

**CITY OF ROCHESTER HILLS
DEPARTMENT OF PUBLIC SERVICES**

September 1, 2009

**TRAFFIC CONTROLS
Easthampton Subdivision
(SECTION 26)**

Background

On June 10, 2009 the Traffic Engineering Department received a Traffic Information Survey submitted by Mr. Larry Mercer with the Easthampton Homeowners Association. Mr. Mercer cites several near traffic crashes and traffic conflicts at the intersections of Norcross Drive / Hillsborough Drive and Norcross Drive / Wentworth Drive.

A traffic study was performed to determine if a change in the type of regulatory controls is warranted for the above two (2) intersections and change from yield to stop signs as warranted by the latest edition of Michigan Manual Uniform Traffic Control Devices (M.M.U.T.C.D). Traffic crash history was reviewed with TIA TCATS for a three (3) year period from 2006-2008 (attached), and no traffic crashes were found at either of the above intersections.

The following is a recommendation for the type of regulatory traffic control device (stop/yield sign) for each intersection with recorded available safe sight distance:

1) Intersection of Norcross Drive at Hillsborough Drive:

Intersection safe sight distance was measured for 131' westerly (as restricted by parked vehicles within roadway and driveway fronting 997 Hillsborough Drive) and 364' easterly as restricted by horizontal curvature). Note: several sight inspections were made to review the conditions within the field and found parked vehicles to be a common occurrence at the intersection. No other sight obstructions exist at either of the intersection quadrants that adversely impact the intersection safe approach speeds.

Recommend: Norcross Drive to stop for Hillsborough Drive as a result of limited sight visibility caused by parked vehicles within roadway and driveway fronting 997 Hillsborough Drive.

2) Intersection of Norcross Drive at Hillsborough Drive:

Intersection safe sight distance was measured for 245'+ northerly & 400'+ southerly. At this time, no permanent sight obstructions exist at the intersection quadrants that would adversely impact the intersection safe approach speeds.

Recommend: No Change in Regulatory Traffic Control at this intersection.

**Marc G. Matich
Traffic Technician**