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The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room of Troy City Hall on February 25, 1998 by Chairman Charles Solis.

1. Roll Call

PRESENT: Arthur Cotsonika
 Michael Culpepper
 John Diefenbaker
 Ted Halsey
 Jan Hubbell
 Michael Palchesko
 Charles Solis

ABSENT: None

Also present were the following:

4. —

5. Richard & Beverly Wiles, 975 E. Vanderpool
 Laura Balyeat, 965 E. Vanderpool
 Shirley Sheldon, 900 Vanderpool
 John Wisniewski, 884 Vanderpool
 Bob Newman, 871 Vanderpool
 Pamela Travis, 820 Vanderpool

6. Debbi Reynolds, 1285 W. Wattles
 Mike Donovan, 4085 Penrose
 Gary Renard, 1344 Bradbury
 Bryan Stempinski, 3679 Boulder Drive
 Lesleigh Barnett, 2445 Belmont Ct.

7. Larry Bartos, Standard Federal Bank, 2600 W. Big Beaver

and Lt. Gerard Scherlinck, Traffic Safety Unit
 Lt. Robert Matlick, Fire Dept.
 John Abraham, Traffic Engineer
 Peggie Perry

2. Minutes - January 21, 1998

Moved by Palchesko
Supported by Hubbell

Recommend that the minutes of January 21, 1998 be accepted as printed.

E-2
4.12.98

YEAS: 7

NAYS: 0

ABSENT: 0

MOTION CARRIED

3. Visitors' Time

No one appeared to address the Committee on any items not on the agenda.

Motion to Take Items Out of Order

Moved by Hubbell

Supported by Halsey

That Items 5, 6 and 7 be taken out of order.

YEAS: 7

NAYS: 0

ABSENT: 0

MOTION CARRIED

5. Remove NO PARKING Signs on One Side of Vanderpool

Laura Balyeat of 965 Vanderpool reports that both sides of the eastern end of Vanderpool are signed NO PARKING. This is a real inconvenience, and at times it is necessary to park in the ditch. She is concerned that guests visiting her may be ticketed because they have nowhere else to park, and requests that the parking restriction be removed on one side of the street to ease the situation.

The parking restriction was imposed following a Traffic Committee and City Council resolution in 1983. The original request for the restriction came from residents on Vanderpool. One of the reasons for the request may have been the commercial traffic generated by the businesses at the east end, parking on Vanderpool. There are several businesses on the corner of Rochester and Vanderpool and there is potential for customer and employee parking on Vanderpool. At the moment, parking is restricted for 1,000 feet from Rochester Road on both sides of Vanderpool.

Mr. Halsey noted that Flame Furnace trucks are temporarily parking at Pooltown on Rochester Road. He feels that if the NO PARKING signs are removed, the commercial trucks would park on Vanderpool. He pointed out that the street is only 19

feet wide, without shoulders or sidewalks. Lt. Matlick said that fire trucks are 18-20 feet wide, and if parking is allowed on one side emergency vehicle access would be restricted.

Letters were distributed from residents who could not attend the meeting: Gordon Beachum, 921 Vanderpool, Mrs. T. Ognanovich, 983 Vanderpool, and Ervin and Edith Holthus, 910 Vanderpool. These residents want the NO PARKING signs left as they are (on both sides of the street). Mr. & Mrs. Holthus are concerned about children walking along the narrow roadway if cars are parked along the side, and the reduced visibility when they back out of their driveway.

Ms. Balyeat wondered why, if safety is a concern, parking is allowed beyond the 1000 feet from Rochester Road. She also assumes that there are other narrow streets in Troy where parking is allowed on one side.

Richard Wiles and Bob Newman both spoke in favor of the NO PARKING signs. They don't feel there is a problem.

Gordon Beachum sent a letter to the Committee in favor of the parking restrictions. He is also concerned about emergency vehicle access.

Mr. Solis would like to see the signs removed from one side of the street. He feels that every citizen should be able to park on his/her own street.

Moved by Diefenbaker
Supported by Cotsonika

Recommend no changes to traffic control devices on Vanderpool.

YEAS: 5

NAYS: 1 (Solis)

ABSENT: 0

ABSTAIN: 1 (Halsey)

MOTION CARRIED

Mr. Solis was opposed to this recommendation, as he feels residents should be able to park on their own streets.

Mr. Halsey abstained from voting since he is a resident of Vanderpool.

6. Add Center Turn Lane on Wattles Road Near Penrose

Debbi Reynolds, 1285 West Wattles, says that since the re-configuration of the Penrose-Wattles pavement markings, she has difficulty turning onto Wattles from her driveway. She feels that other areas with similar situations have an exclusive left turn lane and would like one installed in this area. Ms. Reynolds indicated that a number of customers getting their children to the day care she runs also have difficulty in getting out of her driveway, particularly in the morning. On 1/27/98 an eastbound car was hit from the rear and pushed into the path of an oncoming westbound car.

Prior to 1995, the pavement marking configuration at the intersection was similar to what it is today. Figure 1 describes this configuration. The configuration consists of a passing lane for eastbound through traffic to maneuver around any vehicles waiting to make a left turn onto Penrose. This also includes a right turn deceleration lane for westbound vehicles making a right turn into Penrose.

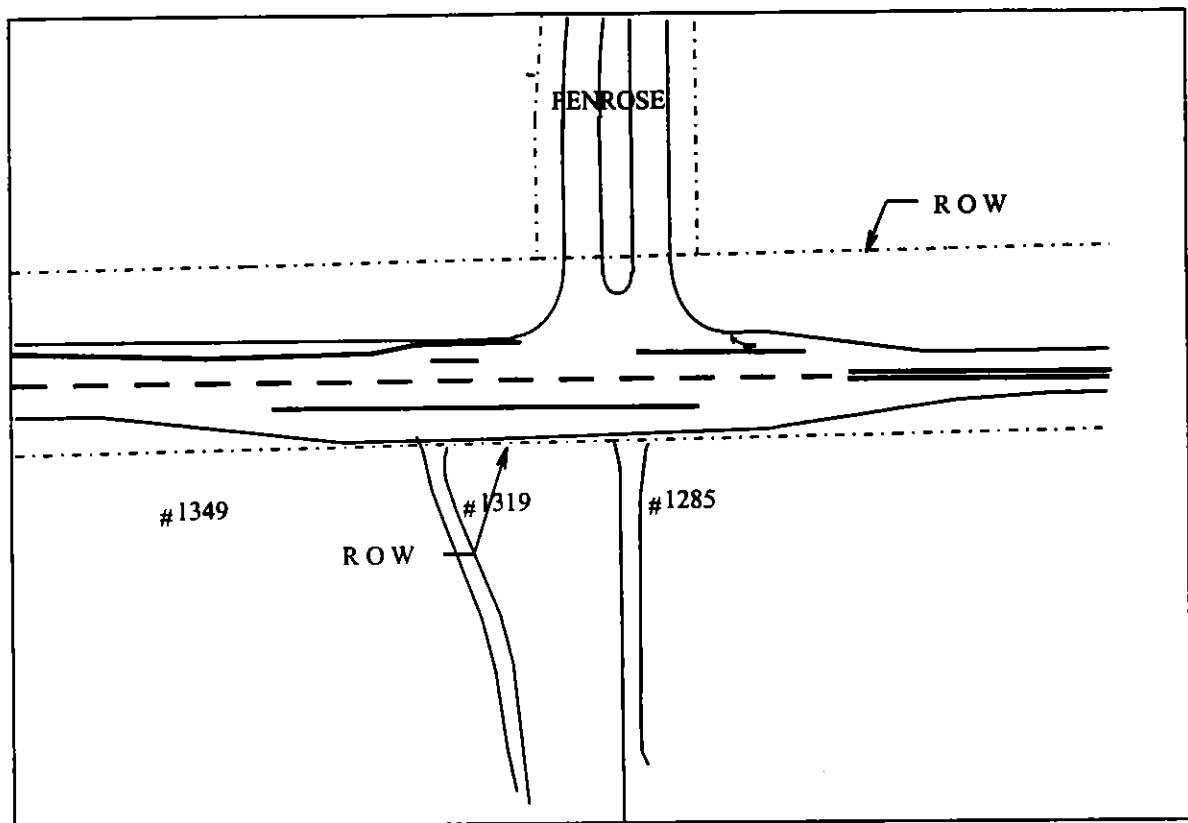


Figure 1. Configuration today and was similar prior to 1995.

When Wattles was resurfaced in 1995, the City staff felt an exclusive left turn lane addition to this intersection might help left turn vehicles and the eastbound traffic in general. Figure 2 describes this configuration.

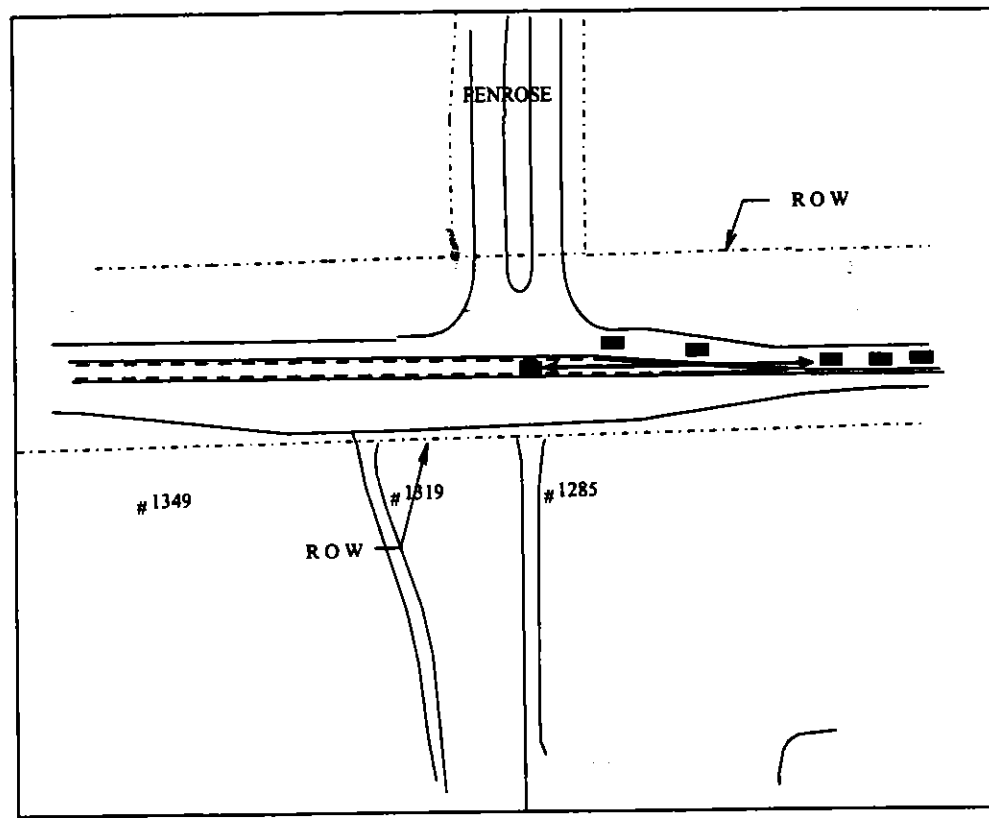


Figure 2. Configuration with left turn lane - between 1995 and 1997

Soon after implementation of this design, there were a number of concerns from residents of the area north of the intersection, serviced by Penrose. The concerns were that when waiting in the left turn lane (eastbound), particularly at night, motorists were faced with westbound vehicles that come up almost head on when they negotiate the small 'jog' in the westbound lane. Also, the right turn traffic into Penrose from westbound Wattles, in the absence of a right turn deceleration lane, created extra congestion for the through traffic.

This issue was discussed at the April 1996 meeting of the Traffic Committee. Suggestions made at the time were for better pavement markings, a greater taper, and rumble strips at the end of the left turn lane. The issue was deferred to the Engineering Department for their review and resolution. The Engineering Department designed an expansion to the intersection with addition of a lane and revised pavement markings, including rumble strips (please see attachments). Since the project costs were to be around \$80,000, this project was not budgeted by the City, as there were many other critical projects that needed first attention. At that time the residents were assured that though the project was not funded, the intersection pavement markings would be modified to make the intersection safer. As a result the new pavement markings were designed and installed.

Ms. Reynolds feels that this configuration (Figure 1) has affected her adversely and requests that the configuration be reverted back to that with the left turn lane (Figure 2). She passed out copies (attached) of a recent accident at this intersection. An analysis of Wattles Road and Livernois Road with two lane sections indicate that there are 10 such configurations on Wattles Road and 9 other situations on Livernois.

Mike Donovan, of 4085 Penrose, representing the Homeowners' Association, said the members want a center left turn lane. He recalled that in 1996 the Engineering Department had planned and bid out the project, but the City decided not to fund it. Mr. Donovan feels the City could be liable if someone is hurt in the area, since the Traffic Committee and the Engineering Department already recommended that these changes are needed.

A citizen passed out a sketch (attached) which he feels conforms to today's standards.

The Traffic Committee feels that this area is dangerous and should be improved.

Moved by Culpepper
Supported by Palchesko

Recommend that City Council reconsider the Engineering Department's 1996 plans for improvement of Wattles near Penrose.

YEAS: 7

NAYS: 0

ABSENT: 0

MOTION CARRIED

Motion to Recommend No Changes at This Time

Moved by Cotsonika
Supported by Diefenbaker

Recommend no changes at this time until City Council reconsiders the previous recommendation of the Traffic Committee.

YEAS: 7

NAYS: 0

ABSENT: 0

MOTION CARRIED

7. Establish Fire Lanes at Standard Federal Bank

The Troy Fire Department requests establishment of the proposed fire lanes at Standard Federal Bank, 2600 West Big Beaver. Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Lt. Matlick said that on busy days a car can barely get through some aisles. When he was checking the site he couldn't fit his Jeep Cherokee through some areas. Mr. Culpepper got stuck in a narrow aisle and had to back out.

Larry Bartos, from Standard Federal Bank, attended the meeting and asked Lt. Matlick to clarify the recommended fire lanes. He questioned the need for the parking restrictions around the perimeter of the property. He admitted that there are parking problems at the bank headquarters, but stated that they are only temporary. Standard Federal is in the process of being taken over by another bank, and they are having a unusually large number of visitors in the building to attend classes and seminars. This problem will be alleviated by October of this year when the takeover is completed. In the meantime, Somerset North will allow overflow to use the fourth level of their parking structure. Mr. Bartos questioned the need for the restrictions around the perimeter of the property.

Lt. Matlick, in answer to Mr. Cotsonika's question, stated that the criteria the Fire Department is using are the same as for other properties in the City, and recommends establishment of the fire lanes as proposed.

Moved by Halsey

Supported by Cotsonika

Recommend that the fire lanes/tow away zones shown in the attached sketch be established for Standard Federal Bank.

YEAS: 7

NAYS: 0

ABSENT: 0

MOTION CARRIED

4. Traffic Problems at Hill Elementary School

Sgt. Mike Kerr and Officer Mark Livingston report traffic cutting through Hill School property to travel between Dequindre and Wattles by way of Quincy and Forsyth. Sgt. Kerr is concerned for the safety of the children walking to and from school. There are ROAD ENDS and DEAD END warning signs posted, but these are not enforceable.

The Traffic Engineering Department performed a study at the school on February 3, 1998. Between 7:30 a.m. and 9:00 a.m., 49 cars cut through school property. Between 1:45 and 3:30 p.m., 48 cars cut through. The study defined cut-through traffic as vehicles that entered one of the school driveways and exited the other, without stopping. There were many cars that used the parking aisle as a through street to get from one driveway to the other. Parents dropping/picking up kids were not included as cut-through traffic. Observations during off-peak hours also indicated a number of vehicles that use the school premises as a through route.

Other observations about the school site included the following:

- a. No demarcation between school property and public roadway.
- b. The parking area has a designated one-way aisle in the westbound direction. However there is no proper signage. DO NOT ENTER signs for the eastbound direction at the beginning of the parking aisle may help.
- c. The bus lane at the edge of the building has signs on the east end which seem to be in poor condition and there are no signs preventing vehicles entering from the west.

At the moment the only signs that inform motorists about the end of the public roadway are DEAD END signs at the beginning of Quincy and Forsyth, and signs that read ROAD ENDS at the termination points. None of these signs are enforceable and police officers who work the area cannot issue citations for cutting through the school premises.

Some options discussed included installation of NO THROUGH TRAFFIC signs or SCHOOL TRAFFIC ONLY signs that may provide for enforcement. But the maximum effect of enforcement may be realized only when police officers are actually present. Therefore, a long term solution may be reconfiguration of the school parking lot and driveway approaches to the public roadways. Some options may be reconfiguring the road, making Quincy an entrance for buses only, creating two cul-de-sac type terminations to the public roadways such that there is no way straight through, and others.

Mr. Diefenbaker and Mr. Halsey suggested cutting the parking lot in half with a barrier to prevent through traffic. Motorists could enter from either side, make a U-turn and leave the same way they came in. They discussed this with the school principal, who seemed receptive to the idea.

Mr. Cotsonika thought a gate at the end of Quincy might help. Lt. Scherlinck suggested speed bumps.

There was nobody from the school at the meeting to address this issue.

Ultimately, the Traffic Committee determined that it could act in an advisory capacity only, as the City has no jurisdiction over school property.

Moved by Halsey
Supported Diefenbaker

Recommend referring this matter back to the police officers in order for them to take the Traffic Committee's suggestions to the school administration for discussion and implementation as they see fit.

YEAS: 7

NAYS: 0

ABSENT: 0

MOTION CARRIED

8. Election of Officers

Moved by Hubbell
Supported by Diefenbaker

To elect Charles Solis Chairman of the Traffic Committee.

YEAS: 7

NAYS: 0

ABSENT: 0

MOTION CARRIED

Moved by Hubbell
Supported by Halsey

To elect Michael Palchesko Vice-Chairman of the Traffic Committee.

YEAS: 7

NAYS: 0

ABSENT: 0

MOTION CARRIED

9. Other Business

Mr. Diefenbaker asked about the cycling of the traffic signal at Delphi. Mr. Abraham explained that the light is only temporary and will be removed during summer of 1998.

Mr. Culpepper mentioned that motorists on eastbound Long Lake turning left onto northbound Corporate face a sign PROCEED ON GREEN ONLY. He has noticed that the wait for green is too long and many people run the red light.

10. Adjourn

The next meeting is scheduled for Wednesday, March 18, 1998.

Moved by Halsey

Supported by Hubbell

To adjourn the meeting at 9:15 p.m.

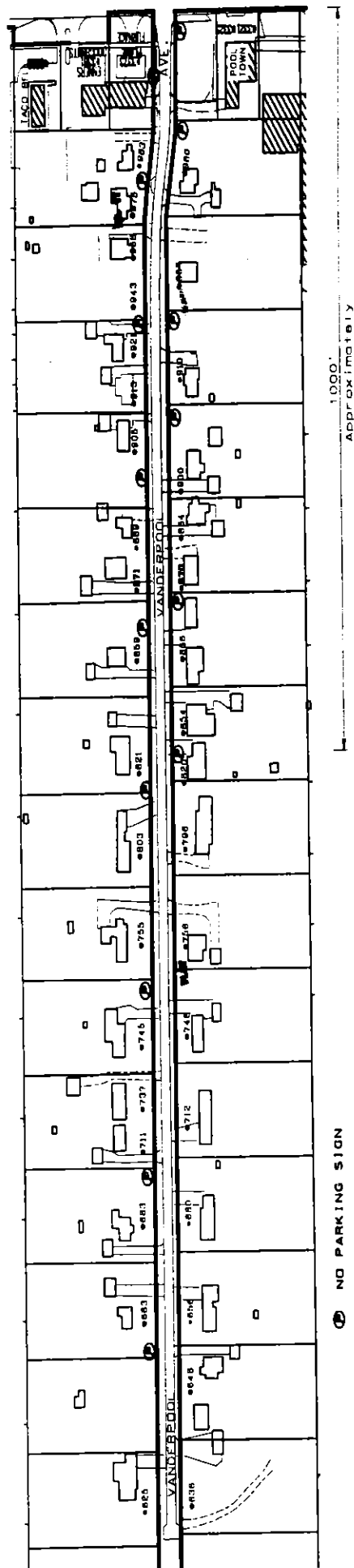
YEAS: 7

NAYS: 0

ABSENT: 0

MOTION CARRIED

ROCHESTER ROAD



To Whom it may concern,

I like to leave no parking ~~signs~~
signs on the way they are
I like 'em because I am handicap
and don't want the street to be
blocked with cars if you take
no parking signs down I ~~we~~ would
like to put ~~my~~ my handicap on
thank you

W. Gomanovich

Mrs. F. Gomanovich
983 Vanderpool
Troy Mich 48083

February 20, 1970

To Planning Commission or
To whom it may concern;

I understand a neighbor want's the no parking signs down, I am out of town right now and I want my voice heard.

Vanderpool is a narrow road, there is not enough room to park along the road.

Before the signs there use to be 3-5 cars parked on each side of our drive way, I could not see too back out. twice I was nearly hit. Some of the neighbors had the same problem, that is what started the petition to get the signs up.

When ours and neighbors children were home the road was a narrow dirt road ditches on each side. we had to park in the drive way and use the yard for parking. Many times I had to wake one of our children at 6 a.m. to move their car so I could go to work.

There is young men right across the road and now another house. The neighbor is new on our street and when she bought the house she knew there is no parking on the road.

There is now a lot of children on the street now and it will be dangerous for them as they will not see cars coming.

Please, please do not remove the no parking signs, we will have a hard time getting out of our drive ways. The neighbor will have to do what we all did tell they leave home.

Sincerely,

Erwin & Edith Holthaus
910 VANDERPOOL
Troy, Mich

Feb 20, 1998

To Whom It May Concern,

On information recently received in regard to removing "NO PARKING" signs on Vanderpool west off Rochester Rd.

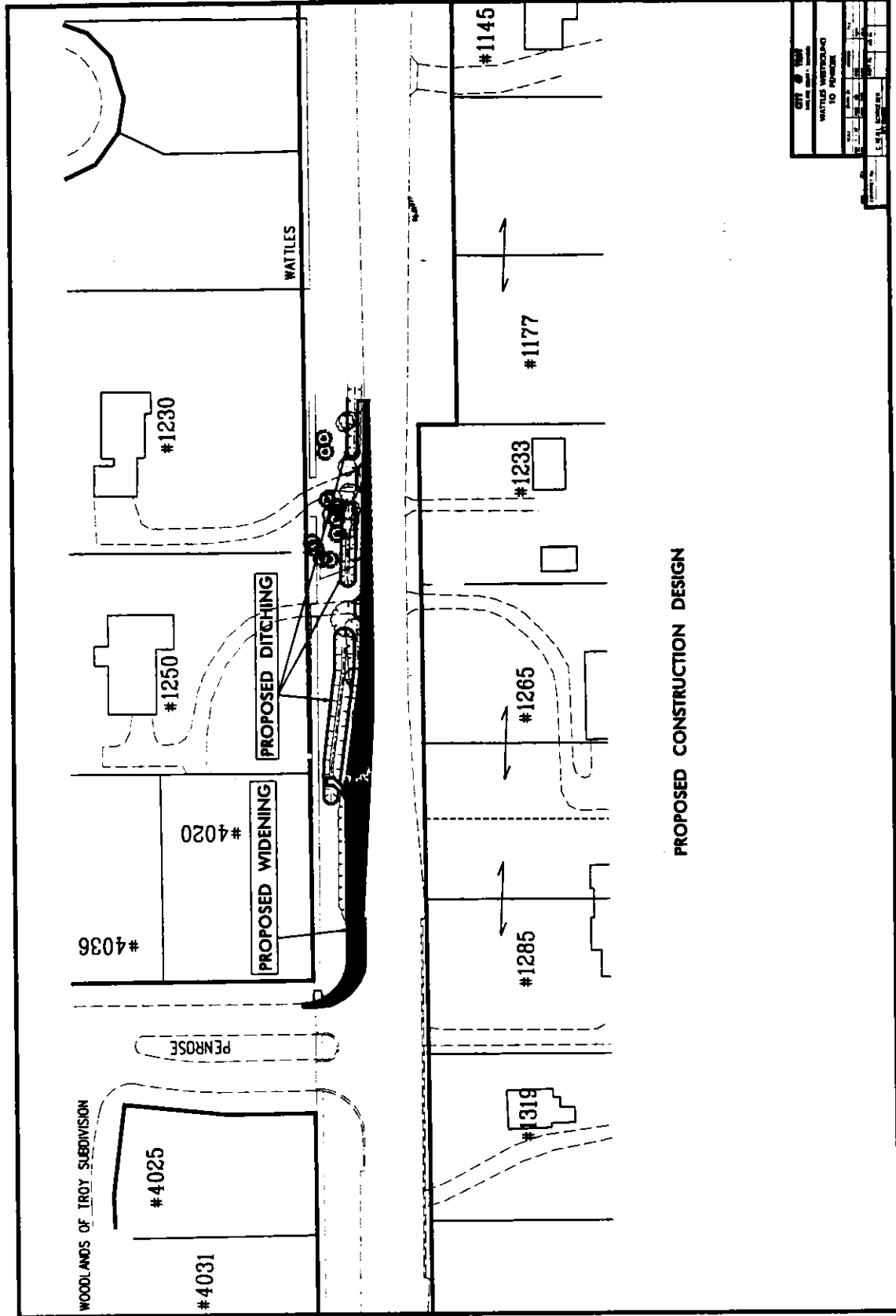
I am definitely opposed, as this will create a problem, not only for some residents as well as making a fire hazard if people park on both sides of the street.

It is a known fact that the new residents are making the request for sign removal as most have several cars and can't park all in their drives. Give some consideration to the older residents.

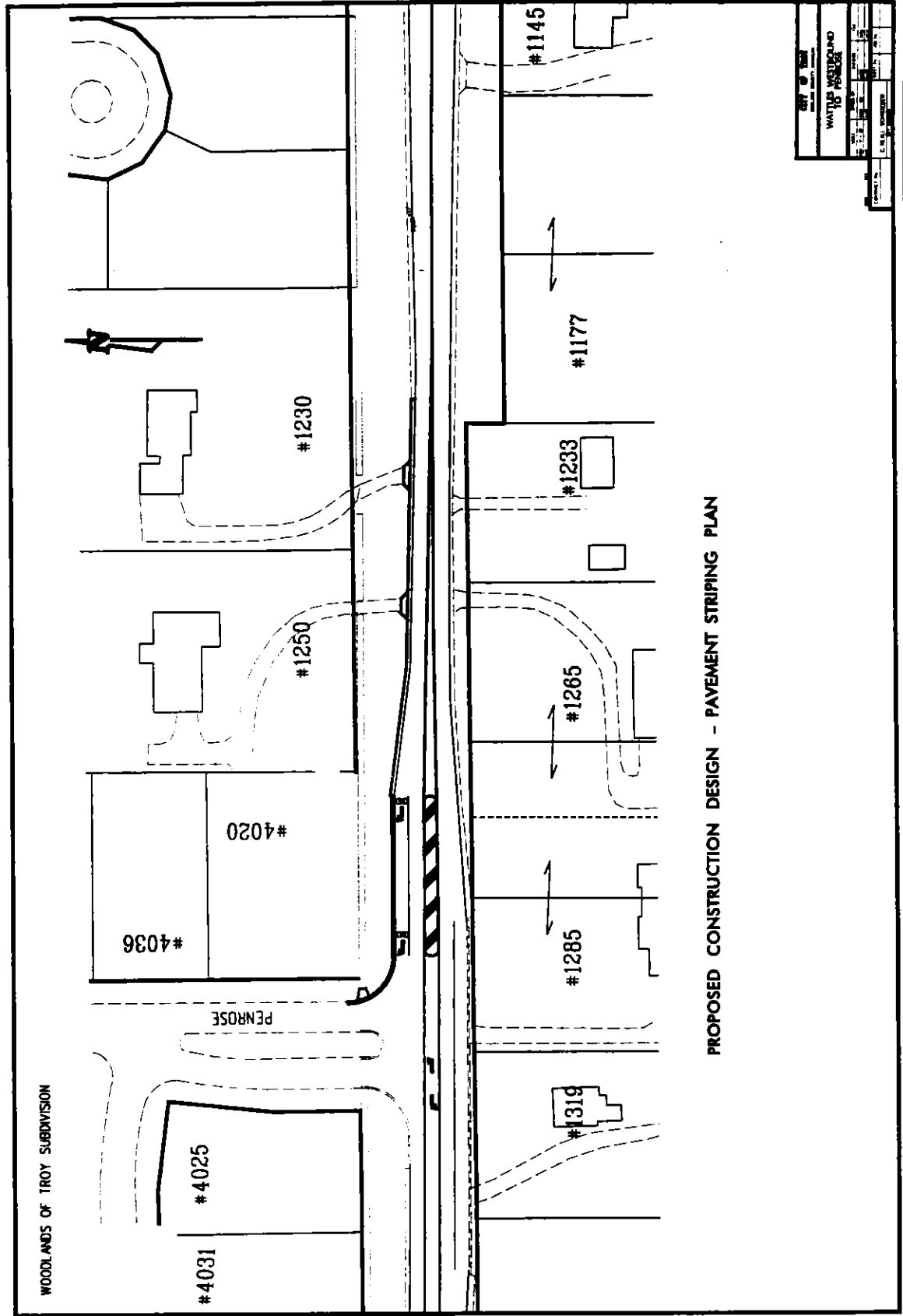
Sincerely,

Herb Bearburn

921 N. Lorain



PROPOSED CONSTRUCTION DESIGN



Moved by Hubbell
Supported by Diefenbaker

Recommend the installation of no stopping, standing or parking signs on north side of Witherbee, Eton to Graefield.

YEAS: 6 Cotsonika, Diefenbaker, Halsey, Hubbell, Perry, Townson

NAYS: 0

ABSENT: 1 Solis

MOTION CARRIED

ITEM 12. REVIEW PAVEMENT MARKINGS ON WATTLES ROAD AT PENROSE.

Correspondence received from Evelyn Chan, 1337 Bradbury Dr., expresses concern about the operation of Wattles Road in the vicinity of Penrose Dr. After Wattles Road was resurfaced in 1995, new pavement markings were placed to create a continuous left turn lane from Northfield Parkway to Penrose. As a result, the deceleration lane for westbound Wattles at Penrose was deleted in favor of a continuous center turn lane. The pavement marking could be enhanced or revised to reduce potential for a head on collision and rear end collisions on Wattles.

Jerry Holmberg of 1351 Bradbury distributed two sketches; (A) conditions that existed prior to the road work done last summer, and (B) current conditions with the new left turn lane and the right turn lane eliminated.

Evelyn Chan of 1337 Bradbury noted that when vehicles making right hand turns are backed up, impatient motorists veer into the left hand turn lane to pass.

Mike Donovan stated that he was a member of the Board of Directors for Woodland Subdivision and that residents were very concerned about the potential for a serious accident.

Mr. Cotsonika felt that a greater taper was needed and rumble strips at the end of the left turn lane would be helpful. Mr. Beaubien concurred with the idea of rumble strips to create a traffic island and also suggested new pavement markings. Mr. Townson wondered if eliminating the left turn lane completely and going back to the right turn lane would solve the current problems. Mr. Beaubien explained that ending the left turn lane farther west could create similar problems at an adjacent intersection.

Moved by Halsey
Supported by Hubbell

Recommend that this Item be returned to the Engineering Department for their review and resolution.

Authority: 1949 PA 300, Sec. 257.622
Compliance: Required
Penalty: \$100 and/or 90 days

Do Not Use

Form 10-2 UD-10 (1-94)

Complaint # 98-3290

File Class

Complaint Disposition
☐ Open ☒ Closed
Reviewed R.S.

ORI: MI-6378400

Crash Date

Month Day Year
01 22 98

Crash Time

Hour Minute
19 50

STATE OF MICHIGAN

Traffic Crash Report

Department Name

TROY P.D.

No. of Units	Crash Type	Special Circumstances	Weather (Mark Only One)	Light (Mark Only One)	Fatal (Report All)
<input type="radio"/> 1	<input type="radio"/> 1 Single Motor Vehicle	<input checked="" type="radio"/> 1 None	<input type="radio"/> 1 Clear	<input type="radio"/> 1 Daylight	<input type="radio"/> Corrected Copy Replace (Entire Report)
<input type="radio"/> 2	<input type="radio"/> 2 Head On	<input type="radio"/> 2 Deer	<input type="radio"/> 2 Cloudy	<input type="radio"/> 2 Dawn	<input type="radio"/> Delete (Entire Report)
<input type="radio"/> 3	<input type="radio"/> 3 Head On-Left Turn	<input type="radio"/> 3 School Bus	<input type="radio"/> 3 Fog Smoke	<input type="radio"/> 3 Dusk	<input type="radio"/> Non-Traffic Area
<input type="radio"/> 4	<input type="radio"/> 4 Angle	<input type="radio"/> 4 Hit and Run	<input type="radio"/> 4 Rain	<input type="radio"/> 4 Dark-Lighted	<input type="radio"/> ORV/Snowmobile
<input type="radio"/> 5	<input type="radio"/> 5 Rear End	<input type="radio"/> 5 Fleeting Police	<input type="radio"/> 5 Snow Blowing Snow	<input type="radio"/> 5 Dark-Untlighted	
<input type="radio"/> 6	<input type="radio"/> 6 Rear End-Left Turn		<input type="radio"/> 5 Severe Wind	<input type="radio"/> 6 Other Unknown	
<input type="radio"/> 7	<input type="radio"/> 7 Rear End-Right Turn		<input type="radio"/> 7 Sleet Hail		
<input type="radio"/> 8	<input type="radio"/> 8 Sideswipe-Same		<input type="radio"/> 7 Other Unknown		
<input type="radio"/> 9	<input type="radio"/> 9 Sideswipe-Opposite				
<input type="radio"/> 10	<input type="radio"/> 10 Other Unknown				

County	City/Town	Traffic Control	Construction Zone (If applicable)	Activity	Relation to Roadway	Area	Road Condition	Total Speed Limit
63	84	<input type="radio"/> 1 Signal <input type="radio"/> 2 Stop Sign <input type="radio"/> 3 Yield Sign <input type="radio"/> 4 None of These	<input type="radio"/> 1 Const. Maint. <input type="radio"/> 2 Utility	<input type="radio"/> 1 On Road <input type="radio"/> 2 Off Road <input type="radio"/> 3 None	<input type="radio"/> 1 On Road <input type="radio"/> 2 Median <input type="radio"/> 3 Shoulder <input type="radio"/> 4 Outside of Shoulder/Curb <input type="radio"/> 5 Grob <input type="radio"/> 6 Other Unknown	<input type="radio"/> 1 Dry <input type="radio"/> 2 Wet <input type="radio"/> 3 Icy <input type="radio"/> 4 Snowy <input type="radio"/> 5 Muddy <input type="radio"/> 6 Sleet <input type="radio"/> 7 Debris <input type="radio"/> 8 Other Unknown	0 0 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 9 9	
Location on		Name: W. WATTLES RD						
20		FT MI		North East West		Beginning of Ramp End of Ramp		
Intersection:		PENROSE						

Unit Number	State	Driver License Number	Date of Birth	License Type	Sex	Hazard Action
1	MI	G 300	1/2 30 33	<input type="radio"/> O <input type="radio"/> CY <input type="radio"/> C <input type="radio"/> F <input type="radio"/> M <input type="radio"/> R	<input checked="" type="radio"/> M <input type="radio"/> F	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5 <input type="radio"/> 6 <input type="radio"/> 7 <input type="radio"/> 8 <input type="radio"/> 9
2	First Name	Middle	Last	Position	Restraint	Ambulance/Hospital
3	SALAH	ABDEL	GOUDA	1	04	
4	Street Address	Phone Number		Injury	Ejected	Citation Issued
5	2158 HAVERFORD			<input type="radio"/> K <input type="radio"/> A <input type="radio"/> B <input type="radio"/> C <input type="radio"/> D	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> 1. Hazardous <input type="radio"/> 2. Other
6	City	State	Zip	Airbag Deployed		
7	TROY	MI	48098	<input type="radio"/> 1. Yes <input type="radio"/> 2. No <input type="radio"/> 3. Not Equipped		
8	Alcohol	Test Type	Test Results			
9	HBO	<input type="radio"/> Breath <input type="radio"/> Field <input type="radio"/> Urine				
10	Yes No	<input type="radio"/> PST <input type="radio"/> Blood				

Vehicle Registration	State	VIN	Vehicle Description (year, make, color)	Total Occup
LPT 320	MI	4T1B612KXTU707351	96 TOYOTA	1
Insurance	Towed To/By	Vehicle Direction	Special Vehicles	
AAA #3860306762	COLEMAN'S	<input type="radio"/> North <input type="radio"/> East <input type="radio"/> South <input type="radio"/> West	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5 <input type="radio"/> 6	
Location of Greatest Damage	Vehicle Type	Vehicle Use	Vehicle Defect	Private Trailer Type
0 1 2 3 4 5 6 7 8 9 10 11 12	<input checked="" type="radio"/> PA <input type="radio"/> VA <input type="radio"/> PU <input type="radio"/> ST <input type="radio"/> CY <input type="radio"/> MO <input type="radio"/> GC <input type="radio"/> SM <input type="radio"/> OR <input type="radio"/> Other	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5 <input type="radio"/> 6 <input type="radio"/> 7 <input type="radio"/> 8 <input type="radio"/> 9 <input type="radio"/> 10 <input type="radio"/> 11	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5 <input type="radio"/> 6 <input type="radio"/> 7 <input type="radio"/> 8 <input type="radio"/> 9 <input type="radio"/> 10 <input type="radio"/> 11	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5 <input type="radio"/> 6 <input type="radio"/> 7 <input type="radio"/> 8 <input type="radio"/> 9 <input type="radio"/> 10 <input type="radio"/> 11
First Impact	Extent of Vehicle Damage	Drives		
8	0 1 2 3 4 5 6 7	<input type="radio"/> Yes <input type="radio"/> No		

First Name	Middle	Last	Date of Birth	Sex	Ejected
			Month Day Year	<input type="radio"/> M <input type="radio"/> F	<input type="radio"/> Yes <input type="radio"/> No
Street Address	Phone Number		Injury	Airbag Deployed	
			<input type="radio"/> K <input type="radio"/> B <input type="radio"/> C <input type="radio"/> A <input type="radio"/> D	<input type="radio"/> 1. Yes <input type="radio"/> 2. No <input type="radio"/> 3. Not Equipped	
City	State	Zip	Pos.	Rest.	Ambulance/Hospital
First Name	Middle	Last	Date of Birth	Sex	Ejected
			Month Day Year	<input type="radio"/> M <input type="radio"/> F	<input type="radio"/> Yes <input type="radio"/> No
Street Address	Phone Number		Injury	Airbag Deployed	
			<input type="radio"/> K <input type="radio"/> B <input type="radio"/> C <input type="radio"/> A <input type="radio"/> D	<input type="radio"/> 1. Yes <input type="radio"/> 2. No <input type="radio"/> 3. Not Equipped	
City	State	Zip	Pos.	Rest.	Ambulance/Hospital

Witness	Owner	Name	Address	Phone Number	Age	Pos.	Rest.
<input type="radio"/> Witness <input type="radio"/> Owner	<input type="radio"/> Witness <input type="radio"/> Owner	DIANE BRIGHT	3740 BURKOFF TROY, MI		40		
<input type="radio"/> Uninjured Passenger	<input type="radio"/> Uninjured Passenger	Name	Address	Phone Number	Age	Pos.	Rest.
Person Advised of Damaged Traffic Control	Date	Time	Name	Damaged Property	Public	Owner & Phone	
					<input type="radio"/> <input type="radio"/>		

Do Not Write or Mark in This Area

UD-10 Form Number

6566194

Form Override Number

Do Not Write or Mark Below This Line

Do Not Write or Mark Below This Line

Authority: 1949 PA 300, Sec. 257.622
Compliance: Required
Penalty: \$100 and/or 90 days

Do Not Use

Form 202 UD-10 (1-94)

Complaint # 98-3290

File Class

Complaint Disposition Review

Light (Mark Only One)
1. Daylight
2. Dawn
3. Dusk
4. Dark-Lighted
5. Dark Unlighted
6. Other Unknown

Total Speed Limit
0 2
1 1
2 1
3 1
4 1
5 1
6 1
7 1
8 1
9 1

ORI: MI-6328400

Crash Date Month Day Year
01 22 98

Crash Time Military
1950

STATE OF MICHIGAN
Traffic Crash Report

Department Name TROY P.D.

No. of Lanes
1 Single Motor Vehicle
2 Head On
3 Head On-Left Turn
4 Angle
5 Rear End
6 Rear End-Left Turn
7 Rear End-Right Turn
8 Sideswipe-Same
9 Sideswipe-Opposite
10 Other Unknown

Special Circumstances
1. None
2. Donor
3. School Bus
4. Hit and Run
5. Missing Police
Special Study
1. Local
2. State

Weather (Mark Only One)
1. Clear
2. Cloudy
3. Fog Smoke
4. Rain
5. Snow
6. Blowing Snow
7. Severe Wind
8. Sleet Hail
9. Other Unknown

County 63
City/Town 84
Traffic Control
1. Signal
2. Stop Sign
3. Yield Sign
4. None of These
Location on
Name: W. WATLES RD
20 FT MI North East Beginning of Ramp
South West End of Ramp
Intersection: PENROSE

Construction Zone (if applicable)
Type Lane Closed
1. Construction 1. Yes
2. Other 2. No
Activity
1. On Road
2. Off Road
3. None

Relation to Roadway
Location of First Location
1. On Road
2. Median
3. Shoulder
4. Outside of Shoulder Curb
5. Gore
6. Other Unknown

Area
Road Condition (Mark Only One)
1. Dry
2. Wet
3. Icy
4. Snowy
5. Muddy
6. Slushy
7. Debris
8. Other
9. Unknown

Unit Number MI L 200 135 882 704
First Name Middle Last
DANIEL WILLIAM LAICU
Street Address Phone Number
910 BANMOOR DR
City State Zip
TROY MI 48064
Unit Type
MV
B
P
E (train)
Alcohol Test Type
HBO Field Breath
Yes No BBT Urine
Vehicle Registration State VIN
DJA 556 MI 1MELM5044VA600120

Date of Birth Month Day Year
09 11 94
License Type
D C CY
O C CF
M C R
Sex M F
Hazard Action
Position Restrain Ambulance/Hospital
1 04
Injury Ejected Trapped
K Yes
A Yes
S Airbag Deployed
C 1. Yes 2. No
D 3. Not Equipped

Vehicle Description (year, make, color)
96 MERCURY
Insurance AAA
Towed To/By DRIVER
Location of Greatest Damage
0 1 2 3 4 5 6 7 8 9 10 11 12
First Impact Extent of Vehicle Damage Drivable
8 0 1 2 3 4 5 6 7 Yes No
Vehicle Type
PA CY OR
VA MD Other
FU GC Truck Bus
ST SMI (Complete Truck/Bus Section)

Vehicle Direction
North East
South West
Vehicle Use
1 2 3 4 5 6 7 8 9 10 11
Vehicle Detail
1 2 3 4 5 6
Private Trailer Type
1 2 3 4 5 6 7

First Name Middle Last
MAE LARSEN
Street Address Phone Number
4101 BRANDYWINE
City State Zip
TROY MI 48098
First Name Middle Last
Street Address Phone Number
City State Zip

Date of Birth Month Day Year
11 22 21
Sex M F
Ejected Trapped
K Yes
A Yes
Pos. Rest. Ambulance/Hospital
6 09 R. BEAUMONT
Airbag Deployed
1. Yes 2. No
3. Not Equipped

Witness Owner Name Address Phone Number Age Pos.
Uninjured Passenger
Witness Owner Name Address Phone Number Age Pos.
Uninjured Passenger
Person Advised of Damaged Traffic Control Date Time Initial Damaged Property Public Owner & Phone

Do Not Write or Mark In This Area
UD-10 Form Number 6566195 Form Override Number 6566194

Unit Number 1 2 3 4 5	State	Driver License Number		Date of Birth		License Type	Sex	Hazard Action	
	MI	B	620 067	745 782	11/0	11/3	6/9		O C M
First Name		Middle		Last		Position		Assurance	
ANDREW		ROBERT		BYERS		1 04		Comm. E.M.S.	
Street Address		City		State		Injury		Ejected	
3455 DOREMUS		HAMTRAMCK		MI		0 K		Trapped	
Unit Type	Alcohol		Test Type	Test Results		Airbag Deployed		Citation Issued	
MV	HBD		Breath			1. Yes 2. No		1. Hazardous 2. Other	
P	Yes No		Field	Refused		3. Not Equipped			
E (train)			Urine						
Vehicle Registration		State	VIN		Vehicle Description (year, make, color)				
2CHD 39		MI	9BWBA0306LP001849		90' VOLKSWAGEN				
Insurance		Towed To/By		Vehicle Direction		Special Vehicles			
ALLSTATE #06530499403/24		N/A		North East South West		1 2 3 4 5 6			
Location of Greatest Damage		Vehicle Type		Vehicle Use		Private Trailer Type			
0 1 2 3 4 5 6 7 8 9 10 11 12		PA VA PU ST CY MO GC SM OR Other Truck Bus (Complete Truck/Bus Section)		1 2 3 4 5 6		1 2 3 4 5 6 7			
First Impact	Extent of Vehicle Damage		Driveable	Date of Birth		Sex	Ejected	Yes	
5	0 1 2 3 4 5 6 7		Yes No	Month Day Year		M F	Trapped	Yes	
First Name		Middle	Last	Phone Number		Injury		0 K B C	
Street Address		City		State		Zip		Airbag Deployed	
City		State		Zip		Pos. Rest. Ambulance/Hospital		1. Yes 2. No 3. Not Equipped	
First Name		Middle	Last	Phone Number		Date of Birth		Sex	
Street Address		City		State		Zip		Ejected	
City		State		Zip		Pos. Rest. Ambulance/Hospital		Trapped	
Witness		Owner	Name	Address		Phone Number		Age Pos. Rest.	
Uninjured Passenger		Witness	Owner	Address		Phone Number		Age Pos. Rest.	
Uninjured Passenger		Witness	Owner	Address		Phone Number		Age Pos. Rest.	

Unit Reported on Front					Unit Reported Above				
Action Prior	First	Second	Third	Fourth	Action Prior	First	Second	Third	Fourth
1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12	12	12
13	13	13	13	13	13	13	13	13	13
14	14	14	14	14	14	14	14	14	14
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98	98	98	98	98	98	98	98	98	98
99	99	99	99	99	99	99	99	99	99
100	100	100	100	100	100	100	100	100	100

Truck/Bus Information		Unit No.	
Carrier Name		(1) (2) (3) (4) (5) (6) (7) (8) (9)	
Address			
City		State Zip	
Carrier Source	GVWR	Vehicle Type	
Papers Log Book	Driver's CBL Type	AA BH BN BP BX CH CP CX	
Vehicle Driver	CDL Restrictions	AY AZ AL Other	
ICCMC	28 35 29 35 30		
USDOT	CDL Exempt		
MPSC	Medical Card		
Interstate	Y N		
Intra (100 Gals)			
Type & Axis Per Unit	Hazardous Material		
First Second Third Fourth	Placard	Y N	
	Cargo Solid	Y N	
	Type #	Class #	
Cargo Body Type	UO-10 Form Number	Investigated at Scene	
(1) (2) (3) (4) (5) (6) (7) (8)	6566194	1-27-98 19:50	
	Reported Date/Time	Photos By	
		Investigator Name(s) & Badge # (Print Only)	
		NIA SEWELL *83	

Crash Diagram and Remarks	
North	MEDIAN
<p>40 MPH W. WATTLES RD</p> <p>VEHICLE #1 EIB WATTLES RD STRUCK THE REAR OF VEHICLE #2. NO EVIDENCE OF BRAKING BY VEHICLE #1 PRIOR TO IMPACT. VEHICLE #2 WAS STOPPED, WAITING TO COMPLETE A LEFT TURN. #2 HAD LIGHTS ON AND LEFT TURN SIGNAL ACTIVATED. VEHICLE #2 STRUCK HARD IN RIGHT REAR WHICH FORCED #2 LEFT OF CENTER INTO THE PATH OF VEHICLE #3 W/B WHICH RESULTED IN #3 STRIKING #2.</p>	

Do Not Write or Mark On This Side of The Line

Do Not Write or Mark On This Side of The Line

Do Not Write or Mark On This Side of The Line

Unit Number 1 2 3 4 5	State	Driver License Number		Date of Birth			License Type		Sex	Hazard Action 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000	First Name		Middle	Last	Position		Restrained		Ambulance/Hospital		Ejected		Trapped		Chastion issued		Airbag Deployed		Total Occup	
	Street Address		Phone Number		City		State		Zip		Injury		Ejected		Trapped		Chastion issued		Airbag Deployed		Total Occup									
	Unit Type		Alcohol		Test Type		Breath		Test Results		Vehicle Registration		State		VIN		Vehicle Description (year, make, color)		Total Occup		Total Occup									
	MV		HBD		Field		Urine		Results		State		State		State		State		State		State									
	P		Yes		No		PBT		Blurred		State		State		State		State		State		State									
E (train)		Yes		No		PBT		Blurred		State		State		State		State		State		State										
Insurance		Towed To/By		Vehicle Direction		Special Vehicles		Vehicle Use		Vehicle Defect		Private Trailer Type		Total Occup		Total Occup		Total Occup		Total Occup										
Location of Greatest Damage		Vehicle Type		Vehicle Direction		Special Vehicles		Vehicle Use		Vehicle Defect		Private Trailer Type		Total Occup		Total Occup		Total Occup		Total Occup										
0 1 2 3 4 5 6 7 8 9 10 11 12		PA CY OR		Vehicle Direction		Special Vehicles		Vehicle Use		Vehicle Defect		Private Trailer Type		Total Occup		Total Occup		Total Occup		Total Occup										
First Impact		Extent of Vehicle Damage		Drivable		Vehicle Type		Vehicle Direction		Special Vehicles		Vehicle Use		Vehicle Defect		Private Trailer Type		Total Occup		Total Occup										
0 1 2 3 4 5 6 7		0 1 2 3 4 5 6 7		Yes		PA CY OR		Vehicle Direction		Special Vehicles		Vehicle Use		Vehicle Defect		Private Trailer Type		Total Occup		Total Occup										
First Name		Middle		Last		Date of Birth		Sex		Ejected		Trapped		Chastion issued		Airbag Deployed		Total Occup		Total Occup										
Street Address		Phone Number		City		State		Zip		Injury		Ejected		Trapped		Chastion issued		Airbag Deployed		Total Occup										
City		State		Zip		Date of Birth		Sex		Ejected		Trapped		Chastion issued		Airbag Deployed		Total Occup		Total Occup										
First Name		Middle		Last		Date of Birth		Sex		Ejected		Trapped		Chastion issued		Airbag Deployed		Total Occup		Total Occup										
Street Address		Phone Number		City		State		Zip		Injury		Ejected		Trapped		Chastion issued		Airbag Deployed		Total Occup										
City		State		Zip		Date of Birth		Sex		Ejected		Trapped		Chastion issued		Airbag Deployed		Total Occup		Total Occup										
Witness		Owner		Name		Address		Phone Number		Age		Pos.		Rest.		Total Occup		Total Occup		Total Occup										
Witness		Owner		Name		Address		Phone Number		Age		Pos.		Rest.		Total Occup		Total Occup		Total Occup										
Witness		Owner		Name		Address		Phone Number		Age		Pos.		Rest.		Total Occup		Total Occup		Total Occup										
Witness		Owner		Name		Address		Phone Number		Age		Pos.		Rest.		Total Occup		Total Occup		Total Occup										

Unit Reported on Front					Unit Reported Above				
Action Prior	First	Second	Third	Fourth	Action Prior	First	Second	Third	Fourth
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Troy Fire Department

500 West Big Beaver Road, Troy, Michigan 48084
248-524-3419

January 23, 1998

Mr. Larry S. Barlos
Standard Federal Bank
2600 W Big Beaver Rd
Troy MI 48084

RE: 2600 W. Big Beaver Rd.

Dear Mr. Barlos:

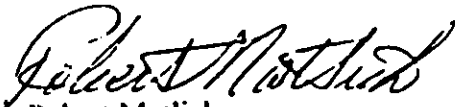
In accordance with Chapter 106 of the Troy City Code, your property, known as 2600 W. Big Beaver Rd, has been surveyed by the Troy Fire Department for the purpose of establishing additional fire lanes.

It is requested that you or your representative attend the Traffic Committee meeting on February 18, 1998, at 7:30 p.m., which is held at the Troy City Hall, 500 W. Big Beaver Road, Troy.

If you have any questions regarding this matter, please feel free to contact me.

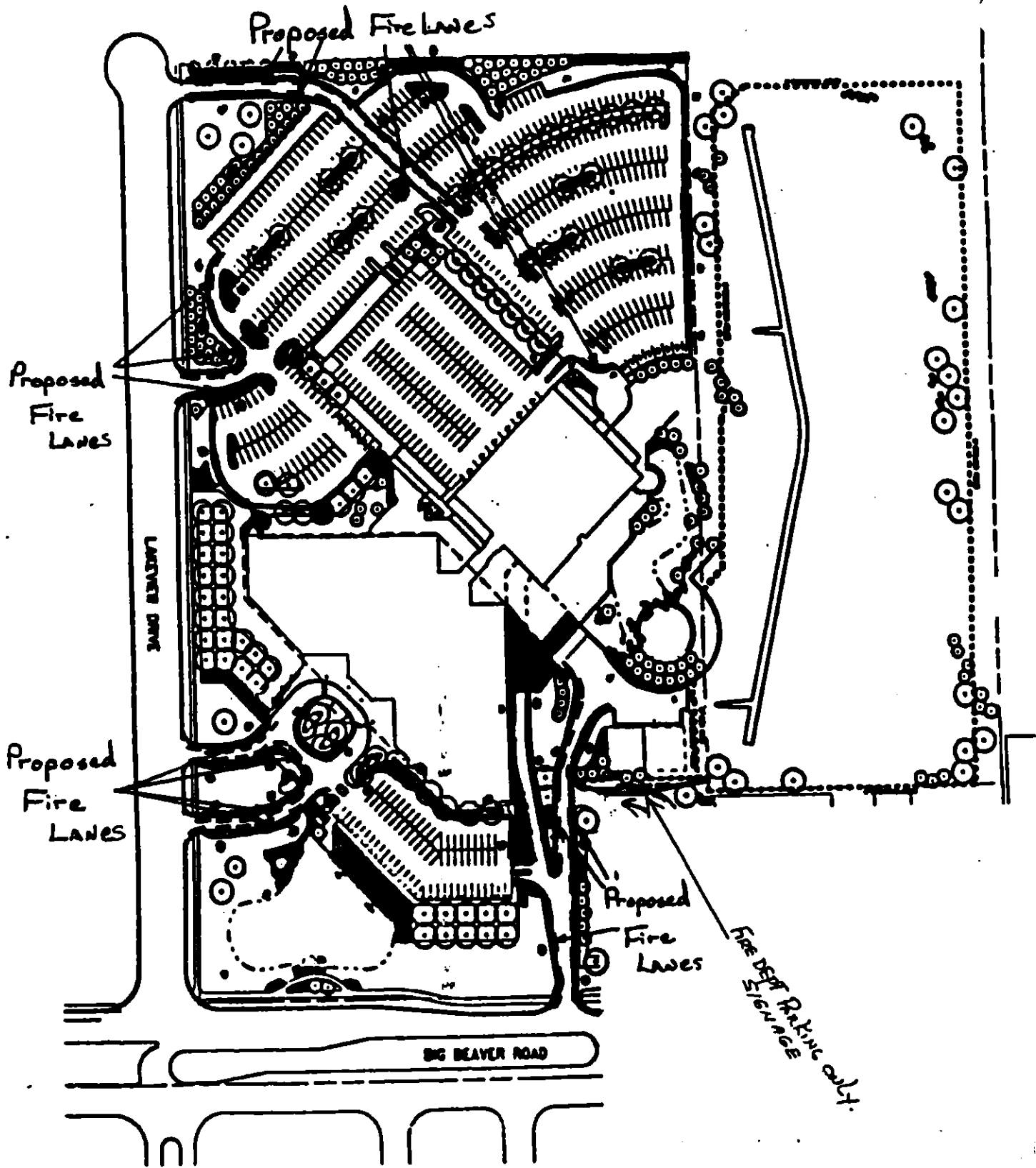
Sincerely,

TROY FIRE DEPARTMENT


Robert Matlick
Lieutenant

RM/cz

2600 W. Big BEAVER
STANDARD FEED BANK



**RESULTS OF CUT-THROUGH STUDY AT HILL
ELEMENTARY SCHOOL**

Time Interval	From Forsyth to Quincy	From Quincy to Forsyth
MORNING		
7:30 - 7:45 a.m.	5	13
7:45 - 8:00 a.m.	1	3
8:00 - 8:15 a.m.	3	3
8:15 - 8:30 a.m.	3	5
8:30 - 8:45 a.m.	3	5
8:45 - 9:00 a.m.	1	4
TOTAL	16	33
AFTERNOON		
1:45 - 2:00 p.m.	1	1
2:00 - 2:15 p.m.	1	3
2:15 - 2:30 p.m.	0	4
2:30 - 2:45 p.m.	5	2
2:45 - 3:00 p.m.	8	2
3:00 - 3:15 p.m.	8	2
3:15 - 3:30 p.m.	8	3
TOTAL	31	17

Date: Tuesday, February 3, 1998

