SNS*
	Midway & Dunbarton Dr	3-way Stop	NW	9			EB	Midway stop signs <i>not warranted</i> but could be retained with ALL WAY plates added
	Midway & Fordway	EB Stop	NW	8			EB	Existing Stop warranted
3	Midway & Roundview	3-way Stop	NE	25		SB		Existing 3-way Stop <i>not warranted</i> , but could be retained
	Midway & Leeds	None	SW	9			NB	
	Fordway & Exeter Ct	None	SW	28		NB		Prune tree around signs
	Fordway-Lightsway & Leeds	None	NW	13			SB	Odd trees warrant Stop
4	Midway-Waycroft & White Pines	None	SW	23		SEB		
	White Pines & Roundview	None	NW	24		SB		
	Waycroft & Courtview	None	NW	5			EB	
5	Waycroft & Courtview-Lightsway	4-way Stop	SW SW	9 14			N-S E-W	Existing 4-way Stop <i>is</i> warranted
	Lightsway & Drocton Ct	None	NE	27		WB		
	Courtview & south U St (east)	None	Island	10			NB	Observed 2-way flow
	Courtview & south U St (west)	None	Island	11			NB	
6	Dunbarton & Waycroft	SB Stop	NW	9			SB	Existing Stop warranted
	Dunbarton & Huntingcross	None	SE	19		NB		& relocate SNS*
	Huntingcross & Eaton Ct	None	SE	8			NEB	& relocate SNS*
	Huntingcross & Alton Ct	None	SW	4			NB	& relocate SNS*
7	Steeple Path & Foxtan	None	SE	21		NB		& add Foxtan SNS*
8	Steeple Path & Huntingcross	None	SE	14			NB	Prune tree around signs
	Dunbarton Dr & Dunbarton Ct	None	SW	18		NB		& relocate SNS*
	Dunbarton (E-W) & Foxtan	E-W Stop	SE	16		NB		In lieu of NB yield, existing E-W stop could be retained

* SNS = street name sign(s)

Table 2. Dunbarton Pines Subdivision: Summary of Signing Recommendations

Intersection	Recommendations
Plaisance & Lydgate Ct (south)	Place 24-inch STOP sign on Lydgate approach to Plaisance, on new post toward south side of island to ensure visibility past landscaping. Place new street name sign for Plaisance Blvd on top of new post, relocate existing sign for Lydgate Ct to top of that post, and remove old post from centerline of island.
Plaisance & Lydgate Ct (north)	Place 24-inch STOP sign on Lydgate approach to Plaisance.
Plaisance & Huntingcross-Midway	Retain existing NB YIELD sign. No work required here.
Midway & Louvert Ct	Place YIELD sign on Louvert approach to Midway. Place new street name sign for Midway Dr on top of new post required on NE corner, relocate existing sign for Louvert Ct to top of that post, and remove old post from SE corner.
Midway & Dunbarton Dr	Retain existing 3-way stop control (albeit not warranted by sight distance considerations). Place required ALL WAY supplemental plate below each STOP sign. Sign installation on SW corner should be consolidated on new post, since existing STOP sign post is badly rusted and street name sign is on separate post leaning toward intersection.
Midway & Fordway	Retain existing EB STOP sign. No work required here.
Midway & Roundview	Retain existing 3-way stop control (albeit not warranted by sight distance considerations). Relocate street name signs to top of existing post for SB Roundview, since the separately mounted STOP sign for that approach blocks the driver's view of the Midway name sign.
Midway & Leeds	Place 30-inch STOP sign on Leeds approach to Midway. Use existing street name post.
Fordway & Exeter Ct	Place YIELD sign on existing street name sign post, and prune tree limbs for visibility.
Fordway-Lightsway & Leeds	Place 30-inch STOP sign on Leeds approach to Fordway-Lightsway. Existing three-high street name signs may have to remain on separate post, but ensure that sign installations do not block a view of each other and are not obscured by nearby landscaping.
Midway-Waycroft & White Pines	Place YIELD sign on White Pines approach to Midway-Waycroft. Existing three-high street name signs may have to remain on separate post, but ensure that two sign installations do not block a needed view of each other.
White Pines & Roundview	Place YIELD sign on Roundview approach to White Pines. Use existing street name post.
Waycroft & Courtview	Place 30-inch STOP sign on Courtview approach to Waycroft. Use ex. street name post.
Waycroft & Courtview-Lightsway	Retain existing 4-way stop control (warranted by trees on SW corner). Replace badly faded 4-WAY supplemental plates below NB and EB STOP signs.
Lightsway & Drocton Ct	Place YIELD sign on Drocton approach to Lightsway. Use existing street name post.
Courtview & south U St (east)	Place 24-inch STOP sign on (unnamed) U street approach to Courtview.
Courtview & south U St (west)	Place 24-inch STOP sign on (unnamed) U street approach to Courtview. This sign should be placed toward west side of island to ensure visibility to U street past landscaping.
Dunbarton Dr & Waycroft	Retain existing SB-only stop control. Prune lower branches of adjacent spruce tree to enhance visibility of both vehicular cross traffic and nearby bus stop.
Dunbarton Dr & Huntingcross	Place YIELD sign on Huntingcross approach to Dunbarton. Relocate existing street name signs to top of new post required on SE corner, and remove old post from SW corner.

(continued)

Table 2. Summary of Signing Recommendations (continued)

Intersection	Recommendations
Huntingcross & Eaton Ct	Place 30-inch STOP sign on Eaton approach to Huntingcross. Relocate existing street name signs to top of new post required on SE corner, and remove old post from SW corner. Ensure that all signs are visible to drivers on both streets past adjacent trees.
Huntingcross & Alton Ct	Place 30-inch STOP sign on Alton approach to Huntingcross. Relocate existing street name signs to top of new post required on SE corner, and remove old post from SW corner. Ensure that all signs are visible to drivers on both streets past adjacent tree and bushes.
Steeple Path & Foxton	Place YIELD sign on NB Foxton approach to Steeple Path. Place new street name sign for Foxton Dr on top of new post, relocate existing sign for Steeple Path to top of that post, and remove old post from north side of intersection.
Steeple Path & Huntingcross	Place 30-inch STOP sign on Steeple Path approach to Huntingcross. Use existing street name sign post. Prune tree limbs to ensure that new sign installation is visible to drivers approaching intersection from all three directions.
Dunbarton Dr & Dunbarton Ct	Place YIELD sign on Dunbarton Ct approach to Dunbarton Dr. Install on new post close to curb return, relocate existing street name signs too far east of corner, and remove old post.
Dunbarton Dr & Foxton	Retain existing east-west stop control on Dunbarton Dr. No work required here.

General Background

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

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

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

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

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

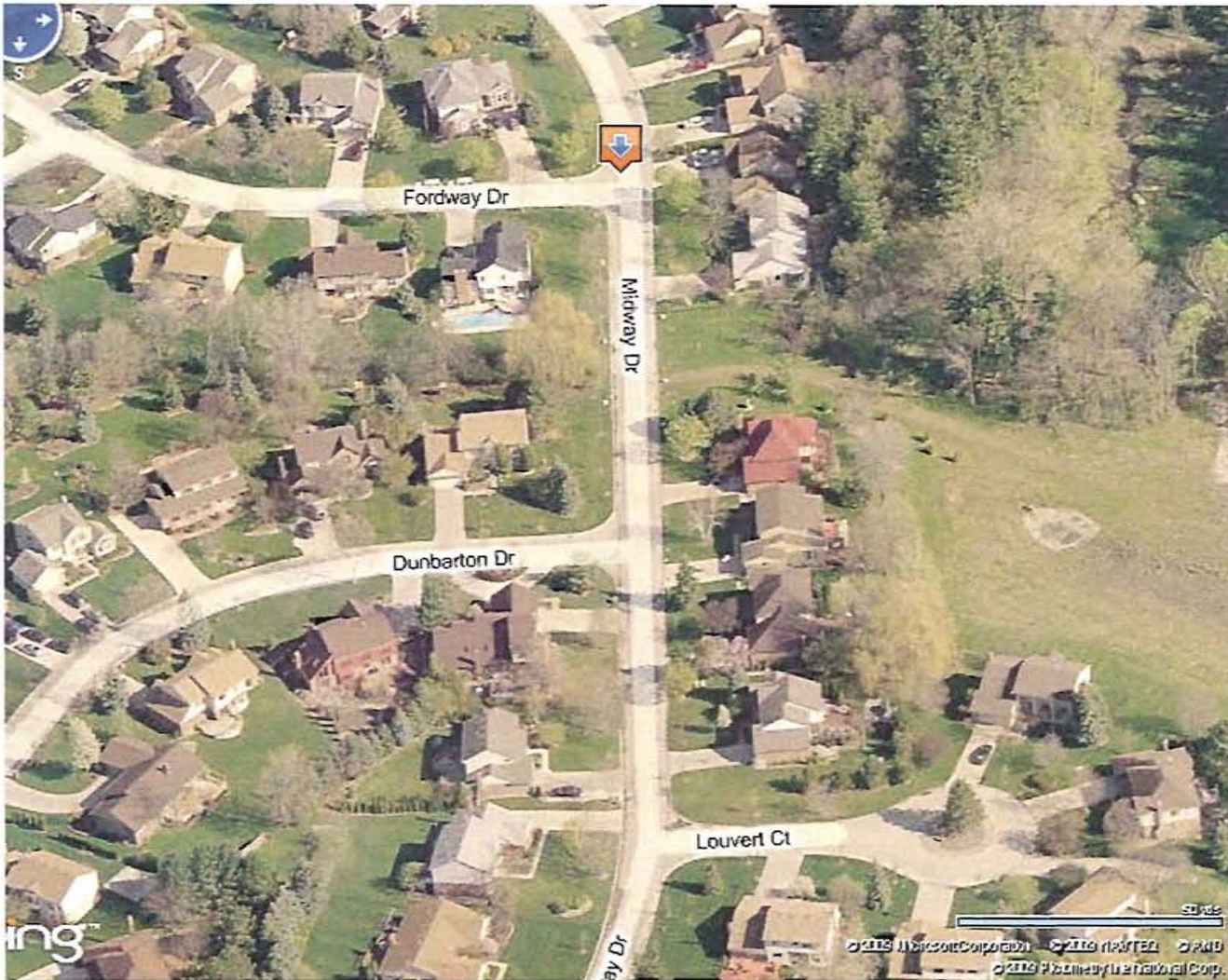
Supporting Analyses and Discussion

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

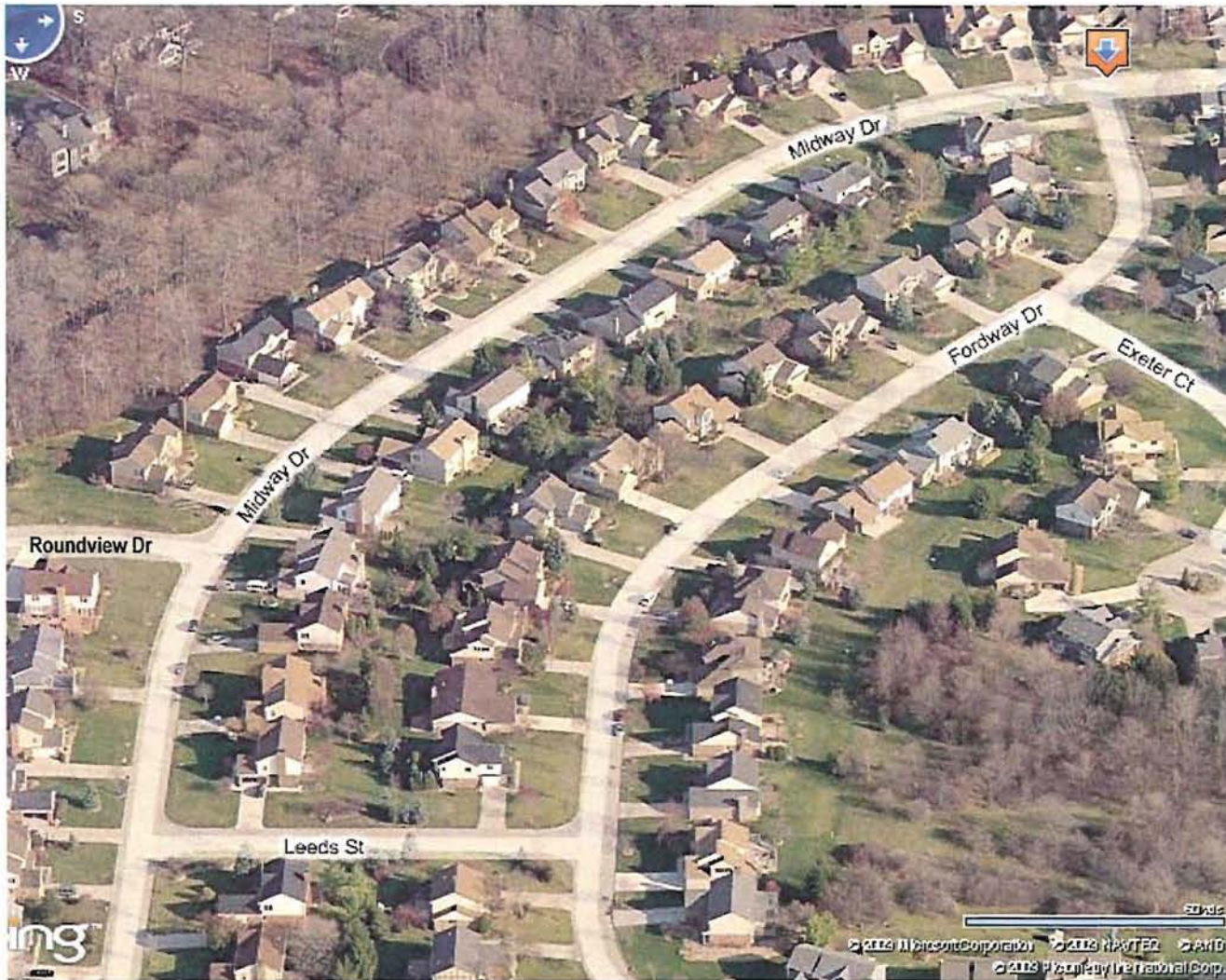
The Critical Approach Speeds determined for all 25 evaluated intersections are listed in Table 1. Note that these intersections are grouped by Map number, 1 through 8. These "maps" are actually birdseye aerial photos, presented below to help illustrate the following discussion.



MAP 1: Intersections of Plaisance with 9 Mile Rd, Lydgate Ct, and Midway/Huntingcross



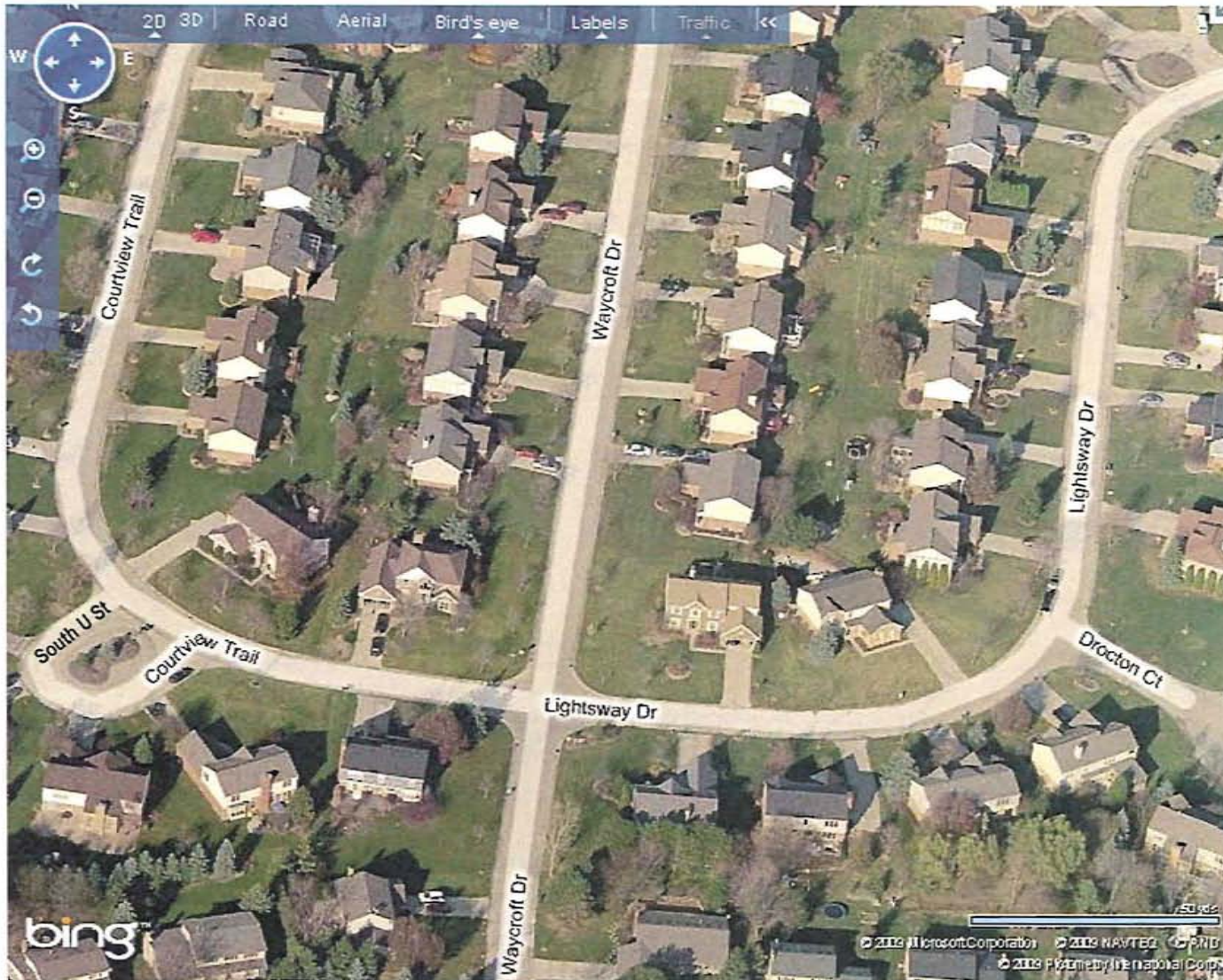
MAP 2: Intersections of Midway with Louvert Ct, Dunbarton Dr, and Fordway



**MAP 3: Midway Intersections with Leeds, Roundview, and Fordway;
Fordway Intersections with Leeds and Exeter Ct**



MAP 4: Courtview/Waycroft and White Pines Intersections with Taft Rd, Roundview, and Waycroft-Midway



MAP 5: Lightsway Intersections with Courtview Trail-Waycroft and Drocton Ct



**MAP 6: Dunbarton Intersections with Taft Rd, Huntingcross, and Waycroft;
Huntingcross Intersections with Eaton Ct and Alton Ct**



MAP 7: Foxton Intersections with 9 Mile Rd, Steeple Path, and Huntingcross



**MAP 8: Foxton Intersections with Dunbarton, Huntingcross, and Steeple Path;
Dunbarton / Dunbarton Ct; and Huntingcross / Steeple Path**

Plaisance and Lydgate Court (south and north) – This U street has an 87-ft long, well-landscaped island. Given the street's 27-ft width, its apparently rare on-street parking, and the locations of the three driveways served, posting one-way flow would be unnecessary and inappropriate. Given the 9-12 mph Critical Approach Speeds resulting from the large shrubs near the west end of the island, both Lydgate approaches to Plaisance should be (consistently) posted with its own STOP sign. Recommendations regarding street name signs appear in Table 2.

Plaisance and Huntingcross-Midway – Sight distance across the southeast corner is essentially unrestricted, and the large evergreen tree in the southwest corner was found to produce a Critical Approach Speed of 22 mph on Plaisance (for an assumed through speed on Huntingcross-Midway of 25 mph). Hence, the existing YIELD sign is appropriate. No special conditions were observed that would warrant the STOP sign installation requested by the nearby resident. It is highly doubtful that any driver turning the corner fast enough and carelessly enough to hit the resident's mailbox would likely respond much differently to a STOP sign than to the existing YIELD sign. Furthermore, the MMUTCD specifically prohibits STOP sign installation solely for speed control purposes.

Midway and Louvert Court – Sight distance across the southeast corner is limited by a large evergreen tree. The resulting Critical Approach Speed of 19 mph warrants a YIELD sign on the Louvert approach to Midway. A street name sign for Midway should be placed on top of the YIELD sign, together with the existing sign for Louvert relocated from its own post on the southeast corner.

Midway and Dunbarton Drive – Landscape features on both corners warrant one-way stop control (on Dunbarton). The existing three-way stop control is likely *not* warranted on the basis of traffic volumes or crash history; however, the *MMUTCD* offers the traffic engineer the option of installing all-way stop control if professional judgment indicates that it will improve traffic flow and safety under special conditions. In this case, such special conditions include: (1) the fact that these streets are two of the three most continuous streets in the subdivision; (2) there is a significant downgrade on Dunbarton's approach to Midway, which could be problematic in winter weather; and (3) motorists have become acclimated to the existing all-way stop control. We are not, therefore, recommending changes to the existing form of control at this time.

None of the three existing STOP signs is accompanied by the mandatory ALL WAY supplemental plate. In the process of mounting these plates, we recommend that the STOP sign on the southwest corner be placed on a new post (the existing one is badly rusted), and the street name signs be relocated to the top of that post (those signs are now on a leaning separate post nearby).

Midway and Fordway – Sight distance across the northwest corner is limited by a large evergreen tree. The resulting Critical Approach Speed of 8 mph warrants the existing STOP sign on Fordway. No sign relocation or other maintenance actions are required at this location.

Midway and Roundview – Sight distance across both corners is limited by the lawn sloping up to house. The process of estimating the "turning point" of each sight line was admittedly more

judgmental than for more conventional situations (where raised landscaping or a structure is the limiting feature). Nonetheless, the lawn in the northeast corner was judged most restrictive, and it was estimated to produce a Critical Approach Speed on Roundview of 25 mph, indicating that no more than a YIELD sign on that approach is warranted by sight distance considerations alone. The existing 3-way stop control would have to be justified on other bases that may have been previously considered and discussed. Since we are not aware of what those bases were, we are not recommending a change in the form of control at this time.

The existing STOP sign for southbound Roundview blocks a view of the Midway name sign. This problem should be corrected by relocating the street name signs to the top of the existing STOP sign post. In addition to eliminating an operational problem, this action will reduce long-term maintenance costs and improve aesthetics.

Midway and Leeds – The north end of a long, rather large hedge on the southwest corner limits the Critical Approach Speed on Leeds to only 9 mph. A STOP sign should be mounted below the existing street name signs on the southeast corner.

Fordway and Exeter Court – A raised landscape bed at the corner of the house on the southwest corner of the intersection was found to produce a Critical Approach Speed on Exeter of 28 mph. A YIELD sign should therefore be installed below the existing street name signs on the southeast corner. Since those signs are currently obscured by tree limbs, some pruning will be necessary no later than the time of YIELD sign installation.

Fordway-Lightsway and Leeds – Intersection sight distance is restricted by a large landscape feature near the existing three-level street name sign. The resulting Critical Approach Speed of 13 mph warrants at least a YIELD sign, or at the engineer's discretion, a STOP sign. Given the limited viewing area across the yard behind the problematic landscape feature, the nearby curve in Lightsway, and the STOP sign found warranted at the other end of Leeds (see above), we are recommending a STOP sign on southbound Leeds. Care should be taken in placing the new STOP sign such that it does not obscure, or be obscured by, the existing street name signs.

Midway-Waycroft and White Pines – Large spruce trees in the southwest corner produce a Critical Approach Speed on White Pines of 23 mph. A YIELD sign is therefore warranted. Given the existing three-level street name sign, it may be appropriate to place the new sign on its own post (ensuring, of course, that neither installation blocks a needed view of the other).

White Pines and Roundview – Landscaping on the northeast corner, near the house, produces a Critical Approach Speed on Roundview of 24 mph. The warranted YIELD sign should be placed below the existing street name signs.

Waycroft and Courtview – Large evergreen trees on the northwest corner limit the Critical Approach Speed on Courtview to only 5 mph. The warranted STOP sign should be placed below the existing street name signs.

Waycroft and Courtview-Lightsway – The existing 4-way stop control is warranted by the large evergreen trees on the southwest corner of the intersection. An appropriate maintenance action at this time would be the replacement of the badly faded 4-WAY plates below the northbound and eastbound STOP signs (typical excessive fading from south and west sun exposure).

Lightsway and Drocton Court – A large spruce tree on the northeast corner (near the house) produces a Critical Approach Speed on Drocton of 27 mph. The warranted YIELD sign should be placed below the existing street name signs.

Courtview and South U Street – Like Lydgate Court, we believe that this unnamed U street is long enough to justify the installation of right-of-way control signs. And like Lydgate, existing landscape features on the island warrant the installation of a STOP sign at both ends of the U (despite being narrower than Lydgate, we observed two-way traffic flow while on the scene). To minimize the aesthetic intrusion of the warranted signs, *MMUTCD*-minimum 24-inch STOP signs should be used (the same applies to Lydgate).

Dunbarton Drive and Waycroft – The large spruce tree near the existing street name sign installation limits the Critical Approach Speed on Waycroft to 9 mph, thereby warranting the existing southbound STOP sign. A nearby resident noted that STOP sign compliance is poor, there have been several crashes, and there is a bus stop at the corner. We queried the Traffic Improvement Association and found, however, that no crashes were reported to and by the police for the years 2005 through 2008, inclusive. Given the bus stop, we recommend that the City approach the homeowner on the northwest corner regarding the pruning of the offending tree, preferably up to at least 6 ft above the ground (the tree is clearly within the 25-ft clear-vision triangle).

Dunbarton Drive and Huntingcross – The landscape mound on the southeast corner produces a Critical Approach Speed on Huntingcross of 19 mph. A YIELD sign is therefore warranted. The street name signs should be relocated to the top of the new post, and the old post on the southwest corner removed.

Huntingcross and Eaton Court – A large group of evergreen trees, covering almost the entire southeast corner yard, limits the Critical Approach Speed on Eaton to 8 mph. A STOP sign is therefore warranted. The street name signs should be relocated to the top of the new post, and the old (badly rusted) post on the southwest corner removed. Care should be taken in locating the new sign installation so as to maximize its visibility to drivers on both streets (likely best about half way around and near the curb return).

Huntingcross and Alton Court – A large spruce tree on the southwest corner, with limbs extending to the south curb of Huntingcross, limits the Critical Approach Speed on Alton to only 4 mph. The street name signs should be relocated to the top of the new post on the northeast corner, and the old (badly rusted) post on the southwest corner removed. Given the landscape features on the southeast corner, care should be taken in locating the new sign installation on that corner for maximum visibility. To improve the sight distance to the west for drivers stopped at the new STOP sign, the tree limbs on the northwest corner should be pruned back to at least 5 ft behind the curb.

Steeple Path and Foxtan – Large evergreen trees on the southeast corner produce a Critical Approach Speed on northbound Foxtan (entering the subdivision) of 21 mph. A YIELD sign is therefore warranted. A street name sign for Foxtan should be installed on top of that YIELD sign, and the existing sign for Steeple Path – now on a post by itself on the north side of the intersection – should be relocated to the southeast corner.

Steeple Path and Huntingcross – Sight distance across the southeast corner is limited by a unique combination of shrubs along the north side of the steeply sloped driveway, two large tree trunks, and low-hanging limbs (see photo on following page). The most restrictive single feature appears to be the tree trunk nearest the corner, which produces a Critical Approach Speed on Steeple Path of 14 mph. Given all factors observed in the field, engineering judgment supports the installation of a STOP sign on Steeple Path. The new sign should be installed below the existing street name signs, and the offending tree limbs pruned back sufficiently to enable drivers on both streets to see the augmented sign installation.

Dunbarton Drive and Dunbarton Court – Shrubs on the southwest corner produce a Critical Approach Speed on Dunbarton Court of 18 mph. A YIELD sign is therefore warranted. The existing street name sign post on the southeast corner is located too far off the street to be noticed and properly observed by northbound drivers, however. Accordingly, a new post combining the warranted YIELD sign and the street name signs should be placed closer to the curb return in order to maximize its visibility to drivers on both streets.

Dunbarton Drive and Foxtan – Landscaping on the southeast corner produces a Critical Approach Speed on Foxtan of 16 mph, ordinarily warranting a YIELD sign on that street. However, the intersection is currently controlled with two-way STOP signs on Dunbarton instead. Given that both streets are major feeder streets for the subdivision, and that this intersection is roughly midway along the east-west extent of the otherwise uncontrolled Dunbarton Drive, we are not recommending that the existing two-way STOP control be replaced by a northbound YIELD sign at this time.



Southeast Corner of Steeple Path and Huntingcross



April 7, 2010

Chris Caristeim, President
Dunbarton Pines Homeowners Association
44923 Huntingcross
Novi, MI 48375

CITY COUNCIL

Mayor
David B. Landry

Mayor Pro Tem
Bob Gatt

Terry K. Margolis

Andrew Mulch

Kathy Crawford

Dave Staudt

Justin Fischer

City Manager
Clay J. Pearson

Director of Public Services/
City Engineer
Rob Hayes

Re: Traffic Sign Replacement in Dunbarton Pines

Dear Chris:

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

Along with the sign replacement, our traffic engineer has recommended additional signage within the subdivision at those intersections without any existing yield or stop signs. New signs will be added at these uncontrolled intersections to assign right-of-way at the intersection. A summary of the signing recommendations is enclosed in Table 2.

The work is anticipated to begin this month and should be completed several weeks thereafter. Please feel free to contact Brian Coburn, PE with our Engineering Division at 248-735-5632.

Sincerely,

DEPARTMENT OF PUBLIC SERVICES

Rob Hayes, P.E.
Director of Public Services/City Engineer

cc: Brian Coburn, PE; Senior Civil Engineer
Matt Wiktorowski, Field Operations Senior Manager
Ted Sledz, Dunbarton Pines
Karen Cameron, Dunbarton Pines

Department of Public Services
Field Services Complex
26300 Delwal Drive
Novi, Michigan 48375
248.735.5640
248.735.5659 fax

cityofnovi.org

Table 2. Dunbarton Pines Subdivision: Summary of Signing Recommendations

Intersection	Recommendations
Plaisance & Lydgate Ct (south)	Place 24-inch STOP sign on Lydgate approach to Plaisance, on new post toward south side of island to ensure visibility past landscaping. Place new street name sign for Plaisance Blvd on top of new post, relocate existing sign for Lydgate Ct to top of that post, and remove old post from centerline of island.
Plaisance & Lydgate Ct (north)	Place 24-inch STOP sign on Lydgate approach to Plaisance.
Plaisance & Huntingcross-Midway	Retain existing NB YIELD sign. No work required here.
Midway & Louvert Ct	Place YIELD sign on Louvert approach to Midway. Place new street name sign for Midway Dr on top of new post required on NE corner, relocate existing sign for Louvert Ct to top of that post, and remove old post from SE corner.
Midway & Dunbarton Dr	Retain existing 3-way stop control (albeit not warranted by sight distance considerations). Place required ALL WAY supplemental plate below each STOP sign. Sign installation on SW corner should be consolidated on new post, since existing STOP sign post is badly rusted and street name sign is on separate post leaning toward intersection.
Midway & Fordway	Retain existing EB STOP sign. No work required here.
Midway & Roundview	Retain existing 3-way stop control (albeit not warranted by sight distance considerations). Relocate street name signs to top of existing post for SB Roundview, since the separately mounted STOP sign for that approach blocks the driver's view of the Midway name sign.
Midway & Leeds	Place 30-inch STOP sign on Leeds approach to Midway. Use existing street name post.
Fordway & Exeter Ct	Place YIELD sign on existing street name sign post, and prune tree limbs for visibility.
Fordway-Lightsway & Leeds	Place 30-inch STOP sign on Leeds approach to Fordway-Lightsway. Existing three-high street name signs may have to remain on separate post, but ensure that sign installations do not block a view of each other and are not obscured by nearby landscaping.
Midway-Waycroft & White Pines	Place YIELD sign on White Pines approach to Midway-Waycroft. Existing three-high street name signs may have to remain on separate post, but ensure that two sign installations do not block a needed view of each other.
White Pines & Roundview	Place YIELD sign on Roundview approach to White Pines. Use existing street name post.
Waycroft & Courtview	Place 30-inch STOP sign on Courtview approach to Waycroft. Use ex. street name post.
Waycroft & Courtview-Lightsway	Retain existing 4-way stop control (warranted by trees on SW corner). Replace badly faded 4-WAY supplemental plates below NB and EB STOP signs.
Lightsway & Drocton Ct	Place YIELD sign on Drocton approach to Lightsway. Use existing street name post.
Courtview & south U St (east)	Place 24-inch STOP sign on (unnamed) U street approach to Courtview.
Courtview & south U St (west)	Place 24-inch STOP sign on (unnamed) U street approach to Courtview. This sign should be placed toward west side of island to ensure visibility to U street past landscaping.
Dunbarton Dr & Waycroft	Retain existing SB-only stop control. Prune lower branches of adjacent spruce tree to enhance visibility of both vehicular cross traffic and nearby bus stop.
Dunbarton Dr & Huntingcross	Place YIELD sign on Huntingcross approach to Dunbarton. Relocate existing street name signs to top of new post required on SE corner, and remove old post from SW corner.

(continued)

Table 2. Summary of Signing Recommendations (continued)

Intersection	Recommendations
Huntingcross & Eaton Ct	Place 30-inch STOP sign on Eaton approach to Huntingcross. Relocate existing street name signs to top of new post required on SE corner, and remove old post from SW corner. Ensure that all signs are visible to drivers on both streets past adjacent trees.
Huntingcross & Alton Ct	Place 30-inch STOP sign on Alton approach to Huntingcross. Relocate existing street name signs to top of new post required on SE corner, and remove old post from SW corner. Ensure that all signs are visible to drivers on both streets past adjacent tree and bushes.
Steeple Path & Foxton	Place YIELD sign on NB Foxton approach to Steeple Path. Place new street name sign for Foxton Dr on top of new post, relocate existing sign for Steeple Path to top of that post, and remove old post from north side of intersection.
Steeple Path & Huntingcross	Place 30-inch STOP sign on Steeple Path approach to Huntingcross. Use existing street name sign post. Prune tree limbs to ensure that new sign installation is visible to drivers approaching intersection from all three directions.
Dunbarton Dr & Dunbarton Ct	Place YIELD sign on Dunbarton Ct approach to Dunbarton Dr. Install on new post close to curb return, relocate existing street name signs too far east of corner, and remove old post.
Dunbarton Dr & Foxton	Retain existing east-west stop control on Dunbarton Dr. No work required here.

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING

DATE OF ORDER: April 26, 2010

X OTHER

CONTROL NUMBER: 10-01

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

COURTVIEW TRAIL

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE **STOP** SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EAST BOUND COURTVIEW TRAIL TO STOP AT WAYCROFT DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 10-01 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

EAST BOUND COURTVIEW TRAIL TO STOP AT WAYCROFT DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING

X OTHER

DATE OF ORDER: April 26, 2010

CONTROL NUMBER: 10-02

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

ROUNDVIEW DRIVE

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE **YIELD** SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

SOUTHBOUND ROUNDVIEW DRIVE TO YIELD AT WHITE PINES DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 10-02 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

SOUTHBOUND ROUNDVIEW DRIVE TO YIELD AT WHITE PINES DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING
 X OTHER

DATE OF ORDER: **April 26, 2010**

CONTROL NUMBER: **10-03**

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

WHITE PINES DRIVE

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE **YIELD** SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EASTBOUND WHITE PINES DRIVE TO YIELD AT WAYCROFT DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: **04/26/2010**

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER **10-03** HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

EASTBOUND WHITE PINES DRIVE TO YIELD AT WAYCROFT DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING
X OTHER

DATE OF ORDER: April 26, 2010

CONTROL NUMBER: 10-04

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

LEEDS STREET

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE **STOP** SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

NORTHBOUND LEEDS STREET TO STOP AT MIDWAY DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 10-04 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

NORTHBOUND LEEDS STREET TO STOP AT MIDWAY DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING
X OTHER

DATE OF ORDER: **April 26, 2010**

CONTROL NUMBER: **10-05**

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

LEEDS STREET

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE **STOP** SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

SOUTHBOUND LEEDS STREET TO STOP AT FORDWAY DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: **04/26/2010**

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER **10-05** HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

SOUTHBOUND LEEDS STREET TO STOP AT FORDWAY DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING
X OTHER

DATE OF ORDER: April 26, 2010

CONTROL NUMBER: 10-06

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

DUNBARTON COURT

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE YIELD SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

DUNBARTON COURT TO YIELD AT DUNBARTON DR



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 10-06 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

DUNBARTON COURT TO YIELD AT DUNBARTON DR

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING
X OTHER

DATE OF ORDER: **April 26, 2010**

CONTROL NUMBER: **10-07**

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

LOUVERT COURT

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE **YIELD** SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

LOUVERT COURT TO YIELD AT MIDWAY DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: **04/26/2010**

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER **10-07** HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

LOUVERT COURT TO YIELD AT MIDWAY DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING

X OTHER

DATE OF ORDER: April 26, 2010

CONTROL NUMBER: 10-08

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

STEEPLE PATH

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE STOP SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

NORTHBOUND STEEPLE PATH TO STOP AT HUNTINGCROSS DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 10-08 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

NORTHBOUND STEEPLE PATH TO STOP AT HUNTINGCROSS DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING

DATE OF ORDER: April 26, 2010

X OTHER

CONTROL NUMBER: 10-09

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

FOXTON DRIVE

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE YIELD SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

NORTHBOUND FOXTON TO YIELD AT STEEPLE PATH



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 10-09 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

NORTHBOUND FOXTON TO YIELD AT STEEPLE PATH

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING

DATE OF ORDER: April 26, 2010

X OTHER

CONTROL NUMBER: 10-10

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

EXETER COURT

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE YIELD SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EXETER COURT TO YIELD AT FORDWAY DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 10-10 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

EXETER COURT TO YIELD AT FORDWAY DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING

DATE OF ORDER: April 26, 2010

X OTHER

CONTROL NUMBER: 10-11

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

DROCTON COURT

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE YIELD SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

DROCTON COURT TO YIELD AT LIGHTSWAY DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 10-11 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

DROCTON COURT TO YIELD AT LIGHTSWAY DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING

DATE OF ORDER: April 26, 2010

X OTHER

CONTROL NUMBER: 10-12

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

ALTON COURT

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE STOP SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

ALTON COURT TO YIELD AT HUNTINGCROSS DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 10-12 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

ALTON COURT TO YIELD AT HUNTINGCROSS DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING

DATE OF ORDER: April 26, 2010

X OTHER

CONTROL NUMBER: 10-13

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

EATON COURT

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE **STOP** SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EATON COURT TO STOP AT HUNTINGCROSS DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 10-13 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

EATON COURT TO STOP AT HUNTINGCROSS DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING

DATE OF ORDER: April 26, 2010

X OTHER

CONTROL NUMBER: 10-14

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

HUNTINGCROSS DRIVE

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE YIELD SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

NORTHBOUND HUNTINGCROSS DRIVE TO YIELD AT DUNBARTON DRIVE



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 10-14 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

NORTHBOUND HUNTINGCROSS DRIVE TO YIELD AT DUNBARTON DRIVE

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius

CITY OF NOVI
TRAFFIC CONTROL ORDER

SPEED
PARKING
X OTHER

DATE OF ORDER: April 26, 2010

CONTROL NUMBER: 10-15

PURSUANT TO CHAPTER NO. 33 OF THE CODE OF ORDINANCES OF THE CITY OF NOVI, MICHIGAN, SAME BEING THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS AND VILLAGES OF MICHIGAN AND IN THE INTEREST OF PUBLIC SAFETY AND CONVENIENCE THE FOLLOWING TRAFFIC CONTROL ORDER IS HEREBY ISSUED BY BRIAN COBURN, SENIOR CIVIL ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33.141 OF THE AFORESAID CHAPTER.

ISSUANCE OF THIS TRAFFIC CONTROL ORDER WAS PRECEDED BY STUDY AND INVESTIGATION OF TRAFFIC CONDITIONS ON THE FOLLOWING PUBLIC ROAD OR ROADS IN THE CITY OF NOVI, MICHIGAN.

LYDGATE COURT

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE **STOP** SIGN (S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33.217 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

WEST BOUND LYDGATE COURT TO STOP AT PLAISANCE BLVD



TRAFFIC ENGINEER-BRIAN COBURN

DATED: 04/26/2010

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER **10-15** HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDEED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COP THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

IT IS FURTHER ORDERED AND DIRECTED THAT THIS ORDER SHALL BECOME EFECTIVE UPON BEING FILED WITH THE CLERK AND UPON ERECTION OF ADEQUATE SIGNS GIVING NOTICE OF THE EXISTENCE OF AFORESAID,

WEST BOUND LYDGATE COURT TO STOP AT PLAISANCE BLVD

ADOPTED AT THE REGULAR MEETING
OF COUNCIL ON _____.

BY: _____
Mayor - David Landry

By: _____
City Clerk - Maryanne Cornelius