



CITY OF NOVI CITY COUNCIL
MAY 9, 2022

SUBJECT: Approval of Traffic Control Order 22-01 for speed limit signs along Regency Drive.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

BACKGROUND INFORMATION:

Regency Drive is an industrial park roadway that currently has no posted speed limit. Following complaints about speeding motorists, a traffic speed study was completed by AECOM, the City's Traffic Engineering Consultant. The results of the attached speed study recommends establishing a 30 MPH speed limit. Therefore, the Engineering Division proposes to adopt a 30 MPH speed limit on Regency Drive from Haggerty Road to the cul-de-sac.

Traffic control orders are required under the Uniform Traffic Code to enforce traffic control signs installed on public streets. Staff has prepared the following traffic control order for approval by City Council.

TCO No.	Description
22-01	30 MPH speed limit on Regency Drive

RECOMMENDED ACTION: Approval of Traffic Control Order 22-01 for speed limit signs along Regency Drive.

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

 X SPEED
 PARKING
 OTHER

DATE OF ORDER: 05/09/2022

CONTROL NUMBER: 22-01

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 BEN CROY, CITY ENGINEER, DULY AUTHORIZED AS TRAFFIC ENGINEER, BY SEC. 33-51 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.

REGENCY DRIVE

AND AFTER SAID INVESTIGATION, IT IS HEREBY ORDERED AND DIRECTED THAT THE DEPARTMENT OF PUBLIC SERVICES ERECT AND MAINTAIN THE SPEED LIMIT SIGN(S) IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AS REQUIRED BY SEC. 33-51 OF THE AFORESAID CHAPTER, SAID SIGN(S) TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

30 MPH SPEED LIMIT

Ben Croy - Traffic Engineer
Dated: 04/25/2022

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 22-01 HAVING BEEN PRESENTED TO THE COUNCIL OF THE CITY OF NOVI, MICHIGAN FOR STUDY AND APPROVAL, IS HEREBY APPROVED AND IT IS HEREBY ORDERED AND DIRECTED THAT THIS ORDER BE FILED IN THE OFFICE OF THE CITY CLERK AND A COPY THEREOF IN THE OFFICE OF THE CHIEF OF POLICE OF SAID CITY.

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

30 MPH SPEED LIMIT

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 05/09/2022.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

Regency Drive Speed Limit Location Map



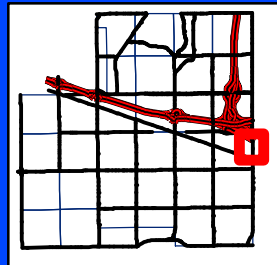
Approximate Location of Proposed
30 MPH Speed Limit Signs

Map Author: Croy
Date: 4/21/22
Project: Regency Speed Limit
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. Please contact the City GIS Manager to confirm source and accuracy information related to this map.

Map Legend



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



1 inch = 425 feet





AECOM
27777 Franklin Road
Southfield
MI, 48034
USA
aecom.com

Project name:
Regency Drive 85th Percentile Speed Data

From:
AECOM

Date:
April 7, 2022

To:
Ben Croy
City of Novi
45175 10 Mile Road
Novi, Michigan 48375

CC:

Memo

Subject: 85th percentile Speed study on Regency Drive, Novi

Introduction:

The City of Novi has received requests to set an absolute speed limit for Regency Drive. The road currently has a prima facie speed limit and the City routinely receives complaints from residents regarding the unreasonable speeds by roadway users. In accordance with the Michigan Motor Vehicle Code and Michigan Act no. 445 (**Appendix A**) a traffic and engineering investigation is required to establish an absolute speed limit. The traffic and engineering investigation follows the established standardized methods outlined in Chapter 5 - Spot Speed Study from the ITE Manual of Transportation Engineering Studies 2nd Ed. to determine reasonable and proper speed typically defined by the 85th percentile speed.

Project Area and Background:

Regency Drive is a two-lane low volume cul-de-sac roadway with no pedestrian facilities, nine driveway access points, and 3 reported vehicle crashes over the past five years (**Appendix B**). The crash analysis suggests that crashes are not associated with speed and crashes are reported as the driver falling asleep having a single motor crash (2020), the vehicle did not stop and striking from rear-end (2020), and a crash with snow plowing truck (2022) respectively. The roadway is located north of Grand River Avenue on the east side of Haggerty Road and serves as the only access to a light industrial development with businesses including American Tire Distribution, Oxid, and Underwriters Laboratories, Inc. Project location is provided in **Figure 1**.

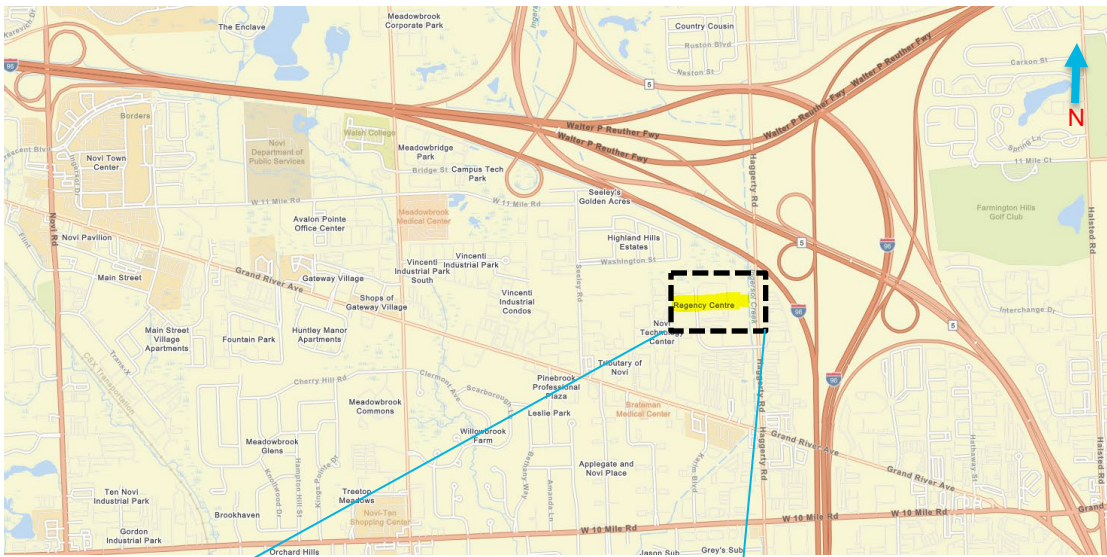


Figure 1: Regency Drive and Location of Speed Data Collection (marked in red arrow)

Sample Size and Equipment:

Sample size as per ITE Manual of Transportation Engineering Studies 2nd Ed Equation 5-2

$$N = S^2K^2(2+U^2)/2E^2$$

Constant U = 1.04 (for 85th percentile speed)

Constant K = 1.96 (95% confidence level)

S = Standard Deviation (5 mph rounded value for Urban/Two-lane highway type)

E = permitted error 2 mph

N = 37 samples

Equipment - Bushnell Speedster III – Speed Radar Gun was used to collect the data along Regency Drive on March 21, 2022 from 10 AM to 12:30 PM with validation of speed carried out before starting the data collection by observing the speed of the known vehicle speed.

Results:

Spot speed data collected are shown in **Appendix C**. Based on radar speed data collected on March 21, 2022 the 85th percentile speed along Regency Drive was 31 mph:

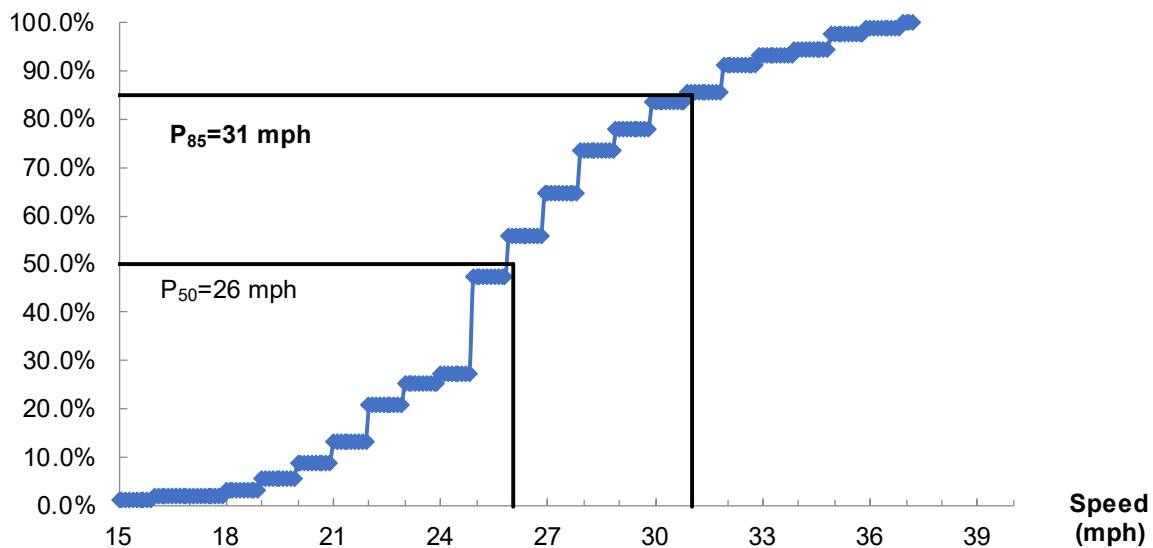


Figure 2: Results from speed data collected using a speed radar gun on 3/21/22

Recommendation:

It is recommended that an absolute speed limit of 30 mph be established for Regency Drive. To validate the absolute speed limit a traffic control order must be filed and speed limit signs must be placed in conformance with the Michigan manual on uniform traffic control devices.

Act No. 445
Public Acts of 2016
Approved by the Governor
January 4, 2017
Filed with the Secretary of State
January 5, 2017
EFFECTIVE DATE: January 5, 2017

**STATE OF MICHIGAN
98TH LEGISLATURE
REGULAR SESSION OF 2016**

Introduced by Rep. Jacobsen

ENROLLED HOUSE BILL No. 4423

AN ACT to amend 1949 PA 300, entitled “An act to provide for the registration, titling, sale, transfer, and regulation of certain vehicles operated upon the public highways of this state or any other place open to the general public or generally accessible to motor vehicles and distressed vehicles; to provide for the licensing of dealers; to provide for the examination, licensing, and control of operators and chauffeurs; to provide for the giving of proof of financial responsibility and security by owners and operators of vehicles; to provide for the imposition, levy, and collection of specific taxes on vehicles, and the levy and collection of sales and use taxes, license fees, and permit fees; to provide for the regulation and use of streets and highways; to create certain funds; to provide penalties and sanctions for a violation of this act; to provide for civil liability of manufacturers, the manufacturers of certain devices, the manufacturers of automated technology, upfitters, owners, and operators of vehicles and service of process on residents and nonresidents; to regulate the introduction and use of certain evidence; to regulate and certify the manufacturers of certain devices; to provide for approval and certification of installers and servicers of certain devices; to provide for the levy of certain assessments; to provide for the enforcement of this act; to provide for the creation of and to prescribe the powers and duties of certain state and local agencies; to impose liability upon the state or local agencies; to provide appropriations for certain purposes; to repeal all other acts or parts of acts inconsistent with this act or contrary to this act; and to repeal certain parts of this act on a specific date,” by amending section 627 (MCL 257.627), as amended by 2012 PA 252; and to repeal acts and parts of acts.

The People of the State of Michigan enact:

Sec. 627. (1) A person operating a vehicle on a highway shall operate that vehicle at a careful and prudent speed not greater than nor less than is reasonable and proper, having due regard to the traffic, surface, and width of the highway and of any other condition existing at the time. A person shall not operate a vehicle upon a highway at a speed greater than that which will permit a stop within the assured, clear distance ahead. A violation of this subsection shall be known and may be referred to as a violation of the basic speed law or “VBSL”.

(2) Except as provided in subsection (1), it is lawful for the operator of a vehicle to operate that vehicle on a highway at a speed not exceeding the following:

(a) 15 miles per hour on a highway segment within the boundaries of a mobile home park, as that term is defined in section 2 of the mobile home commission act, 1987 PA 96, MCL 125.2302.

(b) 25 miles per hour on a highway segment within a business district.

(c) 25 miles per hour on a highway segment within the boundaries of a public park. A local authority may decrease the speed limit to not less than 15 miles per hour in a public park under its jurisdiction.

(d) 25 miles per hour on a highway segment within the boundaries of a residential subdivision, including a condominium subdivision, consisting of a system of interconnected highways with no through highways and a limited number of dedicated highways that serve as entrances to and exits from the subdivision.

(e) 25 miles per hour on a highway segment with 60 or more vehicular access points within 1/2 mile.

(f) 30 miles per hour on a highway segment with not less than 50 vehicular access points but no more than 59 vehicular access points within 1/2 mile.

(g) 35 miles per hour on a highway segment with not less than 45 vehicular access points but no more than 49 vehicular access points within 1/2 mile.

(h) 40 miles per hour on a highway segment with not less than 40 vehicular access points but no more than 44 vehicular access points within 1/2 mile.

(i) 45 miles per hour on a highway segment with not less than 30 vehicular access points but no more than 39 vehicular access points within 1/2 mile.

(3) A person operating a truck with a gross weight of 10,000 pounds or more, a truck-tractor, a truck-tractor with a semi-trailer or trailer, or a combination of these vehicles shall not exceed a speed of 35 miles per hour during the period when reduced loadings are being enforced in accordance with this chapter.

(4) Where the posted speed limit is greater than 65 miles per hour, a person operating a school bus, a truck with a gross weight of 10,000 pounds or more, a truck-tractor, or a truck-tractor with a semi-trailer or trailer or a combination of these vehicles shall not exceed a speed of 65 miles per hour on a limited access freeway or a state trunk line highway.

(5) All of the following apply to the speed limits described in subsection (2):

(a) A highway segment adjacent to or lying between 2 or more areas described in subsection (2)(a), (b), (c), or (d) shall not be considered to be within the boundaries of those areas.

(b) A highway segment of more than 1/2 mile in length with a consistent density of vehicular access points equal to the number of vehicular access points described in subsection (2)(e), (f), (g), (h), or (i) shall be posted at the speed limit specified in the adjoining segment. A separate determination shall be made for each adjoining highway segment where vehicular access point density is different.

(c) A speed limit may be posted on highways less than 1/2 mile in length by prorating in 1/10 mile segments the vehicular access point density described in subsection (2)(e), (f), (g), (h), or (i).

(6) A person operating a vehicle on a highway, when entering and passing through a work zone described in section 79d(a) where a normal lane or part of the lane of traffic has been closed due to highway construction, maintenance, or surveying activities, shall not exceed a speed of 45 miles per hour unless a different speed limit is determined for that work zone by the state transportation department, a county road commission, or a local authority, based on accepted engineering practice. The state transportation department, a county road commission, or a local authority shall post speed limit signs in each work zone described in section 79d(a) that indicate the speed limit in that work zone and shall identify that work zone with any other traffic control devices necessary to conform to the Michigan manual of uniform traffic control devices. A person shall not exceed a speed limit established under this section or a speed limit established under section 628.

(7) The state transportation department, a county road commission, or a local authority shall decrease the speed limit in a hospital highway zone by up to 10 miles per hour upon request of a hospital located within that hospital highway zone. The state transportation department, county road commission, or local authority may decrease the speed limit in a hospital highway zone by more than 10 miles per hour if the decrease is supported by an engineering and safety study. The state transportation department, county road commission, or local authority shall post speed limit signs in a hospital highway zone that indicate the speed limit in that hospital highway zone and shall identify that hospital highway zone with any other traffic control devices necessary to conform to the Michigan manual of uniform traffic control devices. If a change in a sign, signal, or device, is necessitated by a speed limit decrease described in this subsection, the hospital requesting the decrease shall pay the cost of doing so. As used in this subsection, "hospital highway zone" means a portion of state trunk line highway maintained by the state transportation department that has a posted speed limit of at least 50 miles per hour and has 2 or fewer lanes for travel in the same direction, traverses along property owned by a hospital, contains an ingress and egress point from hospital property, and extends not more than 1,000 feet beyond the boundary lines of hospital property in both directions in a municipality.

(8) Subject to subsection (17), the maximum speed limit on all limited access freeways upon which a speed limit is not otherwise fixed under this act is 70 miles per hour, which shall be known as the "limited access freeway general speed limit". The minimum speed limit on all limited access freeways upon which a minimum speed limit is not otherwise fixed under this act is 55 miles per hour.

(9) Subject to subsection (17), the speed limit on all trunk line highways and all county highways upon which a speed limit is not otherwise fixed under this act is 55 miles per hour, which shall be known as the "general speed limit".

(10) Except as otherwise provided in this subsection, the speed limit on all county highways with a gravel or unimproved surface upon which a speed limit is not otherwise fixed under this act is 55 miles per hour, which shall be known as the "general gravel road speed limit". Upon request of a municipality located within a county with a population of 1,000,000 or more, the county road commission in conjunction with the requesting municipality may lower the speed limit to 45 miles per hour on the requested road segment and if a sign, signal, or device is erected or maintained, taken

down, or regulated as a result of a request by a municipality for a speed limit of 45 miles per hour, the municipality shall pay the costs of doing so. If a municipality located within a county with a population of 1,000,000 or more requests a speed different than the speed described in this subsection, the county road commission in conjunction with the department of state police and the requesting municipality may conduct a speed study of free-flow traffic on the fastest portion of the road segment in question for the purpose of establishing a modified speed limit. A speed study conducted under this subsection shall be completed between 3 and 14 days after a full gravel road maintenance protocol has been performed on the road segment. A full gravel road maintenance protocol described in this subsection shall include road grading and the application of a dust abatement chemical treatment. Following a speed study conducted under this subsection, the speed limit for the road segment shall be established at the nearest multiple of 5 miles per hour to the eighty-fifth percentile of speed of free-flow traffic under ideal conditions for vehicular traffic, and shall not be set below the fiftieth percentile speed of free-flow traffic under ideal conditions for vehicular traffic. A speed study conducted under this subsection shall be the responsibility of the department of state police, and if a sign, signal, or device is erected or maintained, taken down, or regulated as a result of a request by a municipality under this subsection, the municipality shall pay the costs of doing so.

(11) A public record of all traffic control orders establishing statutory speed limits authorized under this section shall be filed with the office of the clerk of the county in which the county highway is located or at the office of the city or village clerk or administrative office of the airport, college, or university in which the local highway is located, and a certified copy of the traffic control order shall be evidence in every court of this state of the authority for the issuance of that traffic control order. The public record filed with the county, city, or village clerk or administrative office of the airport, college, or university shall not be required as evidence of authority for issuing a traffic control order in the case of signs temporarily erected or placed at points where construction, maintenance, or surveying activities is in progress. A traffic and engineering investigation is not required for a traffic control order for a speed limit established under subsection (2). A traffic control order shall, at a minimum, contain all of the following information:

- (a) The name of the road.
- (b) The boundaries of the segment of the road on which the speed limit is in effect.
- (c) The basis upon which the speed limit is in effect.
- (d) The section of law, including a reference to the subsection, under which the speed limit is established.

(12) Except for speed limits described in subsections (1), (2)(d), and (9), speed limits established under this section are not valid unless properly posted. In the absence of a properly posted sign, the speed limit in effect is the basic speed law described in subsection (1). Speed limits established under subsection (2)(b), (e), (f), (g), (h), and (i) are not valid unless a traffic control order is filed as described in subsection (11).

(13) Nothing in this section prevents the establishment of a modified speed limit after a speed study as described in section 628. A modified speed limit established under section 628 supersedes a speed limit established under this section.

(14) All signs erected or placed under this section shall conform to the Michigan manual on uniform traffic control devices.

(15) If upon investigation the state transportation department or county road commission and the department of state police determine that it is in the interest of public safety, they may order city, village, airport, college, university, and township officials to erect and maintain, take down, or regulate speed limit signs, signals, and devices as directed. In default of an order, the state transportation department or county road commission may cause designated signs, signals, and devices to be erected and maintained, removed, or regulated in the manner previously directed and pay the costs for doing so out of the designated highway fund. An investigation, including a speed study, conducted under this subsection shall be the responsibility of the department of state police.

(16) A person who violates a speed limit established under this section is responsible for a civil infraction.

(17) No later than 1 year after the effective date of the amendatory act that added this subsection, the state transportation department and the department of state police shall increase the speed limits on at least 600 miles of limited access freeway to 75 miles per hour if an engineering and safety study and the eighty-fifth percentile speed of free-flowing traffic under ideal conditions of that section contain findings that the speed limit may be raised to that speed, and the department shall increase the speed limit of 900 miles of trunk line highway to 65 miles per hour if an engineering and safety study and the eighty-fifth percentile speed of free-flowing traffic under ideal conditions of that section contain findings that the speed limit may be raised to that speed.

(18) As used in this section:

(a) "Traffic control order" means a document filed with the proper authority that establishes the legal and enforceable speed limit for the highway segment described in the document.


(b) "Vehicular access point" means a driveway or intersecting roadway.

Enacting section 1. Section 629 of the Michigan vehicle code, 1949 PA 300, MCL 257.629, is repealed.

Enacting section 2. This amendatory act does not take effect unless all of the following bills of the 98th Legislature are enacted into law:

- (a) House Bill No. 4424.
- (b) House Bill No. 4425.
- (c) House Bill No. 4426.

This act is ordered to take immediate effect.



Clerk of the House of Representatives



Secretary of the Senate

Approved

Governor

Appendix B: Crash Data

Authority: 1949 PA 300, Sec.257.622 Compliance: Required MSP UD-10E Penalty: \$100 and/or 90 days (Rev 01/2016)		External # 1100172		Crash ID 2038986		Page 01 of 01 File Class C3155						
<h2 style="margin: 0;">STATE OF MICHIGAN TRAFFIC CRASH REPORT</h2>						Incident # 200031427						
ORI MI 6362700		Department Name Novi Police Department				Reviewer JENKINSON (00263)						
Crash Date 06/27/2020		Crash Time 10:36	No. of Units 01	Crash Type Single Motor Vehicle		Special Circumstances <input checked="" type="checkbox"/> None <input type="checkbox"/> Fleeting Police <input type="checkbox"/> Hit and Run <input type="checkbox"/> Unknown <input type="checkbox"/> School Bus <input type="checkbox"/> Animal		Special Checks <input type="checkbox"/> Fatal <input type="checkbox"/> Non-Traffic Area <input type="checkbox"/> ORV/Snowmobile				
County 63 - Oakland		Traffic Control None		Relation to Roadway On the Road		Weather Cloudy		Area Other				
City/Twp 62 - Novi		Contributing Circumstances 1st None		2nd None		Light Daylight		Road Surface Condition Dry				
Total Lanes 02		Speed Limit 25		Posted Yes								
Work Zone (if applicable) Type		Workers Present		Activity		Location						
LOCATION	Prefix REGENCY		Primary Road Name REGENCY		Road Type DR		Suffix Divided Roadway					
	Distance / Direction 1,000 Feet W				Trafficway Not Physically Divided							
	Prefix HAGGERTY		Intersecting Road Name HAGGERTY		Road Type RD		Suffix Divided Roadway					
UNIT / DRIVER	Unit Number 01	Unit Known Yes	State MI	Driver License Number #####		Date of Birth (Age) ##/##/#### (22)	License Type <input checked="" type="checkbox"/> Operator <input type="checkbox"/> Chauffeur <input type="checkbox"/> Moped	Endorsements <input type="checkbox"/> Cycle <input type="checkbox"/> Farm <input type="checkbox"/> Recreation	Sex M	Total Occupants 01	Hazardous Action Unable to Stop	
	Unit Type MV	Driver Information ##### ##### LINCOLN PARK, MI 48146-2118 (###) ###-####					Driver is Owner Yes	Injury B	Position Front - Left		Restraint Shoulder and Lap Belt	
	Driver Condition at Time of Crash 1st Fatigued or Asleep				2nd None		Driver Distracted By Not Distracted		Ejected	Trapped	Airbag Deployed Not Deployed	
	Hospital REFUSED					Ambulance GENERIC AMBULANCE SERVICE						
	Alcohol Suspected No	Contributing Factor No	Alcohol Test Type <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Field <input type="checkbox"/> PBT <input type="checkbox"/> Refused <input checked="" type="checkbox"/> Not Offered			Alcohol Test Results <input type="checkbox"/> Pending Test Results:		Interlock Device No				
	Drug Suspected No	Contributing Factor No	Drug Test Type <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Field <input type="checkbox"/> Refused <input checked="" type="checkbox"/> Not Offered			Drug Test Results <input type="checkbox"/> Pending Test Results:		Citation Issued <input type="checkbox"/> Hazardous <input type="checkbox"/> Other				
	Vehicle Registration DTS4336		State MI	Vehicle Description Year 1999 Make FORD		Model RANGER			Color GRAY			
	VIN 1FTYR10VXXUB72081		Vehicle Type Pickup Truck		Special Vehicles Not Applicable		Private Trailer Type		Vehicle Defect			
	Automation System(s) in Vehicle No		Automation System Level in Vehicle No Automation			Automation System Level Engaged at Time of Crash No Automation						
	Insurance Company #####			Insurance Policy # #####			Towed By KEFORD COLLISION - (248)478-781		Towed To KEFORD			
Location of Greatest Damage 01	First Impact 01	Extent of Damage (Power Unit and/or Trailers) Disabling Damage			Vehicle Direction N	Vehicle Use Private		Action Prior Going Straight Ahead				
Sequence of Events First 01 - Loss of Control		Second ● 39 - Tree		Third		Fourth						
PASSENGERS	Passenger Information				Date of Birth (Age)	Sex	Position		Restraint			
					Injury	Ejected	Trapped	Airbag Deployed				
	Hospital					Ambulance						
	Passenger Information				Date of Birth (Age)	Sex	Position		Restraint			
					Injury	Ejected	Trapped	Airbag Deployed				
	Hospital					Ambulance						
TRUCK/BUS	Carrier Information					USDOT		MC	MPSC			
						Driver's CDL Type		Endorsements <input type="checkbox"/> H <input type="checkbox"/> P <input type="checkbox"/> T <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> X		CDL Exempt <input type="checkbox"/> Farm <input type="checkbox"/> Other		
GVWR/GCWR <input type="checkbox"/> 10,000 lbs. or Less <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> Greater than 26,000 lbs.			Vehicle Configuration		Cargo Body Type		Medical Card		Hazardous Material <input type="checkbox"/> Placard <input type="checkbox"/> Cargo Spill		ID #	Class #
OWNERS	Owner Information ##### ##### #####, ## #####-#### (###) ###-####					Owner Information						
	Damaged Property					Public	Owner & Phone					

SANITIZED

SANITIZED

Authority: 1949 PA 300, Sec.257-622
Compliance: Required MSP UD-10E
Penalty: \$100 and/or 90 days (Rev 01/2016)

External # 1108744
Crash ID 2065419

Page 01 of 01
File Class C3145

STATE OF MICHIGAN TRAFFIC CRASH REPORT

ORI MI 6362700	Department Name Novi Police Department			Incident # 200037817			
Crash Date 08/05/2020	Crash Time 09:58	No. of Units 02	Crash Type Rear End	Special Circumstances <input checked="" type="checkbox"/> None <input type="checkbox"/> Fleeing Police	<input type="checkbox"/> Hit and Run <input type="checkbox"/> Unknown	<input type="checkbox"/> School Bus <input type="checkbox"/> Animal	Special Checks <input type="checkbox"/> Fatal <input type="checkbox"/> Non-Traffic Area <input type="checkbox"/> ORV/Snowmobile
County 63 - Oakland	Traffic Control None	Relation to Roadway On the Road		Weather Clear	Area INTR Other Related		
City/Twsp 62 - Novi	Contributing Circumstances 1st None 2nd		Light Daylight	Road Surface Condition Dry	Total Lanes 02	Speed Limit 25	Posted Yes
Work Zone (if applicable) Type	Workers Present	Activity	Location				

Prefix REGENCY	Primary Road Name REGENCY	Road Type DR	Suffix	Divided Roadway
Distance / Direction 75 Feet W	Trafficway Not Physically Divided			
Prefix HAGGERTY	Intersecting Road Name HAGGERTY	Road Type RD	Suffix	Divided Roadway

Unit Number 01	Unit Known Yes	State MI	Driver License Number #####	Date of Birth (Age) ##/##/#### (28)	License Type <input checked="" type="checkbox"/> Operator <input type="checkbox"/> Chauffeur <input type="checkbox"/> Moped	Endorsements <input type="checkbox"/> Cycle <input type="checkbox"/> Farm <input type="checkbox"/> Recreation	Sex M	Total Occupants 01	Hazardous Action Failed to Yield
Unit Type MV	Driver Information ##### ##### NEW HUDSON, MI 48165-9470 (###) ###-####			Driver is Owner Yes	Injury O	Position Front - Left	Restraint Shoulder and Lap Belt		
Driver Condition at Time of Crash 1st Appeared Normal 2nd				Driver Distracted By Not Distracted		Ejected	Trapped	Airbag Deployed Not Deployed	

Hospital NONE	Ambulance NONE
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Alcohol Suspected No	Contributing Factor No	Alcohol Test Type <input type="checkbox"/> Breath <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Field <input type="checkbox"/> PBT <input type="checkbox"/> Refused <input checked="" type="checkbox"/> Not Offered	Alcohol Test Results <input type="checkbox"/> Pending	Test Results:	Interlock Device No
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Drug Suspected No	Contributing Factor No	Drug Test Type <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Field <input type="checkbox"/> Refused <input checked="" type="checkbox"/> Not Offered	Drug Test Results <input type="checkbox"/> Pending	Test Results:	Citation Issued <input type="checkbox"/> Hazardous <input type="checkbox"/> Other
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Vehicle Registration EFH3855	State MI	Vehicle Description 2009	Year 2009	Make CHEVROLET	Model TRAVERSE	Color WHITE
VIN 1GNER13D59S113175	Vehicle Type Passenger Car, SUV, Van	Special Vehicles Not Applicable	Private Trailer Type	Vehicle Defect		
Automation System(s) in Vehicle No	Automation System Level in Vehicle No Automation	Automation System Level Engaged at Time of Crash No Automation				

Insurance Company #####	Insurance Policy # #####	Towed By	Towed To
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Location of Greatest Damage 01	First Impact 01	Extent of Damage (Power Unit and/or Trailers) Minor Damage	Vehicle Direction E	Vehicle Use Private	Action Prior Going Straight Ahead
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Sequence of Events ● 18 - Parked Motor Vehicle	First	Second	Third	Fourth
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Passenger Information	Date of Birth (Age)	Sex	Position	Restraint
	Injury	Ejected	Trapped	Airbag Deployed

Hospital	Ambulance
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Passenger Information	Date of Birth (Age)	Sex	Position	Restraint
	Injury	Ejected	Trapped	Airbag Deployed

Hospital	Ambulance
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Carrier Information	USDOT	MC	MPSC			
GVWR/GCWR <input type="checkbox"/> 10,000 lbs. or Less <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> Greater than 26,000 lbs.	Vehicle Configuration	Cargo Body Type	Medical Card	Hazardous Material <input type="checkbox"/> Placard <input type="checkbox"/> Cargo Spill	ID #	Class #

Driver's CDL Type OH OP OT ON OS OX	Endorsements <input type="checkbox"/> Farm <input type="checkbox"/> Other	CDL Exempt <input type="checkbox"/> Farm <input type="checkbox"/> Other
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Owner Information ##### ##### #####	Owner Information ##### (###) ###-####
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Damaged Property	Public	Owner & Phone
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Appendix C: Spot Speed Data Collection

Form 750-010-03
TRAFFIC ENGINEERING
March 2020

VEHICLE SPOT SPEED STUDY

General Information				Site Information			
Analyst/Observer: <u>PT/SS</u>		Location: <u>Regency Drive</u>					
Agency or Company: <u>AECOM</u>		City: <u>Novi</u> County: <u>Oakland</u>					
Date Performed: <u>Monday, March 21, 2022</u>		Roadway ID: _____					
Time Period From: <u>10:00 AM</u> To: <u>12:00 PM</u>		Milepost: _____					
Weather/Road Condition: <u>Clear, Dry</u>		Remarks: _____					
Posted Speed (mph): _____		Posted Speed (mph): _____					

Vehicles traveling		West bound				Speed (mph)	East bound				Both Directions						
		20	15	10	5		5	10	15	20			Total	Cum Total			
Cum Total	Total																
0	0					≥ 80							0		91		
0	0					78 - 79.9							0		91		
0	0					76 - 77.9							0		91		
0	0					74 - 75.9							0		91		
0	0					72 - 73.9							0		91		
0	0					70 - 71.9							0		91		
0	0					68 - 69.9							0		91		
0	0					66 - 67.9							0		91		
0	0					64 - 65.9							0		91		
0	0					62 - 63.9							0		91		
0	0					60 - 61.9							0		91		
0	0					58 - 59.9							0		91		
0	0					56 - 57.9							0		91		
0	0					54 - 55.9							0		91		
0	0					52 - 53.9							0		91		
0	0					50 - 51.9							0		91		
0	0					48 - 49.9							0		91		
0	0					46 - 47.9							0		91		
0	0					44 - 45.9							0		91		
0	0					42 - 43.9							0		91		
0	0					40 - 41.9							0		91		
0	0					38 - 39.9							0		91		
47	1					36 - 37.9	1						1	44	2	91	
46	4					34 - 35.9		1	1	1	1		0		4	89	
42	4					32 - 33.9	1	1	1	1			3	43	7	85	
38	1					30 - 31.9	1	1	1	1	1		6	40	7	78	
37	5					28 - 29.9	1	1	1	1	1	1	7	34	12	71	
32	9					26 - 27.9	1	1	1	1	1	1	7	27	16	59	
23	9					24 - 25.9	1	1	1	1	1	1	1	1	1	1	43
14	7					22 - 23.9	1	1	1	1			4	9	11	23	
7	4					20 - 21.9	1	1	1				3	5	7	12	
3	1					18 - 19.9	1	1					2	2	3	5	
2	1					16 - 17.9	1						0		1	2	
1	1					14 - 15.9	1						0		1	1	
0	0					12 - 13.9							0				
0	0					10 - 11.9							0				
0	0					≤ 10							0				
47	TOTALS											44	91				

Travel Direction 1 →	West	Speed Data Summary	East	← Travel Direction 2	Both Directions
	40	85 th Percentile Vehicle	37	85 th Percentile Vehicle	77
	33	85 th Percentile Speed	31	85 th Percentile Speed	31
	24	50 th Percentile Vehicle	22	50 th Percentile Vehicle	46
	27	50 th Percentile Speed	27	50 th Percentile Speed	27
	20-30	10 mph pace	22-32	10 mph pace	22-32

OK	OK	Warning: Multiple 10 mph Paces. Highest range shown
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