



CITY of NOVI CITY COUNCIL

Agenda Item H
July 11, 2016

SUBJECT: Approval of Traffic Control Orders 16-28 through 16-50 to establish traffic control at the intersections in Island Lake of Novi Phases 4A, 5A, 4B-1, and 4B-2 on the south side of Island Lake.

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

CITY MANAGER APPROVAL: *[Signature]*

BACKGROUND INFORMATION:

The City's sign replacement program was initiated in 2009 in response to new requirements from the Federal Highway Administration regarding retroreflectivity and new requirements in the Michigan Manual of Uniform Traffic Control Devices regarding sign sizes and font sizes to improve sign visibility for older drivers. 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 to the driver's eyes). The changes were made to improve traffic safety and cause local agencies to replace older signs that are no longer effective or are difficult to see, which was the case in many parts of Novi at that time.

Island Lake is one of several developments with streets accepted prior to 2009 with decorative street signs and posts that do not have an agreement in place. In these cases, staff is contacting the Association and offering to either assist them in developing a plan for improving the signage along with execution of a maintenance agreement, or to replace the existing non-conforming signage with City standard signs and posts. We recently worked with the Association at Island Lake and they have decided to allow the City to take over and replace the signage for the development. The portion of the development located north of the lake and east of Wixom Road was replaced in 2014. The replacements are funded as part of the sign replacement program in the budget.

There are no traffic control orders in place for the existing traffic control signs in these phases of Island Lake. Staff reviewed each intersection in the field to determine if the existing traffic control sign was appropriate. In some cases, the landscaping has grown and decreased the intersection sight distance requiring a more restrictive stop sign at the intersection instead of the existing yield sign. Traffic control orders are required under the Uniform Traffic Code to enforce traffic control signs that have been installed on public streets. Therefore, staff has proposed the attached traffic control orders based on the recommendation of the consultant for approval by City Council. The replacement signs will be scheduled for installation upon approval.

TCO No.	Description
16-28	Eastbound Drakes Bay to stop at Terra Del Mar
16-29	Westbound Drakes Bay to Stop at Terra Del Mar
16-30	Northbound Terra Del Mar to stop at Drakes Bay
16-31	Southbound Terra Del Mar to stop at Drakes Bay
16-32	Eastbound Nepavine to yield at Terra Del Mar
16-33	Northbound Amesburg to yield at Nepavine
16-34	Eastbound Amersburg to stop at Terra Del Mar
16-35	Westbound Langley to stop at Terra Del Mar
16-36	Eastbound Billenca to yield at Terra Del Mar (north intersection)
16-37	Eastbound Kennebec to yield at Billenca
16-38	Eastbound Bellingham Drive to stop at Terra Del Mar
16-39	Westbound Bellingham Drive to stop at Terra Del Mar
16-40	Southbound Bellingham Drive to yield at Billenca
16-41	Eastbound Billenca to yield at Terra Del Mar (south intersection)
16-42	Southbound Terra Del Mar to stop at Ten Mile Road
16-43	Northbound Saybrook to yield at Drakes Bay
16-44	Eastbound Drakes Bay to stop at Wixom Road
16-45	Southbound Island Lake Drive to yield at Seaglen Drive
16-46	Westbound Seaglen to stop at Napier Road
16-47	Eastbound Seaglen to yield at Drakes Bay/Chesapeake
16-48	Eastbound Chesapeake to yield at Drakes Bay
16-49	Southbound Hadlock to yield at Cheaspeake (east intersection)
16-50	Southbound Hadlock to yield at Cheaspeake (west intersection)

Upon approval of the traffic control orders, the new signs will be scheduled for installation by DPS' Field Operations Division. The proposed changes have been communication with the management company for Island Lake of Novi.

RECOMMENDED ACTION: Approval of Traffic Control Orders 16-28 through 16-50 to establish traffic control at the intersections in Island Lake of Novi Phases 4A, 5A, 4B-1, and 4B-2 on the south side of Island Lake.

	1	2	Y	N
Mayor Gatt				
Mayor Pro Tem Staudt				
Council Member Burke				
Council Member Casey				

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

Memorandum

To	Brian Coburn, PE	Page	1
CC			
Subject	Island Lake South Intersection Study		
From	Matt Klawon, PE Sterling Frazier		
Date	January 4, 2016		

Introduction

The City of Novi has consulted AECOM to evaluate the existing traffic regulatory signs at 19 intersections in the Island Lake Shores and South Island Lake Orchards subdivisions. As shown in Figure 1, the two subdivisions, described as Island Lake South, are located on the north side of Ten Mile Road and between Napier Road and Wixom Road. The subdivision will eventually have four access points:

- Ten Mile Road at Terra Del Mar Drive
- Napier Road at Seaglen Drive
- Wixom Road at Drakes Bay Drive
- Ten Mile Road at Nepavine Drive

The City requested this study to review the existing traffic regulatory signs that were installed in cooperation with the residential development phases located south of Island Lake. The existing traffic regulatory signs have not been reviewed and, therefore, not associated with traffic control orders yet. There are either stop or yield signs installed at most locations; however, several of these signs may be unwarranted or not in compliance with Michigan Manual on Uniform Traffic Control Devices (MMUTCD) standards. Various studies have shown that unwarranted traffic control signs usually produce an increase in vehicle speeds. The objective of this study is to evaluate the current traffic control at the study locations and provide recommendations of appropriate countermeasures, if necessary.



Figure 1: Study Intersections

Data Collection and Background Information

Field Data Collection

The following information was gathered during a field review on August 25, 2015 at each intersection:

- Sight distance measurements
- Existing pedestrian facilities
- Existing school bus stops (See Figure 2)
- Existing traffic control signs (See Figures 12a & 12b)
- Existing warning signs and other relevant signing
- Existing on-street parking restrictions

The streets throughout the subdivision are designed for two-way traffic and have a speed limit of 25 miles per hour (mph). There are no restrictions to on-street parking throughout the subdivision. Painted crosswalks and Americans with Disabilities Act (ADA) warning ramps were placed at most available crossings at the 19 intersections. Existing bus stop and school pedestrian routes in the area were also identified and can be seen in Figure 2. Intersection approach photos as well as photos of the existing signing can be made available upon request.

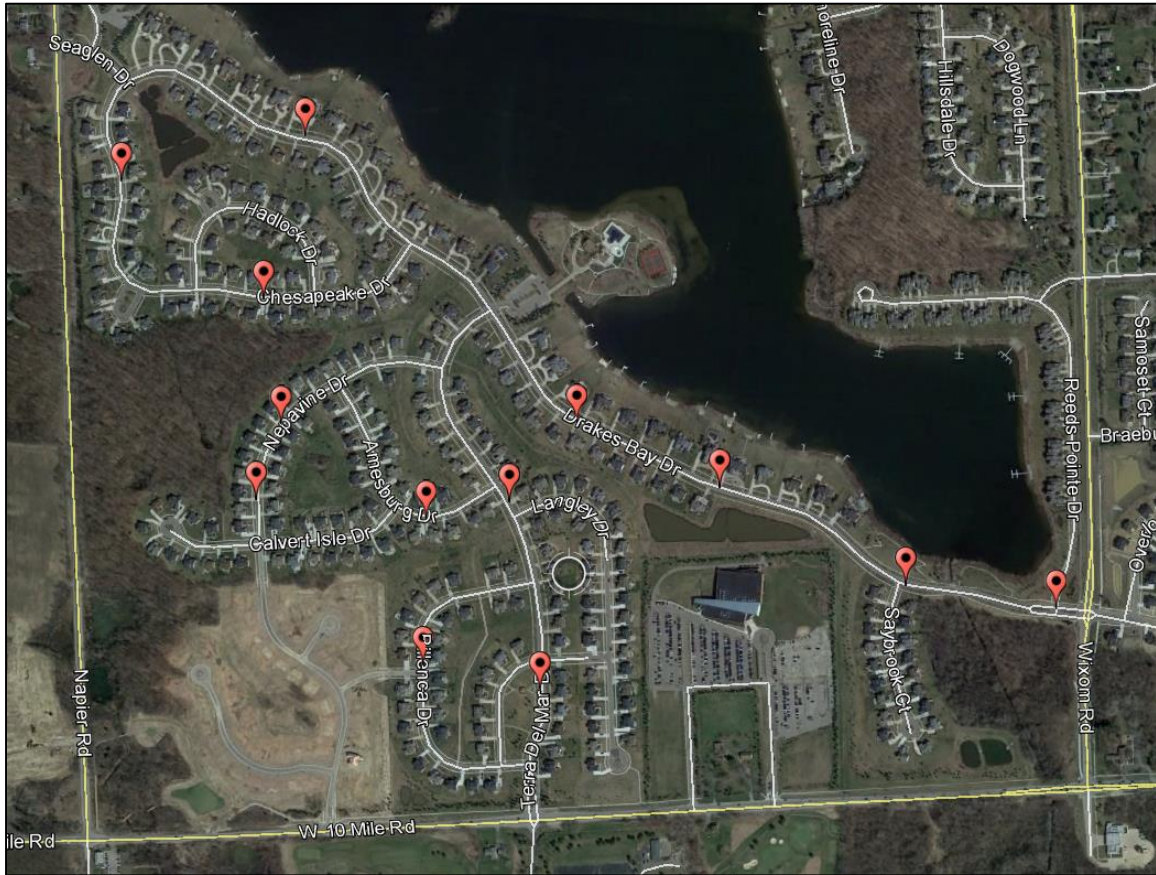


Figure 2: Novi Community School District bus stops for Deerfield Elementary, Novi Middle School and Novi High School

An intersection-by-intersection review is included in the Analysis and Recommendations section of this memorandum. Additional existing conditions information is discussed there.

Crash Experience

Crash reports from 2012-2014 were obtained and analyzed for the entire subdivision. A summary of the crash data and locations are presented in Table 1 and Figure 3. The only multi-vehicle, intersection-related crash occurred at the intersection of Drakes Bay Drive and Wixom Road, and is highlighted in the table.

Crash	Crash ID	Crash Date	Crash Type	Crash Location	Comments
1	8418695	8/18/2012 18:16	Single Motor Vehicle/Fixed Object	Langley Drive 150 feet east of Terra Del Mar Drive	Vehicle #1 was backing out of a driveway and hit parked vehicle #2.
2	8423460	8/27/2012 1:29	Single Motor Vehicle	Drakes Bay Drive 30 feet west of Wixom Road	Vehicle #1 turned onto westbound Drakes Bay Drive from Wixom Rd and mounted the traffic island.
3	8653010	5/27/2013 22:30	Sideswipe-Opposite Direction	Drakes Bay Drive 200 feet west of Chesapeake Drive	Vehicle #2 was parked facing westbound in the eastbound lane of Drakes Bay Drive. Vehicle #1 was traveling eastbound on Drakes Bay Drive and struck the passenger side of vehicle #2 and left the scene.
4	8790805	11/12/2013 7:59	Single Motor Vehicle/Fixed Object	Drakes Bay Drive 650 feet east of Terra Del Mar Drive	Driver of vehicle #1 stated that there was a bright sunrise and he was pulling off to the right as his window was starting to fog. Driver #1 did not see parked vehicle #2. Vehicle #1 struck the rear of vehicle #2.
5	8817131	12/9/2013 7:23	Single Motor Vehicle	Chesapeake Drive 300 feet south of Drakes Bay Drive	Vehicle #1 was northbound on Chesapeake Drive. Driver stated that he applied the brakes and began to slide. Vehicle #1 left the roadway and struck a tree.
6	8832970	12/13/2013 14:53	Sideswipe-Same Direction	Drakes Bay Drive 65 feet west of Wixom Road	Vehicle #1 was stopped in the right side of Drakes Bay Drive. Vehicle #2 was eastbound on Drakes Bay Drive and was passing vehicle #1. Vehicle #1 crossed the center lane and the side mirror of vehicle #1 went through the side glass of vehicle #2.
7	9079688	10/9/2014 21:45	Single Motor Vehicle/Fixed Object	Island Lake Drive 300 feet north of Seaglen Drive	Vehicle #1 was traveling south on Island Lake Drive when the driver misjudged the curve in the road and struck a speed limit sign.
8	9097900	10/30/2014 9:00	Rear End-Right Turn	Drakes Bay Drive 100 feet west of Wixom Road	Vehicle #2 was preparing to turn right onto Wixom Road from Drakes Bay Drive when vehicle #1 rear ended vehicle #1.

Table 1: Crash Experience of Island Lake South from 2012-2014

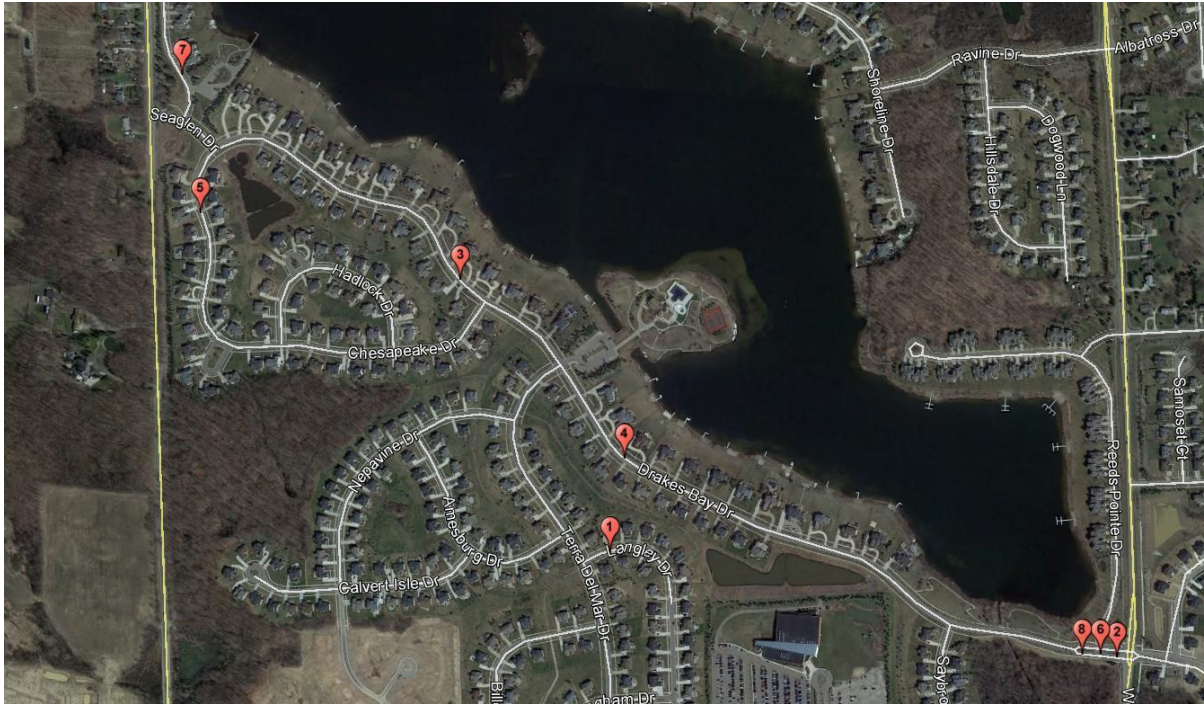


Figure 3: 2012-2014 Island Lake South Crash Experience (Numbers correspond to Table 1)

Analysis and Recommendations

Section 2B of the MMUTCD was used to determine if the current stop or yield control signs should be upheld at each intersection or if modifications should be considered. The MMUTCD indicates that engineering judgment should be used to determine appropriate intersection control with consideration of the following factors:

- Vehicular, bicycle and pedestrian traffic volumes
- Number and angle of approaches
- Approach speed
- Sight distance available on each approach
- Reported crash experience

For purposes of this study, Terra Del Mar Drive and Drakes Bay Drive were considered the "main" streets of the subdivision because they provide access from higher classified roadways to other low volume streets within the subdivision. The other streets in the subdivision are not expected to experience large traffic volumes due to the limited amount of access that is provided by their use.

Because of the difference in volumes, multi-way stop control does not appear to be applicable at 3-leg intersections. However, when a roadway with higher volumes intersects another roadway with high volumes, multi-way stop control may be considered.

Sight distance measurements taken in the field were compared to the standards listed in Figure VIII-E of the City of Novi's Code of Ordinances. For a 25 mph roadway, the minimum corner sight distance

required is 260 feet. The sight distance observations are included in the intersection-by-intersection review portion of this memorandum.

AECOM applied a systematic method for determining where intersection control should be considered, as indicated in the flowchart in Figure 4.

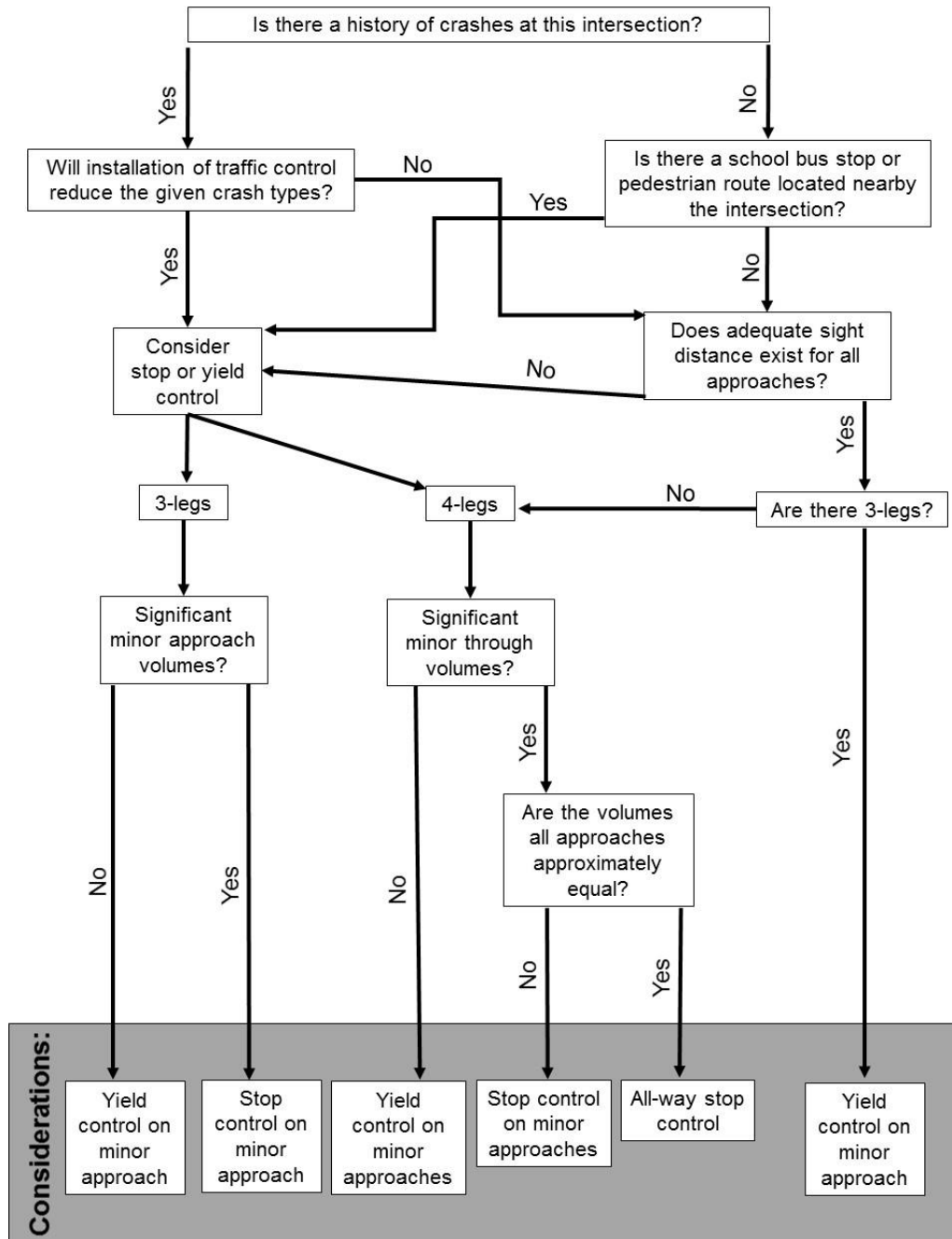


Figure 4: Traffic control flow chart

The flow chart in Figure 4 incorporates the following criteria:

- Intersection crashes
- School bus and pedestrian routes
- Adequate sight distance
- Approach volumes
- Intersection geometry

These criteria were applied to more uniformly develop the suggested traffic control measures for each intersection. Traffic control is generally suggested at all 4-leg intersections to establish orderly operations and reduce the potential for right angle crashes through addition of stop or yield control on two or more approaches as necessary. A form of traffic control is suggested for all other intersections where a history of crashes, pedestrians, or inadequate sight distance were identified. Selection of which approaches to control was made based upon determining the minor approach and/or those approaches for which an obstruction impacted the intersection sight distance available. Additionally, the condition, size and material of the existing sign assemblies was reviewed for compliance with the MMUTCD guidelines.

General Recommendations

During the on-site review of the subdivision, the majority of the sign sheeting was discovered to be in fair to poor condition. Many of the signs or sign posts had sustained previous damage or the sheeting appeared to be severely faded. Federal Highway Administration (FHWA) standards require traffic regulatory, warning and guidance signs to maintain a certain threshold of retroreflectivity. Retroreflectivity levels vary based on color, which can be further defined by MMUTCD Table 2A.3 in Figure 5. Retroreflective sign sheeting differs from standard sign sheeting by using glass beads, micro prisms or other sheeting additives to increase the visibility of a sign at night.

MUTCD Table 2A.3
Minimum Maintained Retroreflectivity Levels

Sign Color	Sheeting Type (ASTM D4956-04) ¹				Additional Criteria
	Beaded Sheeting			Prismatic Sheeting	
	I	II	III	III, IV, VI, VII, VIII, IX, X	
White on Green	W* G ≥ 7	W* G ≥ 15	W* G ≥ 25	W ≥ 250; G ≥ 15	Overhead
	W* G ≥ 7	W ≥ 120; G ≥ 15			Ground-mounted
Black on Yellow or Black on Orange	Y*; O*	Y ≥ 50; O ≥ 50			(2)
	Y*; O*	Y ≥ 75; O ≥ 75			(3)
White on Red	W ≥ 35; R ≥ 7				(4)
Black on White	W ≥ 50				—

¹and an entrance angle of -4.0°.
 (2) For text and fine symbol signs measuring at least 1200 mm (48 in) and for all sizes of bold symbol signs
 (3) For text and fine symbol signs measuring less than 1200 mm (48 in)
 (4) Minimum Sign Contrast Ratio ≥ 3:1 (white retroreflectivity ÷ red retroreflectivity)
 * This sheeting type shall not be used for this color for this application.

Figure 5: Minimum Maintained Retroreflectivity Levels (MMUTCD)

Neither the guidance signs nor the warning signs in the subdivision were comprised of retroreflective sheeting. **AECOM recommends the replacement of the existing guidance and warning signs with signs that meet the retroreflectivity standards provided by FHWA guidelines.**

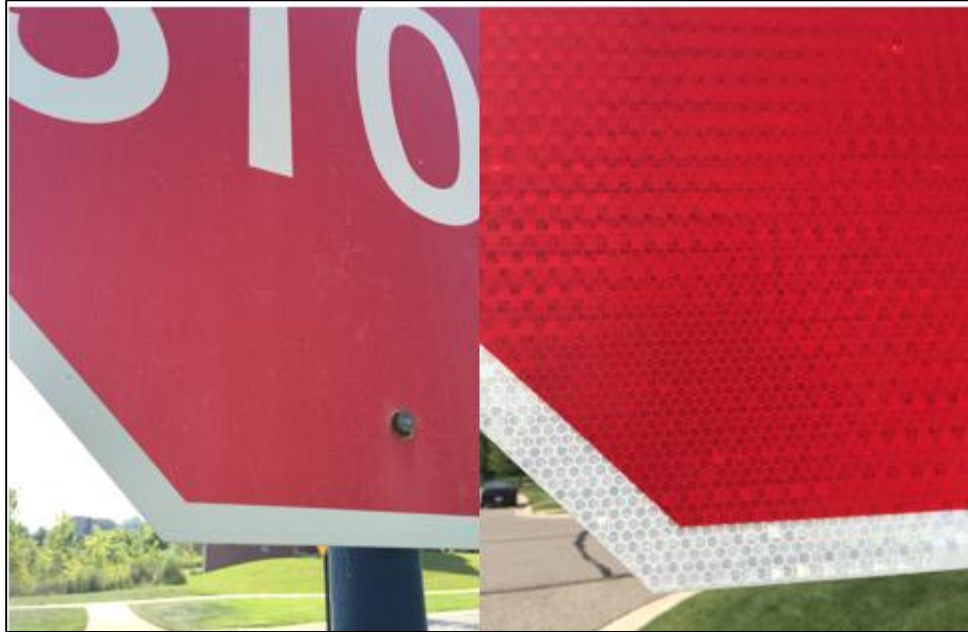


Figure 6: Comparison of Non-retroreflective and Retroreflective Sheeting

The round, tubular sign supports that are commonly used throughout the subdivision are not found in the Michigan Department of Transportation (MDOT) document, "Traffic Sign Design, Placement and Application Guidelines." The "Traffic Sign Design, Placement and Application Guidelines" lists only steel U-channel or square tubular sign posts as types of steel sign supports that maintain MDOT's design standards. The City of Novi requires all sign supports located within the right-of-way (ROW) to be crashworthy. **Without proper documentation that existing sign supports meet crashworthiness requirements, it is recommended that all signing to remain, or be added, in this area be on standard steel U-channel sign posts.**

Several bike lane signs were observed throughout the subdivision, mostly on Terra Del Mar Drive and Drakes Bay Drive.



Figure 7: Existing Bike Lane Signs throughout the Subdivision

Upon review of the MMUTCD, it was determined that this type of bike lane sign is neither warranted nor in compliance with current standards. Typically, bike lane signs are installed where a designated bike lane is present. **The removal of any bike lane-related signage in the subdivision is recommended as bike lane signs are only permitted where bicycle lanes exist as per the MMUTCD. Should the City desire to raise driver awareness to the presence of pedestrians and bicycles in the subdivision the use of W11-5 bicycle/pedestrian signs are suggested in place of existing W11-2 signage.**



Figure 8: W11-15 Sign

Intersection-by-Intersection Review

The following is an intersection-by-intersection review of the 19 study locations. The observations of existing traffic conditions and also proposed measures for each location are addressed in the sections below.

Island Lake Drive & Seaglen Drive (Figure 1, Intersection A)

A. Existing Conditions

- i. Island Lake Drive terminates at Seaglen Drive at approximately a 90 degree angle.
- ii. The intersection is located approximately 165 feet east of the access point to Napier Road.
- iii. Both roadways have potential for higher traffic volumes due to the proximity to the Napier Road access point.
- iv. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- v. There is currently a stop sign installed at the terminus of the Island Lake Drive southbound approach. The existing stop sign sheeting material and round, tubular steel sign post are not in compliance with FHWA standards. The sign post has also previously sustained damage its base, as shown in Figure 9.
- vi. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate the crossings of both streets; however, the crossing over Seaglen Drive lacks a ramp on the south end. Sidewalk ramps are also not in compliance with current ADA standards.



Figure 9: Damage to Sign Post at Island Lake Drive and Seaglen Drive

- B. Recommendations to be considered
- i. Remove the existing stop sign for southbound Island Lake Drive.
 - ii. Install a yield sign for southbound Island Lake Drive. Since there is potential for higher traffic volumes on both approaches, with Seaglen Drive considered the main roadway, sign control should be considered on the minor approach.
 - iii. Install ADA compliant detectable warning surfaces on existing sidewalk ramps.
 - iv. Remove the north/south sidewalk ramp on the east side of Island Lake Drive as no receiving ramp exists on opposite side of intersection and alternate crossing points exist at nearby intersections.

Seaglen Drive & Drakes Bay Drive (Figure 1, Intersection B)

- A. Existing Conditions
- i. Seaglen Drive terminates at Drakes Bay Drive at approximately a 90 degree angle.
 - ii. Drakes Bay Drive is the main east/west roadway in the subdivision; therefore, higher volumes are anticipated on this roadway. At this intersection, the through movement for Drakes Bay Drive becomes Chesapeake Drive.
 - iii. It is anticipated that the majority of the traffic maneuvers at this location will be turning movements.
 - iv. Field review concluded that the sight distance for all approaches at this location meet the City standards.
 - v. There is currently a stop sign installed at the terminus of the Seaglen Drive eastbound approach. The existing stop sign sheeting material and round, tubular steel sign post that are currently installed at this location are not in compliance with FHWA standards.
 - vi. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps and pedestrian warning signs (W11-2) are provided to facilitate crossings over both streets. The warning signs were not comprised of retroreflective sheeting, nor did the round tubular sign support meet FHWA standards. Sidewalk ramps are not in compliance with current ADA standards.
- B. Recommendations for Consideration
- i. Remove the stop sign from eastbound Seaglen Drive.
 - ii. Install a yield sign for eastbound Seaglen Drive. Eastbound traffic should exercise caution entering the intersection as many turning movements occur.
 - iii. Remove existing non-compliant pedestrian warning signs.

- iv. Install pedestrian warning signs compliant with City and MMUTCD requirements.
- v. Install ADA compliant detectable warning surfaces on existing sidewalk ramps.

Hadlock Drive & Chesapeake Drive (Figure 1, Intersection C)**A. Existing Conditions**

- i. Hadlock Drive terminates at Chesapeake Drive at approximately a 90 degree angle.
- ii. Both of these roadways are not expected to experience high traffic volumes as neither provide access to any main roads outside the subdivision.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. There is currently a yield sign installed at the terminus of the Hadlock Drive southbound approach. The existing yield sign sheeting material and round, tubular steel sign post are not in compliance with FHWA standards.
- v. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate crossings over both streets; however, the sidewalk ramp located on the northeast quadrant of the intersection is not in compliance with current ADA standards.

B. Recommendations for Consideration

- i. Upgrade the existing yield sign on the southbound Hadlock Drive approach with City and MMUTCD compliant materials.
- ii. Install ADA compliant detectable warning surfaces on existing sidewalk ramps.

Hadlock Drive & Chesapeake Drive (Figure 1, Intersection D)**A. Existing Conditions**

- i. Hadlock Drive terminates at Chesapeake Drive at approximately a 90 degree angle.
- ii. Both of these roadways are not expected to experience high traffic volumes as neither provide access to any main roads outside the subdivision.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. There is currently a yield sign installed at the terminus of the Hadlock Drive southbound approach. The existing yield sign sheeting material and round, tubular steel sign post are not in compliance with FHWA standards.
- v. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate crossings over both streets; however, the sidewalk ramp located on the northeast quadrant of the intersection is not in compliance with current ADA standards.

B. Recommendations for Consideration

- i. Upgrade the existing yield sign on the southbound Hadlock Drive approach with City and MMUTCD compliant materials.
- ii. Install ADA compliant detectable warning surfaces on existing sidewalk ramps.

Chesapeake Drive & Drakes Bay Drive (Figure 1, Intersection E)**A. Existing Conditions**

- i. Chesapeake Drive terminates at Drakes Bay Drive at approximately a 90 degree angle.
- ii. Drakes Bay Drive is the main east/west roadway in the subdivision; therefore, higher volumes are anticipated on this roadway.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. There is currently a stop sign installed at the terminus of the Chesapeake Drive eastbound approach. The existing stop sign sheeting material and round, tubular steel sign post are not in compliance with FHWA standards.
- v. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate crossings over Chesapeake Drive, but ramps are not provided for the crossing of Drakes Bay Drive. Sidewalk ramps are in compliance with current ADA standards.

B. Recommendations for Consideration

- i. Remove the existing stop sign on the eastbound Chesapeake Drive approach.
- ii. Install a yield sign for eastbound Chesapeake Drive approach. Since there is potential for moderate traffic volumes on the minor approach, sign control should be considered on the minor approach.

Terra Del Mar Drive & Drakes Bay Drive (Figure 1 Intersection F)**A. Existing Conditions**

- i. Terra Del Mar Drive and the driveway to "The Boathouse" clubhouse intersect Drakes Bay Drive at approximately a 90 degree angle.
- ii. Drakes Bay Drive is the main east/west roadway in the subdivision and Terra Del Mar Drive is the main north/south roadway in the subdivision; therefore, the intersection is expected to experience high volumes.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. The intersection is currently under all-way stop control. Two of the four stop signs are not comprised of retroreflective sheeting material (northbound approach of Terra Del Mar Drive and eastbound approach of Drakes Bay Drive). The sign posts at all four approaches are round, tubular steel posts which are not in compliance with FHWA standards.
- v. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate crossings over both roadways; however, the sidewalk ramps located south of Drakes Bay Drive are not in compliance with current ADA standards.

B. Recommendations for Consideration

- i. Maintain all-way stop control, but upgrade existing stop signs with City and MMUTCD compliant materials, supported by:
 1. Heavy traffic volume anticipated on all approaches.
 2. Heavy turning movements are anticipated from all approaches.

3. Heavy anticipated non-motorized traffic accessing the community center.
- ii. Install ADA compliant detectable warning surfaces on existing sidewalk ramps.
- iii. Install W11-15 signage to advise motorists of pedestrian activity near the community center.

Drakes Bay Drive & Saybrook Court (Figure 1, Intersection G)**A. Existing Conditions**

- i. Saybrook Court terminates at Drakes Bay Drive at approximately a 90 degree angle.
- ii. Drakes Bay Drive is the main east/west roadway in the subdivision; therefore, higher volumes are anticipated on this roadway.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. A Novi Community Schools bus stop is located at this intersection.
- v. There is currently no existing traffic control at this location.
- vi. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate crossings over Saybrook Court, but no ramps are provided for the crossing of Drakes Bay Drive. Sidewalk ramps are not in compliance with current ADA standards.

B. Recommendations for Consideration

- i. Install a MMUTCD compliant yield sign for the northbound Saybrook Court approach. Since the intersection consists of three legs, sign control should be considered on the minor approach.
- ii. Install ADA compliant detectable warning surfaces on existing sidewalk ramps.
- iii. Consider placing pedestrian warning signs (W11-2) at this location due to the intersection's proximity to the school bus stop.

Nepavine Drive & Terra Del Mar Drive (Figure 1 Intersection H)**A. Existing Conditions**

- i. Nepavine Drive terminates at Terra Del Mar Drive at approximately a 90 degree angle.
- ii. Terra Del Mar Drive is the main north/south roadway in the subdivision; therefore, higher volumes are anticipated on this roadway.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. With new construction beginning on the southern half of Nepavine Drive, the traffic volumes may increase on this road in the future.
- v. There is currently a stop sign installed at the terminus of the eastbound Nepavine Drive approach; however, the stop sign is mostly concealed by a tree (see Figure 10). The existing stop sign sheeting material and round, tubular steel sign post are not in compliance with FHWA standards.
- vi. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps and pedestrian warning signs (W11-2) are provided to facilitate crossings over both roadways. However, the warning signs are not comprised of retroreflective sheeting, nor is the round tubular sign support within FHWA standards. The sidewalk ramps are not in compliance with current ADA standards.



Figure 10: Stop Sign Concealed by a Tree at Nepavine Drive and Terra Del Mar Drive

- B. Recommendations for Consideration
 - i. Remove the existing stop sign on the eastbound Nepavine Drive approach.
 - ii. Install a yield sign for eastbound Nepavine Drive approach. Since there is potential for higher traffic volumes on both approaches, with Terra Del Mar Drive considered the main roadway, sign control should be considered on the minor approach.
 - iii. Trim tree to allow visibility of control sign.
 - iv. Upgrade existing pedestrian warning signs with City and MMUTCD compliant materials.
 - v. Install ADA compliant detectable warning surfaces on existing sidewalk ramps.

Amesburg Drive & Nepavine Drive (Figure 1, Intersection I)

- A. Existing Conditions
 - i. Amesburg Drive terminates at Nepavine Drive at approximately a 90 degree angle.
 - ii. Neither of these roadways are expected to experience high traffic volumes. Nepavine Drive volumes may slightly increase at this location with completion of construction of new houses on the southern portion of the roadway.
 - iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
 - iv. There is currently no traffic control at this location.
 - v. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate crossings over both roadways. Sidewalk ramps are in compliance with current ADA standards.
- B. Recommendations for Consideration
 - i. Install a MMUTCD compliant yield sign for the northbound Amesburg Drive approach. Since the intersection consists of three legs, sign control should be considered on the minor approach.

Nepavine Drive & Calvert Isle Drive (Figure 1 Intersection J)

- A. Existing Conditions

- i. Nepavine Drive intersects Calvert Isle Drive at approximately a 90 degree angle.
- ii. Due to new construction beginning on the southern half of Nepavine Drive, the traffic volumes may increase on this road in the future.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. There are currently yield signs installed in both directions for Calvert Isle Drive. The existing retroreflective yield signs and steel U-channel steel sign posts are in compliance with FHWA standards.
- v. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate crossings over both streets. Sidewalk ramps are in compliance with current ADA standards.

B. Recommendations for Consideration

- i. Maintain yield control due to the number of approaches, the low volume on Calvert Isle Drive, and the potential increase in volume on Nepavine Drive.

Calvert Isle Drive & Amesburg Drive (Figure 1, Intersection K)

A. Existing Conditions

- i. Calvert Isle Drive terminates at Amesburg Drive at approximately a 90 degree angle.
- ii. Neither of these roadways are expected to experience high traffic volumes.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. There is currently a yield sign installed at the terminus of the Calvert Isle Drive eastbound approach. The yield sign is currently fully concealed by a tree, as shown in Figure 11. The existing yield sign with retroreflective sheeting and the steel U-channel steel sign post are in compliance with FHWA standards.
- v. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate crossings over both roadways. Sidewalk ramps are in compliance with current ADA standards.



Figure 11: Existing Yield Sign Concealed by Tree at Calvert Isle Drive and Amesburg Drive

B. Recommendations for Consideration

- i. Maintain yield control due to the number of approaches and the low volume on eastbound Calvert Isle Drive, however, consider trimming or removing the tree so that the sign is not concealed.

Amesburg Drive & Terra Del Mar Drive (Figure 1, Intersection L)

A. Existing Conditions

- i. Amesburg Drive terminates at Terra Del Mar Drive at approximately a 90 degree angle.
- ii. Terra Del Mar Drive is the main north/south roadway in the subdivision; therefore, higher volumes are anticipated on this roadway.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. There is a school bus stop located on Terra Del Mar Drive between Amesburg Drive and Langley Drive.
- v. The three-leg intersection is currently under all-way stop control. None of the three stop signs are comprised of retroreflective sheeting and all three sign posts are round, tubular steel posts. These are not in compliance with FHWA standards.
- vi. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps and pedestrian warning signs (W11-2) are provided to facilitate crossings over both roadways; however, the warning signs are not comprised of retroreflective sheeting, nor is the round tubular sign support within FHWA standards. The sidewalk ramps are not in compliance with current ADA standards.

B. Recommendations for Consideration

- i. Remove the stop signs from Terra Del Mar Drive approaches.

- ii. Upgrade the existing stop sign on eastbound Amesburg Drive approach with City and MMUTCD compliant materials, supported by:
 - 1. Heavier traffic volumes along Terra Del Mar Drive.
 - 2. Light traffic anticipated for eastbound Amesburg Drive.
 - 3. Three-leg intersection with traffic control applied to minor approach.
 - 4. Adequate sight distance.
 - 5. Nearby bus stop location.
- iii. Upgrade the existing pedestrian warning signs with City and MMUTCD compliant materials.
- iv. Install ADA compliant detectable warning surfaces on existing sidewalk ramps

Langley Drive & Terra Del Mar Drive (Figure 1, Intersection M)

A. Existing Conditions

- i. Langley Drive terminates at Terra Del Mar Drive at approximately a 90 degree angle.
- ii. Terra Del Mar Drive is the main north/south roadway in the subdivision; therefore, higher volumes are anticipated on this roadway.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. There is a school bus stop located on Terra Del Mar Drive between Amesburg Drive and Langley Drive.
- v. There is currently a stop sign installed at the terminus of the Langley Drive westbound approach. The existing stop sign sheeting and round, tubular steel sign post are not in compliance with FHWA standards.
- vi. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate crossings over Langley Drive, but no ramps are provided for the crossing of Terra Del Mar Drive. Sidewalk ramps are not in compliance with current ADA standards.

B. Recommendations for Consideration

- i. Upgrade the existing stop sign on westbound Langley Drive approach with City and MMUTCD compliant materials, supported by:
 - 1. Heavier traffic volumes along Terra Del Mar Drive.
 - 2. Light traffic anticipated for westbound Langley Drive.
 - 3. Adequate sight distances are available.
 - 4. Three-leg intersection with traffic control applied to the minor approach.
 - 5. Nearby bus stop location.
- ii. Install ADA compliant detectable warning surfaces on existing sidewalk ramps.
- iii. Install pedestrian warning signs (W11-2) at this location due to the intersections proximity to a school bus stop.

Billenca Drive & Terra Del Mar Drive (Figure 1 Intersection N)

A. Existing Conditions

- i. Billenca Drive terminates at Terra Del Mar Drive at approximately a 90 degree angle.
- ii. Terra Del Mar Drive is the main north/south roadway in the subdivision; therefore, higher volumes are anticipated on this roadway.

- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
 - iv. There is currently a yield sign installed at the terminus of the Billenca Drive eastbound approach. The existing yield sign sheeting and round, tubular steel sign are not in compliance with FHWA standards.
 - v. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate the crossing of Billenca Drive, but no ramps are provided for the crossing of Terra Del Mar Drive. Sidewalk ramps are not in compliance with current ADA standards.
- B. Recommendations for Consideration
- i. Upgrade the existing yield sign materials to be comprised of retroreflective sheeting and a steel U-channel sign post in compliance with City and MMUTCD standards.
 - ii. Consider the addition of ADA compliant detectable warning surfaces on existing sidewalk ramps.

Bellingham Drive & Terra Del Mar Drive (Figure 1, Intersection O)

- A. Existing Conditions
- i. Bellingham Drive intersects Terra Del Mar Drive at approximately a 90 degree angle.
 - ii. Terra Del Mar Drive is the main north/south roadway in the subdivision; therefore, higher volumes are anticipated on this roadway.
 - iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
 - iv. The four-leg intersection is currently under two-way stop control. There are currently stop signs installed at both approaches of Bellingham Drive. The sign post for eastbound Bellingham Drive traffic has sustained damage at its base. The existing stop sign sheeting and round, tubular steel sign posts are not in compliance with FHWA standards.
 - v. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps and pedestrian warning signs (W11-2) are provided for crossing Bellingham Drive and Terra Del Mar Drive; however, sidewalk ramps are not in compliance with current ADA standards.
- B. Recommendations for Consideration
- i. Maintain two-way stop control, but upgrade materials to include retroreflective sheeting and steel U-channel sign posts.
 - ii. Upgrade the pedestrian warning sign assemblies to include retroreflective sheeting and steel U-channel sign posts.
 - iii. Install ADA compliant detectable warning surfaces on existing sidewalk ramps.

Bellingham Drive & Langley Drive (Figure 1, Intersection P)

- A. Existing Conditions
- i. Bellingham Drive terminates at Langley Drive at approximately a 90 degree angle.
 - ii. Neither of these roadways are expected to experience high traffic volumes.

- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. There is currently a yield sign installed at the terminus of the Bellingham Drive eastbound approach. The existing yield sign sheeting and steel U-channel steel sign post are in compliance with FHWA standards. Paved sidewalks exist on at least one side of both roadways.
- v. Sidewalk ramps are provided to facilitate a crossings over Bellingham Drive and over Langley Drive. Sidewalk ramps are in compliance with current ADA standards.

B. Recommendations for Consideration

- I. Maintain yield control on eastbound Bellingham Drive due to the number of intersection approaches.

Billenca Drive & Kennebee Drive (Figure 1, Intersection Q)

A. Existing Conditions

- i. Kennebee Drive terminates at Billenca Drive at approximately a 90 degree angle.
- ii. Neither of these roadways are expected to experience high traffic volumes.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. There is a Novi Community Schools bus stop located in close proximity to the intersection.
- v. There is currently a yield sign installed at the terminus of the Kennebee Drive eastbound approach. The existing yield sign sheeting and round, tubular steel sign post are not in compliance with FHWA standards.
- vi. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate crossings over Kennebee Drive and Billenca Drive. Sidewalk ramps are in compliance with current ADA standards.

B. Recommendations for Consideration

- i. Upgrade the existing yield sign on the eastbound Kennebee Drive approach with City and MMUTCD compliant materials.
- ii. Consider placing pedestrian warning signs (W11-2) at this location due to the intersections proximity to a school bus stop.

Bellingham Drive & Billenca Drive (Figure 1, Intersection R)

A. Existing Conditions

- i. Bellingham Drive terminates at Billenca Drive at approximately a 90 degree angle.
- ii. Neither of these roadways are expected to experience high traffic volumes.
- iii. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- iv. There is currently a stop sign installed at the terminus of the Bellingham Drive southbound approach. The existing stop sign sheeting and round, tubular steel sign post are not in compliance with FHWA standards.

- v. Paved sidewalks exist on at least one side of both roadways. Sidewalk ramps are provided to facilitate crossings over Bellingham Drive, but not over Billenca Drive. Sidewalk ramps are not in compliance with current ADA standards.

B. Recommendations for Consideration

- i. Replace the existing stop sign on southbound Bellingham Drive with a City and MMUTCD compliant yield sign due to the low traffic volumes, adequate sight distance and three-leg intersection configuration.
- ii. Install ADA compliant detectable warning surfaces on existing sidewalk ramps.

Billenca Drive & Terra Del Mar Drive (Figure 1, Intersection S)

A. Existing Conditions

- i. Billenca Drive terminates at Terra Del Mar Drive at approximately a 90 degree angle.
- ii. The intersection is located approximately 250 feet north of the access point to Ten Mile Road.
- iii. Terra Del Mar Drive is the main north/south roadway in the subdivision; therefore, higher volumes are anticipated on this roadway.
- iv. Field review concluded that the sight distance for all approaches at this location meet the City standards.
- v. There is currently a stop sign installed at the terminus of the eastbound approach of Billenca Drive. The existing stop sign sheeting and round, tubular steel sign post are not in compliance with FHWA standards.
- vi. Paved sidewalks exist on at least one side of both roadways.
- vii. Sidewalk ramps and pedestrian warning signs (W11-2) are provided for a crossings over Billenca Drive, but no ramps are provided to facilitate the crossing of Terra Del Mar Drive. The warning signs are not comprised of retroreflective sheeting, nor is the round, tubular sign support within FHWA standards. The sidewalk ramps are not in compliance with current ADA standards.

B. Recommendations for Consideration

- i. Replace the existing stop sign on eastbound Billenca Drive with a City and MMUTCD compliant yield sign due to the low traffic volumes, adequate sight distance and three-leg intersection configuration.
- ii. Install ADA compliant detectable warning surfaces on existing sidewalk ramps

Future Intersections

The three future intersections south of Calvert Isle Drive and Nepavine Drive are not expected to warrant any form of traffic control.

Existing Traffic Control Sign Location Summary:

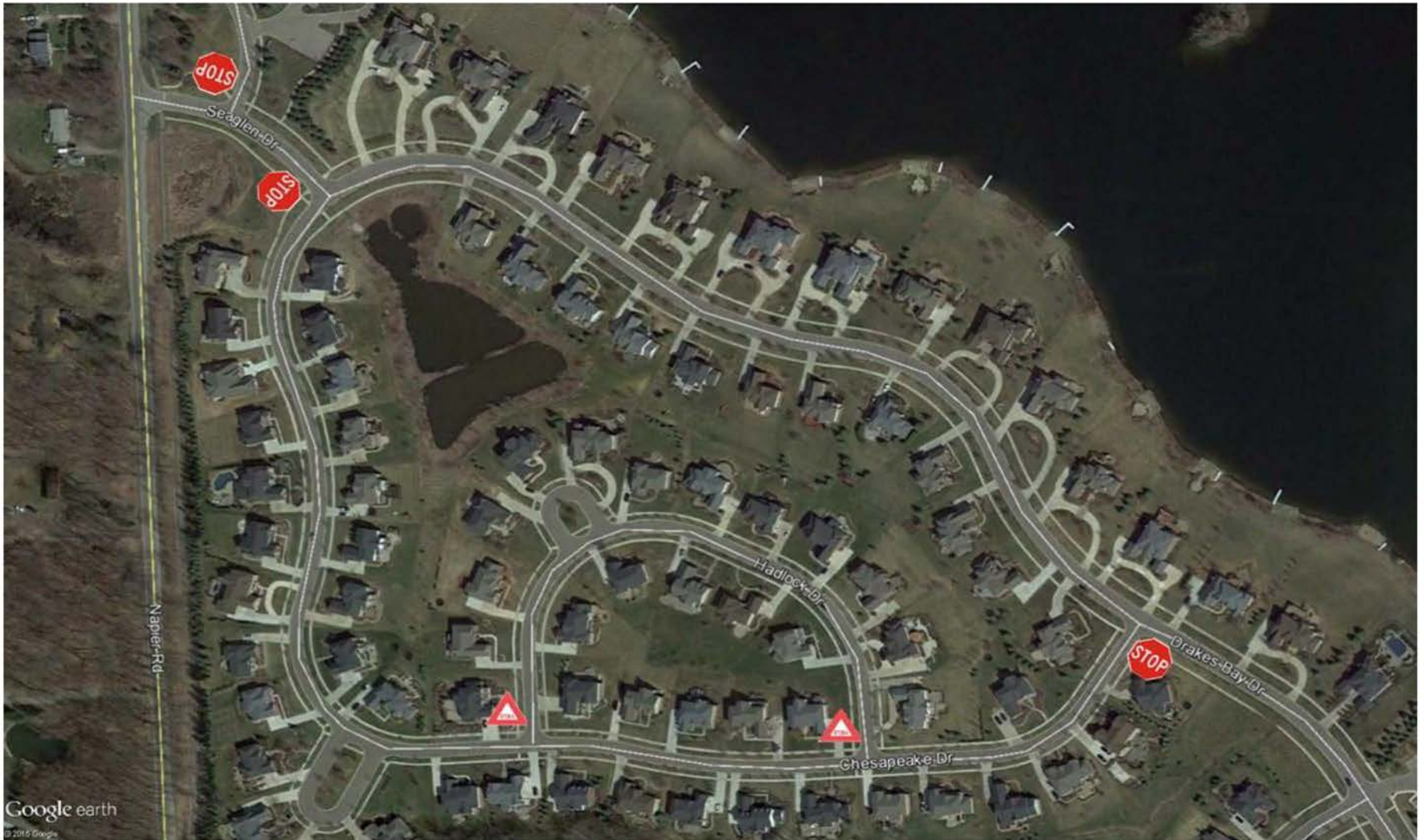


Figure 12a: Existing Traffic Control Signs

Proposed Traffic Control Location Summary:

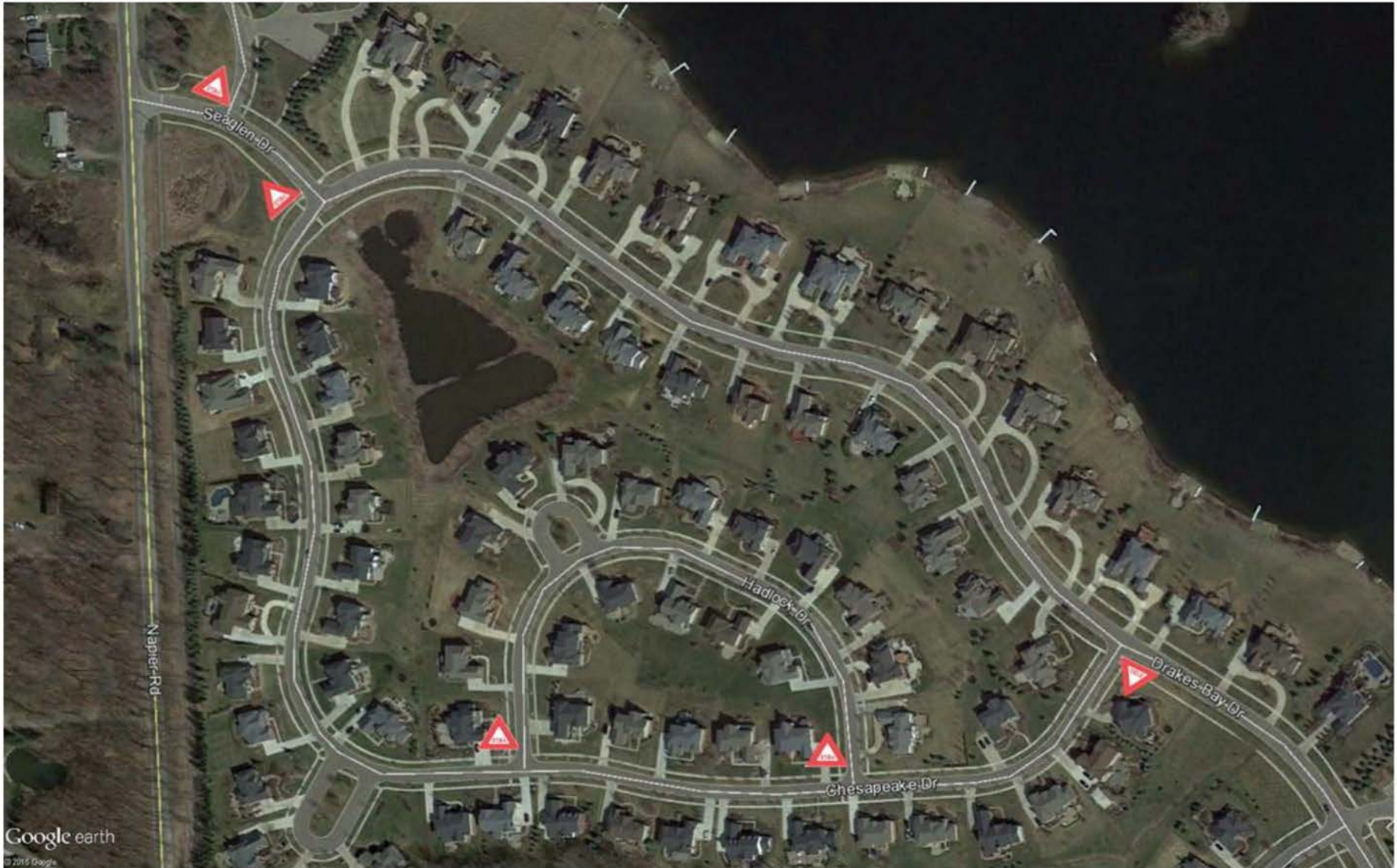


Figure 13a: Proposed Traffic Control

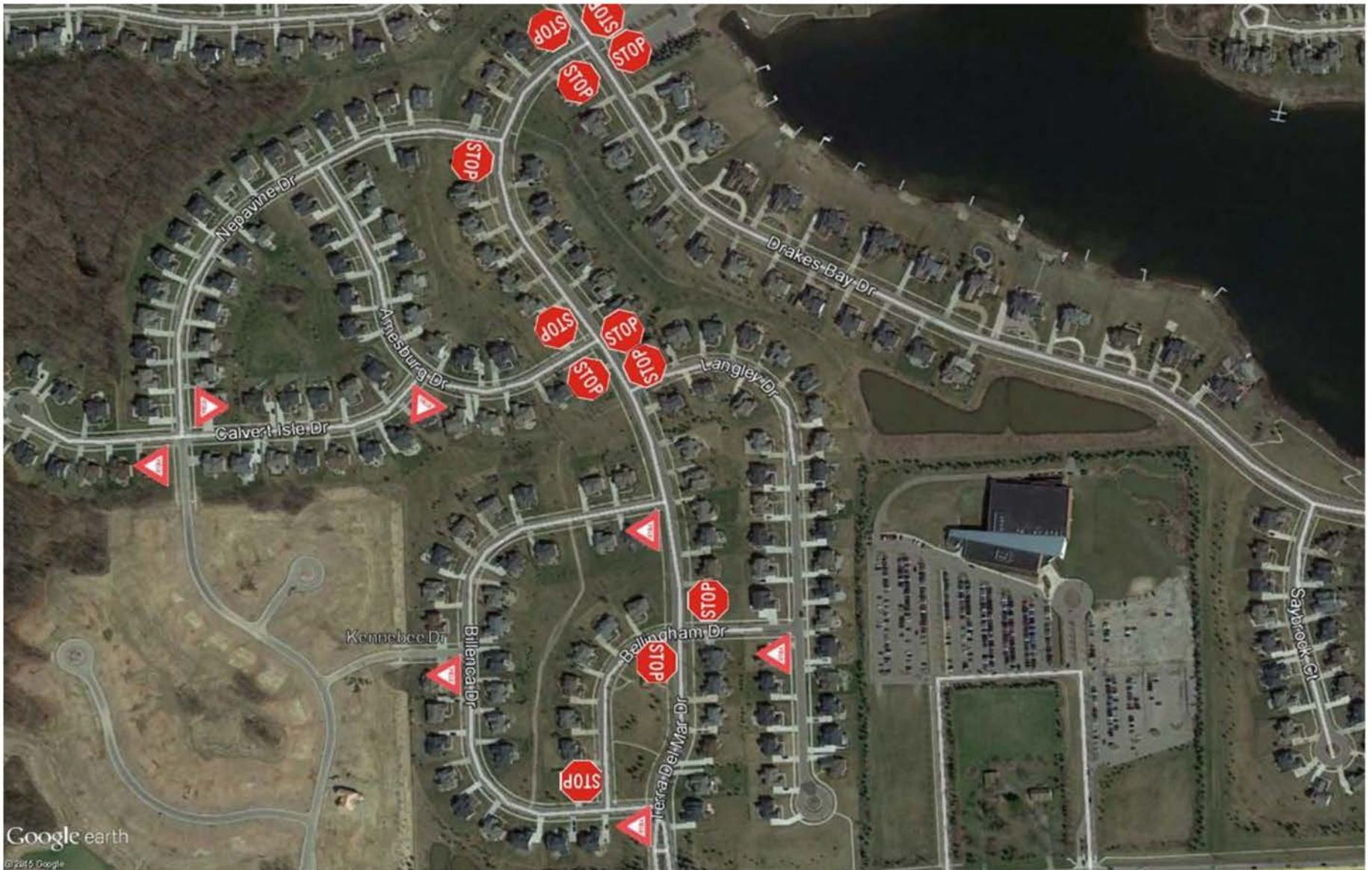


Figure 12b: Existing Traffic Control Signs

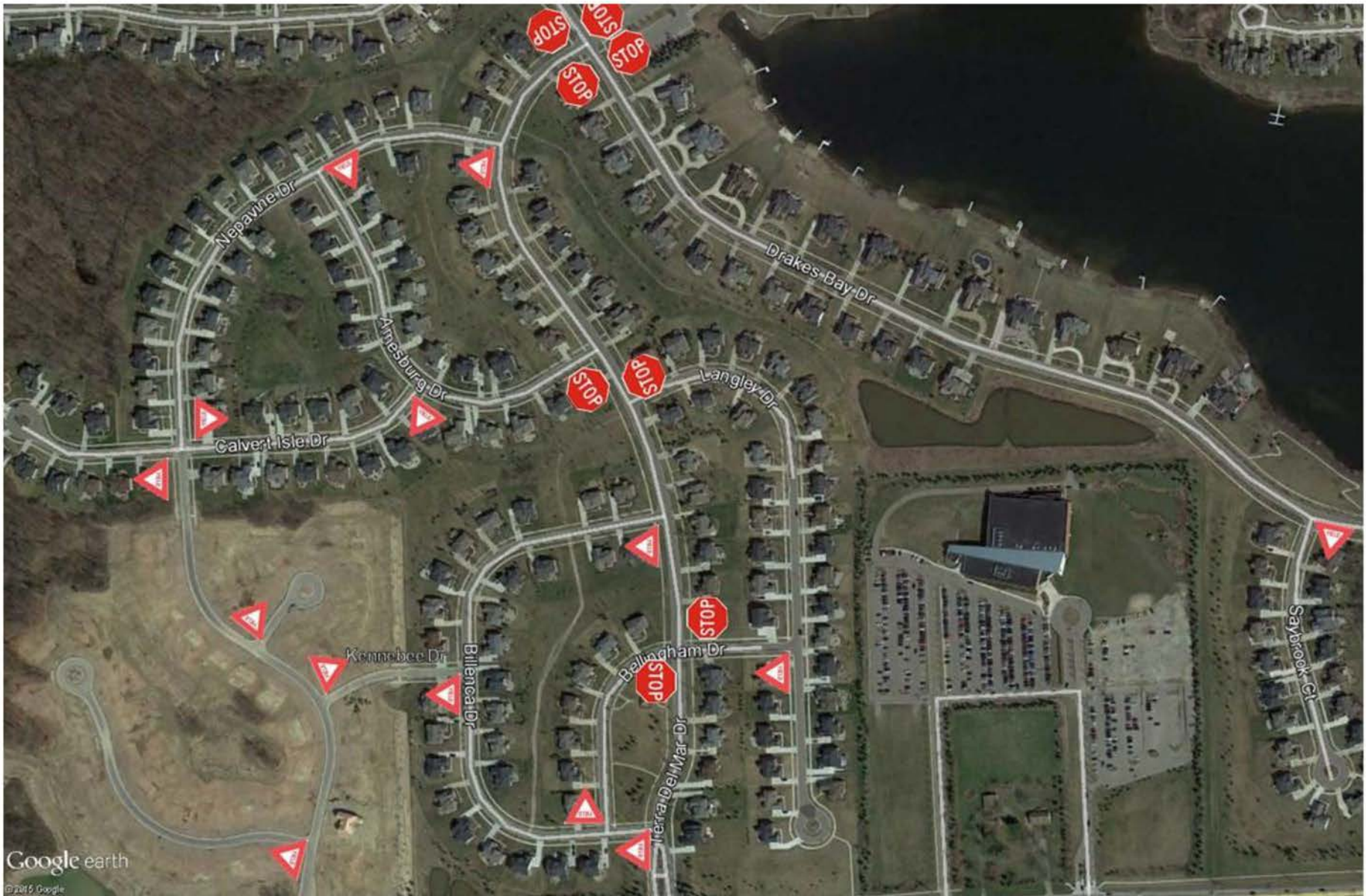


Figure 13b: Proposed Traffic Control

Summary of Recommendations:

Location	Recommendation
General	<ul style="list-style-type: none"> • Replace street guidance and warning signs with signs comprised of retroreflective sheeting • Replace street guidance and warning round tubular sign posts with steel U-channel sign supports • Remove the bike lane signs located throughout the subdivision • If bicycle awareness is an issue, existing W11-2 signs may be replaced with W11-15 signs
Island Lake Drive & Seaglen Drive	<ul style="list-style-type: none"> • Replace stop sign and sign post at the southbound approach of Island Lake Drive with a yield sign with retroreflective sheeting and a steel U-channel sign support • Install ADA warning pads on existing sidewalk ramps • Modify the pedestrian crossing over Seaglen Drive by eliminating the ramp on the north side of Seaglen Drive or the installation of a ramp on the south side of Seaglen Drive
Seaglen Drive & Drakes Bay Drive	<ul style="list-style-type: none"> • Replace the stop sign eastbound approach of Seaglen Drive with a yield sign • Install ADA warning pads on existing sidewalk ramps
Hadlock Drive & Chesapeake Drive (east)	<ul style="list-style-type: none"> • Remove the yield sign from the southbound approach of Hadlock Drive • Install ADA warning pads on non-compliant sidewalk ramps
Hadlock Drive & Chesapeake Drive (west)	<ul style="list-style-type: none"> • Remove the yield sign from the southbound approach of Hadlock Drive • Install ADA warning pads on non-compliant sidewalk ramps
Chesapeake Drive & Drakes Bay Drive	<ul style="list-style-type: none"> • Replace stop sign and sign post at the eastbound approach of Chesapeake Drive with a yield sign with retroreflective sheeting and a steel U-channel sign support
Terra Del Mar Drive & Drakes Bay Drive	<ul style="list-style-type: none"> • Replace the stop signs on the northbound and eastbound approaches with stop signs comprised of retroreflective sheeting • Replace all four stop sign round tubular posts with steel U-channel sign supports • Install ADA warning pad on the existing sidewalk ramps south of Drakes Bay Drive • Install W11-15 pedestrian/bicycle warning signs at this location

Location	Recommendation
Drakes Bay Drive & Saybrook Court	<ul style="list-style-type: none"> • Install ADA warning pads on existing sidewalk ramps • Consider placing pedestrian warning signs (W11-2) at this location due to the intersections proximity to a school bus stop
Nepavine Drive & Terra Del Mar Drive	<ul style="list-style-type: none"> • Replace stop sign and sign post at the eastbound approach of Nepavine Drive with a yield sign with retroreflective sheeting and a steel U-channel sign support • Trim or remove tree blocking visibility of the stop sign • Install ADA warning pads on existing sidewalk ramps
Amesburg Drive & Nepavine Drive	<ul style="list-style-type: none"> • Existing conditions are adequate
Nepavine Drive & Calvert Isle Drive	<ul style="list-style-type: none"> • Existing conditions are adequate
Calvert Isle Drive & Amesburg Drive	<ul style="list-style-type: none"> • Remove the yield sign from the eastbound approach of Calvert Isle Drive
Amesburg Drive & Terra Del Mar Drive	<ul style="list-style-type: none"> • Remove the stop signs from the Terra Del Mar Drive approaches • Replace the stop sign on the eastbound Amesburg Drive approach with a stop sign comprised of retroreflective sheeting with a steel U-channel sign post • Install ADA warning pads on existing sidewalk ramps
Langley Drive & Terra Del Mar Drive	<ul style="list-style-type: none"> • Replace the stop sign on the westbound approach of Langley Drive approach with a stop sign comprised of retroreflective sheeting with a steel U-channel sign post • Install ADA warning pads on existing sidewalk ramps • Consider placing pedestrian warning signs (W11-2) at this location due to the intersections proximity to a school bus stop
Billenca Drive & Terra Del Mar Drive	<ul style="list-style-type: none"> • Replace the yield sign on the eastbound approach of Billenca Drive approach with a yield sign comprised of retroreflective sheeting with a steel U-channel sign post • Install ADA warning pads on existing sidewalk ramps
Bellingham Drive & Terra Del Mar Drive	<ul style="list-style-type: none"> • Replace the stop signs and sign posts on both approaches of Bellingham Drive with stop signs comprised of retroreflective sheeting and steel U-channel sign posts • Install ADA warning pads on existing sidewalk ramps
Bellingham Drive & Langley Drive	<ul style="list-style-type: none"> • Remove the yield sign on the eastbound approach of Bellingham Drive

Location	Recommendation
Billenca Drive & Kennebee Drive	<ul style="list-style-type: none"> • Remove the yield sign on the westbound approach of Kennebee Drive • Consider placing pedestrian warning signs (W11-2) at this location due to the intersections proximity to a school bus stop
Bellingham Drive & Billenca Drive	<ul style="list-style-type: none"> • Remove the yield sign on the southbound approach of Bellingham Drive • Install ADA warning pads on existing sidewalk ramps
Billenca Drive & Terra Del Mar Drive	<ul style="list-style-type: none"> • Remove the stop sign on the westbound approach of Billenca Drive • Install ADA warning pads on existing sidewalk ramps
Future Intersections off of Nepavine Drive	<ul style="list-style-type: none"> • No traffic control signs warranted

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

SPEED
 PARKING
 OTHER

DATE OF ORDER: 6/29/2016
CONTROL NUMBER: 16-28

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, ENGINEERING MANAGER, 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.

DRAKES BAY

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EASTBOUND DRAKES BAY TO STOP AT TERRA DEL MAR



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-28 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 THEROF 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,

EASTBOUND DRAKES BAY TO STOP AT TERRA DEL MAR

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
X OTHER

DATE OF ORDER: 6/29/2016
CONTROL NUMBER: 16-29

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, ENGINEERING MANAGER, 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.

DRAKES BAY

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

WESTBOUND DRAKES BAY TO STOP AT TERRA DEL MAR



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-29 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 THEROF 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,

WESTBOUND DRAKES BAY TO STOP AT TERRA DEL MAR

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

 SPEED
 PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-30

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, ENGINEERING MANAGER, 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.

TERRA DEL MAR

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

NORTHBOUND TERRA DEL MAR TO STOP AT DRAKES BAY



Brian Coburn, P.E. - Traffic Engineer

Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-30 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 THEROF 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,

NORTHBOUND TERRA DEL MAR TO STOP AT DRAKES BAY

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

_____ SPEED
_____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-31

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, ENGINEERING MANAGER, 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.

TERRA DEL MAR

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

SOUTHBOUND TERRA DEL MAR TO STOP AT DRAKES BAY



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-31 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 THEROF 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,

SOUTHBOUND TERRA DEL MAR TO STOP AT DRAKES BAY

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-32

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, ENGINEERING MANAGER, 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.

NEPAVINE

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EASTBOUND NEPAVINE TO YIELD AT TERRA DEL MAR



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-32 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 THEROF 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,

EASTBOUND NEPAVINE TO YIELD AT TERRA DEL MAR

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

SPEED
 PARKING
 OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-33

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, ENGINEERING MANAGER, 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.

AMESBURG

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

NORTHBOUND AMESBURG TO YIELD AT NEPAVINE



Brian Coburn, P.E. - Traffic Engineer

Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-33 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 THEROF 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,

NORTHBOUND AMESBURG TO YIELD AT NEPAVINE

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

_____ SPEED
_____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-34

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, ENGINEERING MANAGER, 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.

AMESBURG

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EASTBOUND AMERSBURG TO STOP AT TERRA DEL MAR



Brian Coburn, P.E. - Traffic Engineer

Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-34 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 THEROF 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,

EASTBOUND AMERSBURG TO STOP AT TERRA DEL MAR

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
X OTHER

DATE OF ORDER: 6/29/2016
CONTROL NUMBER: 16-35

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, ENGINEERING MANAGER, 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.

LANGLEY

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

WESTBOUND LANGLEY TO STOP AT TERRA DEL MAR



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-35 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 THEROF 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,

WESTBOUND LANGLEY TO STOP AT TERRA DEL MAR

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

 SPEED
 PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-36

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, ENGINEERING MANAGER, 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.

BILLENCA

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EASTBOUND BILLENCA TO YIELD AT TERRA DEL MAR (NORTH INTERSECTION)



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-36 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 THEROF 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,

EASTBOUND BILLENCA TO YIELD AT TERRA DEL MAR (NORTH INTERSECTION)

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-37

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, ENGINEERING MANAGER, 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.

KENNEBEC

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EASTBOUND KENNEBEC TO YIELD AT BILLENCA



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-37 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 THEROF 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,

EASTBOUND KENNEBEC TO YIELD AT BILLENCA

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-38

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, ENGINEERING MANAGER, 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.

BELLINGHAM

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EASTBOUND BELLINGHAM DRIVE TO STOP AT TERRA DEL MAR



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-38 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 THEROF 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,

EASTBOUND BELLINGHAM DRIVE TO STOP AT TERRA DEL MAR

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-39

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, ENGINEERING MANAGER, 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.

BELLINGHAM

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

WESTBOUND BELLINGHAM DRIVE TO STOP AT TERRA DEL MAR



Brian Coburn, P.E. - Traffic Engineer

Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-39 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 THEROF 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,

WESTBOUND BELLINGHAM DRIVE TO STOP AT TERRA DEL MAR

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-40

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, ENGINEERING MANAGER, 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.

BELLINGHAM

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

SOUTHBOUND BELLINGHAM DRIVE TO YIELD AT BILLENCA



Brian Coburn, P.E. - Traffic Engineer

Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-40 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 THEROF 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,

SOUTHBOUND BELLINGHAM DRIVE TO YIELD AT BILLENCA

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

SPEED
 PARKING
 OTHER

DATE OF ORDER: 6/29/2016
CONTROL NUMBER: 16-41

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, ENGINEERING MANAGER, 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.

BILLENCA

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EASTBOUND BILLENCA TO YIELD AT TERRA DEL MAR (SOUTH INTERSECTION)



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-41 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 THEROF 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,

EASTBOUND BILLENCA TO YIELD AT TERRA DEL MAR (SOUTH INTERSECTION)

ADOPTED AT THE REGULAR MEETING OF CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-42

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, ENGINEERING MANAGER, 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.

TERRA DEL MAR

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

SOUTHBOUND TERRA DEL MAR TO STOP AT TEN MILE ROAD



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-42 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 THEROF 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,

SOUTHBOUND TERRA DEL MAR TO STOP AT TEN MILE ROAD

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-43

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, ENGINEERING MANAGER, 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.

SAYBROOK

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

NORTHBOUND SAYBROOK TO YIELD AT DRAKES BAY



Brian Coburn, P.E. - Traffic Engineer

Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-43 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 THEROF 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,

NORTHBOUND SAYBROOK TO YIELD AT DRAKES BAY

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-44

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, ENGINEERING MANAGER, 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.

DRAKES BAY

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EASTBOUND DRAKES BAY TO STOP AT WIXOM ROAD



Brian Coburn, P.E. - Traffic Engineer

Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-44 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 THEROF 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,

EASTBOUND DRAKES BAY TO STOP AT WIXOM ROAD

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-45

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, ENGINEERING MANAGER, 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.

ISLAND LAKE 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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

SOUTHBOUND ISLAND LAKE DRIVE TO YIELD AT SEAGLEN DRIVE



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-45 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 THEROF 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,

SOUTHBOUND ISLAND LAKE DRIVE TO YIELD AT SEAGLEN DRIVE

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

SPEED
 PARKING
 OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-46

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, ENGINEERING MANAGER, 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.

SEAGLEN

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

WESTBOUND SEAGLEN TO STOP AT NAPIER ROAD



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-46 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 THEROF 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,

WESTBOUND SEAGLEN TO STOP AT NAPIER ROAD

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-47

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, ENGINEERING MANAGER, 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.

SEAGLEN

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EASTBOUND SEAGLEN TO YIELD AT DRAKES BAY/CHEASAPEAKE



Brian Coburn, P.E. - Traffic Engineer

Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-47 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 THEROF 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,

EASTBOUND SEAGLEN TO YIELD AT DRAKES BAY/CHEASAPEAKE

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

SPEED
 PARKING
 OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-48

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, ENGINEERING MANAGER, 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.

CHESAPEAKE

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

EASTBOUND CHESAPEAKE TO YIELD AT DRAKES BAY



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-48 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 THEROF 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,

EASTBOUND CHESAPEAKE TO YIELD AT DRAKES BAY

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-49

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, ENGINEERING MANAGER, 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.

HADLOCK

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

SOUTHBOUND HADLOCK TO YIELD AT CHEASPEAKE (EAST INTERSECTION)



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-49 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 THEROF 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,

SOUTHBOUND HADLOCK TO YIELD AT CHEASPEAKE (EAST INTERSECTION)

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk

**CITY OF NOVI
TRAFFIC CONTROL ORDER**

____ SPEED
____ PARKING
 X OTHER

DATE OF ORDER: 6/29/2016

CONTROL NUMBER: 16-50

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, ENGINEERING MANAGER, 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.

HADLOCK

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. 33-51 OF THE AFORESAID CHAPTER, SAID SIGNS TO GIVE NOTICE OF THE FOLLOWING DETERMINATION:

SOUTHBOUND HADLOCK TO YIELD AT CHEASPEAKE (WEST INTERSECTION)



Brian Coburn, P.E. - Traffic Engineer
Dated: 6/29/2016

APPROVED BY CITY COUNCIL

TRAFFIC CONTROL ORDER NUMBER 16-50 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 THEROF 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,

SOUTHBOUND HADLOCK TO YIELD AT CHEASPEAKE (WEST INTERSECTION)

ADOPTED AT THE REGULAR MEETING OF
CITY COUNCIL ON 7/11/2016.

By: _____
Robert J. Gatt, Mayor

By: _____
Cortney Hanson, City Clerk