

County Engineer's Workshop

February 12-14, 2013

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Michigan State Police
Traffic Services Section



Discussion Topics

- Speed Zones
- No Parking Zones
- Stop signs
- Questions

Speed Zones

- MCL 257.627 – 257.628
- www.michiganlegislature.org

- MMUTCD section 2B.13
- <http://mdotwas1.mdot.state.mi.us/public/tands/DetailsWeb/mmutcdcompleteinteractive.pdf>

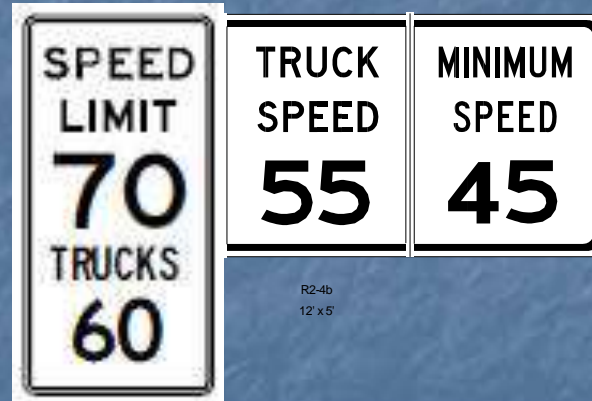
- Establishing Realistic Speed Limits
- www.michigan.gov/msp-traffic

Types of Speed Zones

- Statutory speed limit
- Absolute speed limit
- Prima-facia speed limit
- Basic Speed Limit

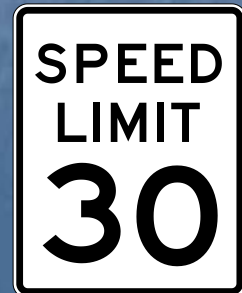
Statutory Speed Zones

- Established by Legislative order
 - 55 mph "General Speed Limit"
 - 70 mph Freeway speed limit



Absolute Speed Zone

- Established jointly by the road agency and the Director of the State Police
- Traffic Control Order (TCO) signed by both agencies and then on file at the County Clerks Office.
- Valid speed limit 24/7
- 25 - 30 - 35 - 40 - 45 - 50 mph zones.



Prima Facia Speed Zone

- Michigan Vehicle Code 257.627
 - School zones
 - County parks
 - Business Districts
 - Platted Residential Subdivision
 - Other areas by access points
- No Traffic Control Order required
- Disputable
- 15 - 25 - 35 - 45 mph zones

Public Act 85, 11-9-2006

257.627

- “Business District”
 - Minimum 600 feet in length with 50% or more of building frontage
- “Public Parks”
 - State and County 25 mph, and Local 15 mph
 - Adjacent roads are 25 mph
- “School Buses”
 - 60 mph on freeways
- “Commercial Vehicles”
 - 60 mph on 70 mph freeways, 55 mph on all other roads

Public Act 85 Cont. 257.627

- “Freeways”
 - 70 mph maximum, 60 mph trucks, 55 mph minimum
- “*Residential District*” → Access Points
 - 25 mph within the boundaries of land platted under the Land Division or Condominium Act
 - 25 mph with 60 or more access points within ½ mile
 - 35 mph with 45 to 59 access points within ½ mile
 - 45 mph with 30 to 44 access points within ½ mile

Basic Speed

- 257.627(1) A person operating a vehicle on a highway shall operate that vehicle at a careful and prudent speed not greater than nor less than is reasonable and proper, having due regard to the traffic, surface, and width of the highway and of any other condition then existing. A person shall not operate a vehicle upon a highway at a speed greater than that which will permit a stop within the assured, clear distance ahead.

How are Speed Limits Established?

- State Trunkline

- M.D.O.T.
- M.S.P.

- County Roads

- County Road Engineer/Manager
- Township Supervisor
- M.S.P.

How is a Speed Study Completed?

- Conducted during ideal driving conditions (*dry roads with free flow traffic*)
- Vehicle speeds are recorded away from influencing factors (*railroad crossings, signalized intersections, curves in the roadway, etc.*)
- Completed using a LIDAR (laser) in an unmarked vehicle parked in an inconspicuous location, or with automated traffic counters

City Street to County Road Transition



- Leaving a city limit 25 mph and entering a rural county road, need to post a 55 mph sign.
- Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another. 2B.13 MMUTCD
- At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. 2B.13 MMUTCD

Reduce Speed Ahead

- A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advanced notice to comply with the posted speed limit ahead.
- MMUTCD 2B.13



No Parking Zones

- Requires a traffic study and in conjunction with MSP.
- MCL 257.675(4) requires a Traffic Control Order be completed and filed with the County Clerk.

Stop Signs

- Standard: YIELD or STOP signs shall not be used for speed control. MMUTCD 2B-04
- Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled. MMUTCD 2B-07
- No Traffic Control Order required











SCHOOL

SPEED
LIMIT
25

6:49-7:15 AM
7:52-8:22 AM
8:37-9:07 AM
2:03-2:33 PM
3:04-3:34 PM
3:59-4:29 PM

SCHOOL DAYS
ONLY















Questions ?

Contact Information

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