

**CITY OF ROCHESTER HILLS
DEPARTMENT OF PUBLIC SERVICES
TRAFFIC ENGINEERING DIVISION**

May 30, 2008

**TRAFFIC CONTROLS
GREAT OAK WEST SUBDIVISION NO. 2
(SECTION 9)**

Background

A traffic study was recently performed for the existing streets located within Great Oaks West Subdivision No. 2. This study was initiated by the city; as a result to replace all of the existing non-conforming private wooden street name signs within Great Oaks Subdivision to those required by the Michigan Manual on Uniform Traffic Control Devices (MMUTCD 2005 Edition). New city street name signs will have white lettering on a green retro-reflective background.

Therefore, in conjunction with installation of new city street name signs and decorative private sign support poles by the homeowner association. The following intersections were studied to determine if a change in the type of regulatory traffic control is warranted as established by MMUTCD.

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

- 1) Intersection of Laurel Ave. at Hickory Hills Drive:**
After reviewing the current conditions for this “T” intersection we found the available safe sight distance was restricted to 199’ southerly (due horizontal curvature in roadway) & 503’ easterly. TIA TCATS traffic crash history was reviewed for a three (3) year period from 2005-2007 and no traffic crashes were found at the above intersection.
Recommend Laurel Ave. stop at Hickory Hills Drive.

- 2) Intersection of Hackberry Circle at Hickory Hills Drive (East Intersection):**
After reviewing the current conditions for this “T” intersection we found the available safe sight distance was restricted to 363’ westerly & 188’ easterly (due horizontal curvature in roadway). TIA TCATS traffic crash history was reviewed for a three (3) year period from 2005-2007 and no traffic crashes were found at the above intersection.
Recommend Hackberry Circle stop at Hickory Hills Drive (East Intersection).

- 3) Intersection of Hackberry Court at Hackberry Circle :**
After reviewing the current conditions for this “T” intersection we found the available safe sight distance was restricted to 344’ westerly & 309’ easterly (due horizontal curvature in roadways). TIA TCATS traffic crash history was reviewed for a three (3) year period from 2005-2007 and no traffic crashes were found at the above intersection.
Recommend Hackberry Court yield at Hackberry Circle.

In addition to the above recommend changes in traffic control devices we recommend

elimination of intersection sight distance obstructions that adversely effect the necessary safe sight distance for the following intersections:

- 1) Remove large evergreen tree at northwest quadrant of Hackberry Circle & Hickory Hill Drive (West Intersection)
- 2) Trim large crab trees at northwest quadrant of Laurel Ave. & Hackberry Circle
- 3) Elevate tree branches for large evergreen tree at northeast quadrant of Hickory Hill Court & Hickory Hill Drive.