

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

October 3, 2005

**TRAFFIC CONTROLS
BUTLER RIDGE SUBDIVISION NO. 2 (SECTION 19)**

Background

A traffic study was recently performed for the newly constructed streets located within the above subject development. This study was initiated by the city accepting the streets for maintenance and declaring said streets open for public travel. The intersections within this development were reviewed to determine the type of regulatory traffic control warranted as established by Michigan Manual Uniform Traffic Control Devices (M.M.U.T.C.D).

At this time, no permanent sight obstructions exist at any of the intersection quadrants that would adversely impact the safe approach speeds.

The following is a recommendation for the type of regulatory traffic control device (stop/yield sign) for the intersection(s) with the available sight distance as measured in the field:

- 1) **Intersection of Thatcher Drive at Balmoral Blvd.:**
Balmoral Blvd. facilitates higher traffic demands than Thatcher Drive and has a greater road functional classification as a collector road. Sight distance measured 273' northerly (Balmoral Blvd. is a divided road way).
Recommend Thatcher Drive to stop for Balmoral Blvd.
- 2) **Intersection of Thatcher Drive at Piccadilly Drive:**
Sight distance measured 574' northeasterly & 324' southerly (restricted by horizontal curvature).
Recommend Thatcher Drive to yield for Piccadilly Drive.
- 3) **Intersection of Piccadilly Court at Piccadilly Drive:**
Sight distance measured 321' Northerly (to Thatcher Drive) & 630' easterly.
Recommend Piccadilly Court to yield for Piccadilly Drive.
- 4) **Intersection of Strathcona Drive at Piccadilly Drive at:**
Sight distance measured 241' westerly to (restricted by horizontal curvature) & 325' easterly (restricted by horizontal curvature).
Recommend Strathcona Drive to stop Piccadilly Drive.