



BUILDING CODE BOARD OF APPEALS REGULAR MEETING AGENDA

500 W. Big Beaver
Troy, MI 48084
(248) 524-3344
www.troymi.gov
planning@troymi.gov

Theodore Dziurman, Chair; Gary Abitheira
Brian Kischnick, Michael Morris, Andrew Schuster

November 4, 2015

3:00 PM

COUNCIL BOARD ROOM

1. ROLL CALL
2. APPROVAL OF MINUTES – October 7, 2015
3. HEARING OF CASES
 - A. **VARIANCE REQUEST, TINA PRIESKORN FOR PARAMOUNT FENCE, 2165 WOODINGHAM** – This property is a double front corner lot. As such it has a 30 foot required front setback along both Woodingham and Colonial. The petitioner is requesting a variance to install a 4 foot high non-obscuring fence set back 1 foot along the Colonial property line and a 6 foot high rear yard privacy fence set back 1 foot from the Colonial property line where City Fence Code limits fences to 30 inches high and non-obscuring.

CHAPTER 83

- B. **VARIANCE REQUEST, KEYI XING AND YUAN CHI, 5917 MARBLE** – This property is a double front corner lot. As such it has a 30 foot required front setback along both Marble and Marble Court. The petitioner is requesting a variance to install a 4 foot high vinyl obscuring fence, set back 10 feet along the Marble Court property line where City Fence Code limits fences to 30 inches high and non-obscuring.

CHAPTER 83

- C. **VARIANCE REQUEST, PATRICK DEPA FOR INTERNATIONAL OUTDOOR, INC., 1125 NAUGHTON** – The petitioner is requesting relief of the Sign Code to install a 70 foot tall, 1,608 square foot ground sign set back 0 feet from the property line adjacent to I-75 and 148 feet from the property line adjacent to Naughton, and less than 1,000 feet from any sign exceeding 100 square feet in area. The following variances are requested:
 - A 200 foot variance to the required 200 foot setback from the adjacent I-75 property line.
 - A 52 foot variance to the required 200 foot setback from the adjacent Naughton property line.
 - A 1308 square foot variance from the requirement that the sign not exceed 300 square feet in area.
 - A 45 foot variance from the requirement that the sign not exceed 25 feet in height.
 - A 625 foot variance from the requirement that the sign be located at least 1,000 feet from any sign exceeding 100 square feet in area.

CHAPTER 85 - SECTION 85.02.05 C (5) IB ZONING DISTRICT

NOTICE: People with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk by e-mail at clerk@troymi.gov or by calling (248) 524-3317 at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

D. **VARIANCE REQUEST, PATRICK DEPA FOR INTERNATIONAL OUTDOOR, INC.,
PARCEL ON AUSTIN (88-20-26-401-056), ASSOCIATED WITH 1705 AND 1709 AUSTIN**

– The petitioner is requesting relief of the Sign Code to install a 70 foot tall, 1,608 square foot ground sign set back 0 feet from the property line adjacent to I-75, and less than 1,000 feet from any sign exceeding 100 square feet in area. The following variances are requested:

- A 200 foot variance to the required 200 foot setback from the adjacent I-75 property line.
- A 1308 square foot variance from the requirement that the sign not exceed 300 square feet in area.
- A 45 foot variance from the requirement that the sign not exceed 25 feet in height.
- A 425 foot variance from the requirement that the sign be located at least 1,000 feet from any sign exceeding 100 square feet in area.

CHAPTER 85 - SECTION 85.02.05 C (5) IB ZONING DISTRICT

4. COMMUNICATIONS

5. PUBLIC COMMENT

6. MISCELLANEOUS BUSINESS

A. 2016 MEETING DATES

7. ADJOURNMENT

Mr. Abitheira called the Regular meeting of the Building Code Board of Appeals to order at 3:00 p.m. on October 7, 2015 in the Council Board Room of the Troy City Hall.

1. ROLL CALL

Members Present

Gary Abitheira
Michael Morris
Andrew Schuster

Members Absent

Theodore Dziurman, Chair
Brian Kischnick

Support Staff Present:

Mitch Grusnick, Building Official/Code Inspector
Kathy L. Czarnecki, Recording Secretary

Also Present:

Attached and made a part hereof is the signature sheet of those present and signed in at this meeting.

2. APPROVAL OF MINUTES

Moved by: Morris
Support by: Schuster

RESOLVED, To approve the minutes of the August 5, 2015 Regular meeting as submitted.

Yes: All present (3)
Absent: Dziurman, Kischnick

MOTION CARRIED

3. HEARING OF CASES

A. **VARIANCE REQUEST, ROB MILLER/EDIE VICTOR for GARDNER SIGNS INC, 769 CHICAGO** – A variance from the Sign Code to allow installation of an 83 square foot wall sign on a building that currently has a 140 square foot wall sign. The Sign Code allows one wall sign not exceeding 200 square feet.

Mr. Grusnick reported the department received no written responses to the public hearing notices.

Rob Miller of Gardner Signs was present.

Mr. Abitheira opened the floor for public comment. Acknowledging there was no one present to speak, the floor was closed.

Moved by: Schuster
Support by: Morris

RESOLVED, To grant the variance as requested, for the following reason:

- 1. The variance would not be contrary to the public interest or general purpose and intent of Chapter 85.

Yes: All present (3)
Absent: Dziurman, Kischnick

MOTION CARRIED

- B. **VARIANCE REQUEST, KEVIN TUCHOWSKI for WAYNE STATE UNIVERSITY PHYSICIAN GROUP, 1560 E. MAPLE** – A variance from the Sign Code to allow installation of three 62 square foot wall signs and a 198 square foot wall banner. The Sign Code allows one wall sign not exceeding 200 square feet.

Mr. Grusnick reported the department received no written responses to the public hearing notices.

Kevin Tuchowski of Wayne State University Physician Group and Joseph Gattari of ASI Signs were present.

Mr. Abitheira opened the floor for public comment. Acknowledging there was no one present to speak, the floor was closed.

Moved by: Morris
Support by: Abitheira

RESOLVED, To grant the variance as requested on the condition the temporary banner is removed 90 days after installation of the permanent sign, and any future request(s) for a banner must come back to the Board for consideration, for the following reason:

- 1. The variance does not adversely affect properties in the immediate vicinity of the proposed sign.

Yes: All present (3)
Absent: Dziurman, Kischnick

MOTION CARRIED

C. **VARIANCE REQUEST, JAKE MEADOWS for JONES LaSALLE at BEAUMONT HEALTH, 44201 DEQUINDRE** – A variance from the Sign Code to allow the installation of a 211 square foot wall sign on a site that currently has numerous signs. The sign code limits the hospital campus to two signs.

Mr. Grusnick reported the department received no written responses to the public hearing notices.

Jake Meadows for Jones LaSalle at Beaumont Health was present. Mr. Meadows announced a reduction in the size of the proposed sign and asked the Board’s consideration of a 162.5 square foot wall sign.

Mr. Abitheira opened the floor for public comment. Acknowledging there was no one present to speak, the floor was closed.

Moved by: Abitheira
Support by: Schuster

RESOLVED, To grant the variance for a 162.5 square foot wall sign, for the following reason:

1. The variance would not be contrary to the public interest or general purpose and intent of Chapter 85.

Yes: All present (3)
Absent: Dziurman, Kischnick

MOTION CARRIED

D. **VARIANCE REQUEST, MICHELLE WILSON, 3685 HISTORIC** – This property is a double front corner lot. As such it has a 25 foot required front setback along both Historic and Bellows. The petitioner is requesting a variance to install a 4 foot high decorative non-obscuring fence, set back 10 feet along the Bellows property line where City Fence Code limits fences to 30 inches high.

Mr. Grusnick reported the department received one written response from 3673 Bellows in support of the variance request.

Michelle Wilson was present.

Mr. Abitheira opened the floor for public comment. Acknowledging there was no one present to speak, the floor was closed.

Moved by: Schuster
Support by: Morris

RESOLVED, To grant the variance as requested, for the following reason:

- 1. The variance would not be contrary to the public interest or general purpose and intent of Chapter 83.

Yes: All present (3)
Absent: Dziurman, Kischnick

MOTION CARRIED

The meeting intervened at 3:30 p.m. for a fire drill in City Hall.

The meeting reconvened at 3:36 p.m.

- E. **VARIANCE REQUEST, WILL JOHNSON for JOHNSON SIGN COMPANY, 100 E. BIG BEAVER** – A variance from the Sign Code to allow replacement of an existing ground sign set back 2 feet from the front property line. The proposed 174 square foot sign is shown to be set back 6 feet from the front property line. The Sign Code requires a 30 foot minimum front setback for this sign.

Mr. Grusnick reported the department received no written responses to the public hearing notices.

Will Johnson of Johnson Sign Company and Ganesh Reddy of Mamta Holdings were present. Mr. Johnson distributed and submitted five additional drawings for the file.

Mr. Abitheira opened the floor for public comment. Acknowledging there was no one present to speak, the floor was closed.

Moved by: Morris
Support by: Schuster

RESOLVED, To grant the variance as requested, for the following reason:

- 1. The variance would not be contrary to the public interest or general purpose and intent of Chapter 85.

Yes: All present (3)
Absent: Dziurman, Kischnick

MOTION CARRIED

F. **VARIANCE REQUEST, CHARLIE MOORE for CHUCK MOORE’S COMMERCIAL SIGN SERVICE LLC, 5505 CORPORATE** – A variance from the Sign Code to allow installation of a 96 square foot ground sign on a site that currently has two ground signs measuring 195 and 50 square feet. The Sign Code allows one ground sign at this location.

Mr. Grusnick reported the department received no written responses to the public hearing notices.

Charlie Moore of Chuck Moore’s Commercial Sign Service and Warren Hudson of Friedman Real Estate were present.

Mr. Abitheira opened the floor for public comment. Acknowledging there was no one present to speak, the floor was closed.

Moved by: Schuster
Support by: Morris

RESOLVED, To grant the variance as requested, for the following reason:

1. The variance would not be contrary to the public interest or general purpose and intent of Chapter 85.

Yes: All present (3)
Absent: Dziurman, Kischnick

MOTION CARRIED

4. **COMMUNICATIONS**

None.

5. **PUBLIC COMMENT**

None.

6. **MISCELLANEOUS BUSINESS**

None.

7. **ADJOURNMENT**

The Regular meeting of the Building Code Board of Appeals adjourned at 3:55 p.m.

Respectfully submitted,

Gary Abitheira, Acting Chair

Kathy L. Czarnecki, Recording Secretary

G:\Building Code Board of Appeals Minutes\2015\Draft\2015 10 07 Regular Meeting_Draft.doc

3. HEARING OF CASES

- A. **VARIANCE REQUEST, TINA PRIESKORN FOR PARAMOUNT FENCE, 2165 WOODINGHAM** – This property is a double front corner lot. As such it has a 30 foot required front setback along both Woodingham and Colonial. The petitioner is requesting a variance to install a 4 foot high non-obscuring fence set back 1 foot along the Colonial property line and a 6 foot high rear yard privacy fence set back 1 foot from the Colonial property line where City Fence Code limits fences to 30 inches high and non-obscuring.



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.



250 0 125 250 Feet



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72 0 36 72Feet



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CITY OF TROY BUILDING INSPECTION DEPARTMENT
CITY OF TROY PLANNING DEPARTMENT
BUILDING CODE BOARD OF APPEALS APPLICATION

RECEIVED
OCT - 2 2015
PLANNING

SIGN APPEALS
FEE \$50
CITY OF TROY PLANNING DEPARTMENT
500 W. BIG BEAVER ROAD
TROY, MICHIGAN 48084
PHONE: 248-524-3344
FAX: 248-689-3210
E-MAIL: evanspm@troymi.gov
<http://www.troymi.gov/CodeEnforcement/>



CONSTRUCTION OR FENCE CODE APPEALS
FEE: \$50
CITY OF TROY BUILDING DEPARTMENT
500 W. BIG BEAVER ROAD
TROY, MICHIGAN 48084
PHONE: 248-524-3344
FAX: 248-689-3210
E-MAIL: GrusnickME@troymi.gov
<http://www.troymi.gov/BuildingInspection/>

NOTICE TO THE APPLICANT

REGULAR MEETINGS OF THE BUILDING CODE BOARD OF APPEALS ARE HELD ON THE FIRST WEDNESDAY OF EACH MONTH AT 3:00 P.M. AT CITY HALL.

PLEASE FILE A COMPLETE APPLICATION, TOGETHER WITH THE APPROPRIATE FEE, NOT LESS THAN TWENTY-ONE (21) DAYS BEFORE THE MEETING DATE.

A COMPLETE APPLICATION THAT MEETS CODE REQUIREMENTS IS PLACED ON THE NEXT AVAILABLE AGENDA OF THE BUILDING CODE BOARD OF APPEALS.

1. ADDRESS OF THE SUBJECT PROPERTY: 2165 Woodingham Dr, Troy, MI
ACREAGE PROPERTY: *Attach legal description if this an acreage parcel*
2. PROPERTY TAX IDENTIFICATION NUMBER(S): Lot 264
3. CODE NAME (e.g. "BUILDING CODE", "SIGN CODE", "FENCE CODE") AND SECTION(S) RELATED TO THE APPEAL:
Fence Code
4. REASONS FOR APPEAL/VARIANCE: *On a separate sheet, please describe the reasons justifying the requested action. See Submittal Checklist.*
5. HAVE THERE BEEN ANY PREVIOUS APPEALS INVOLVING THIS PROPERTY? YES NO

6. APPLICANT INFORMATION:

NAME TINA PRIESKORN
COMPANY PARAMOUNT FENCE
ADDRESS 15521 MERNIMAN
CITY LIVONIA STATE MI ZIP 48154
TELEPHONE 248 677 1672
E-MAIL John@ParamountFenceCo.com / Tina.Prieskorn@ParamountFenceCo.com

7. APPLICANT'S AFFILIATION TO THE PROPERTY OWNER: Contractor / Fence Company

8. OWNER OF SUBJECT PROPERTY:

NAME Julie Rochowiak
COMPANY _____
ADDRESS 2165 Woodingham Dr
CITY Troy STATE MI ZIP 48065
TELEPHONE 517-449-2368
E-MAIL jrochowiak@hotmail.com

The undersigned hereby declare(s) under penalty of perjury that the contents of this application are true to the best of my (our) knowledge, information and belief.

The applicant accepts all responsibility for all of the measurements and dimensions contained within this application, attachments and/or plans, and the applicant releases the City of Troy and its employees, officers, and consultants from any responsibility or liability with respect thereto.

I, Julie Rochowiak (PROPERTY OWNER), HEREBY DEPOSE AND SAY THAT ALL THE ABOVE STATEMENTS AND STATEMENTS CONTAINED IN THE INFORMATION SUBMITTED ARE TRUE AND CORRECT AND GIVE PERMISSION FOR THE BOARD MEMBERS AND CITY STAFF TO CONDUCT A SITE VISIT TO ASCERTAIN PRESENT CONDITIONS.

SIGNATURE OF APPLICANT Tina L Prieskorn DATE 9-28-15
PRINT NAME: TINA L PRIESKORN

SIGNATURE OF PROPERTY OWNER Julie Rochowiak DATE 9-17-15
PRINT NAME: Julie Rochowiak

Failure of the applicant or his/her authorized representative to appear before the Board, as scheduled, shall be justifiable cause for denial or dismissal of the case with no refund of appeal fee(s). If the person appearing before the Board is not the applicant or property owner, signed permission must be presented to the Board.

The applicant will be notified of the time and date of the hearing by electronic mail.

neighbor
→

XXXXXXXXXXXXXXXXXXXX

80'

EXISTING FENCE

XXXXXX

13'

House
Julie Rochowiak
2165 Woodingham Dr
Troy, MI 48085

neighbor
↓

Colonial Blvd
Colonial Blvd
Colonial Blvd
Colonial Blvd
Colonial Blvd
Colonial Blvd

Fence located 18ft from road (Colonial Blvd)

47'

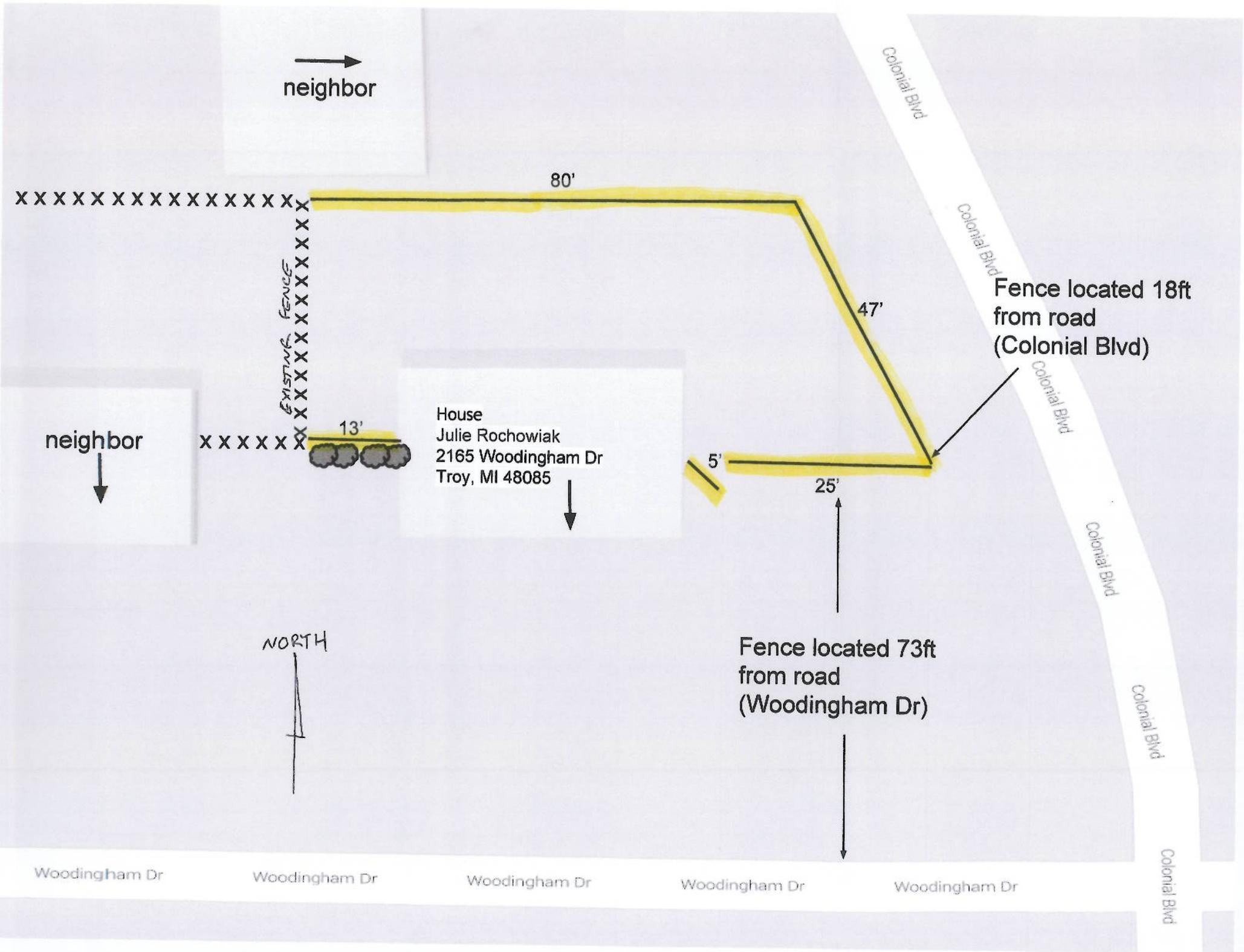
5'

25'

Fence located 73ft from road (Woodingham Dr)

NORTH
↑
↓

Woodingham Dr Woodingham Dr Woodingham Dr Woodingham Dr Woodingham Dr



Julie Rochowiak
2165 Woodingham Dr
Troy, MI 48085

Parcel I.D. Number 88-20-13-352-020

Partial Description of Property
T2N, R11E, SEC 13 MT. Vernon Estates Sub Lot 264



3. HEARING OF CASES

- B. **VARIANCE REQUEST, KEYI XING AND YUAN CHI, 5917 MARBLE** – This property is a double front corner lot. As such it has a 30 foot required front setback along both Marble and Marble Court. The petitioner is requesting a variance to install a 4 foot high vinyl obscuring fence, set back 10 feet along the Marble Court property line where City Fence Code limits fences to 30 inches high and non-obscuring.



133 0 67 133Feet



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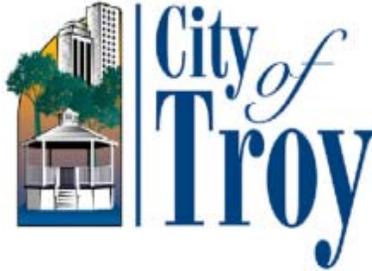
217 0 108 217Feet



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**CITY OF TROY PLANNING DEPARTMENT
BUILDING CODE BOARD OF APPEALS APPLICATION**

CITY OF TROY PLANNING DEPARTMENT
500 W. BIG BEAVER ROAD
TROY, MICHIGAN 48084
PHONE: 248-524-3364
E-MAIL: planning@troymi.gov



FEE \$50

NOTICE TO THE APPLICANT

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PLEASE FILE A COMPLETE APPLICATION, TOGETHER WITH THE APPROPRIATE FEE, **NOT LESS THAN TWENTY-SEVEN (27) DAYS** BEFORE THE MEETING DATE.

COMPLETE APPLICATIONS ARE PLACED ON THE NEXT AVAILABLE AGENDA OF THE BUILDING CODE BOARD OF APPEALS.

1. ADDRESS OF THE SUBJECT PROPERTY: _____

ACREAGE PROPERTY: *Attach legal description if this an acreage parcel*

2. PROPERTY TAX IDENTIFICATION NUMBER(S): _____

3. CODE NAME (e.g. "BUILDING CODE", "SIGN CODE", "FENCE CODE") AND SECTION(S) RELATED TO THE APPEAL:

4. REASONS FOR APPEAL/VARIANCE: *On a separate sheet, please describe the reasons justifying the requested action. See Submittal Checklist.*

5. HAVE THERE BEEN ANY PREVIOUS APPEALS INVOLVING THIS PROPERTY? YES NO

6. APPLICANT INFORMATION:

NAME _____
COMPANY _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
TELEPHONE _____
E-MAIL _____

7. APPLICANT'S AFFILIATION TO THE PROPERTY OWNER: _____

8. OWNER OF SUBJECT PROPERTY:

NAME _____
COMPANY _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
TELEPHONE _____
E-MAIL _____

The undersigned hereby declare(s) under penalty of perjury that the contents of this application are true to the best of my (our) knowledge, information and belief.

The applicant accepts all responsibility for all of the measurements and dimensions contained within this application, attachments and/or plans, and the applicant releases the City of Troy and its employees, officers, and consultants from any responsibility or liability with respect thereto.

I, _____ (PROPERTY OWNER), HEREBY DEPOSE AND SAY THAT ALL THE ABOVE STATEMENTS AND STATEMENTS CONTAINED IN THE INFORMATION SUBMITTED ARE TRUE AND CORRECT AND GIVE PERMISSION FOR THE BOARD MEMBERS AND CITY STAFF TO CONDUCT A SITE VISIT TO ASCERTAIN PRESENT CONDITIONS.

SIGNATURE OF APPLICANT _____ DATE _____

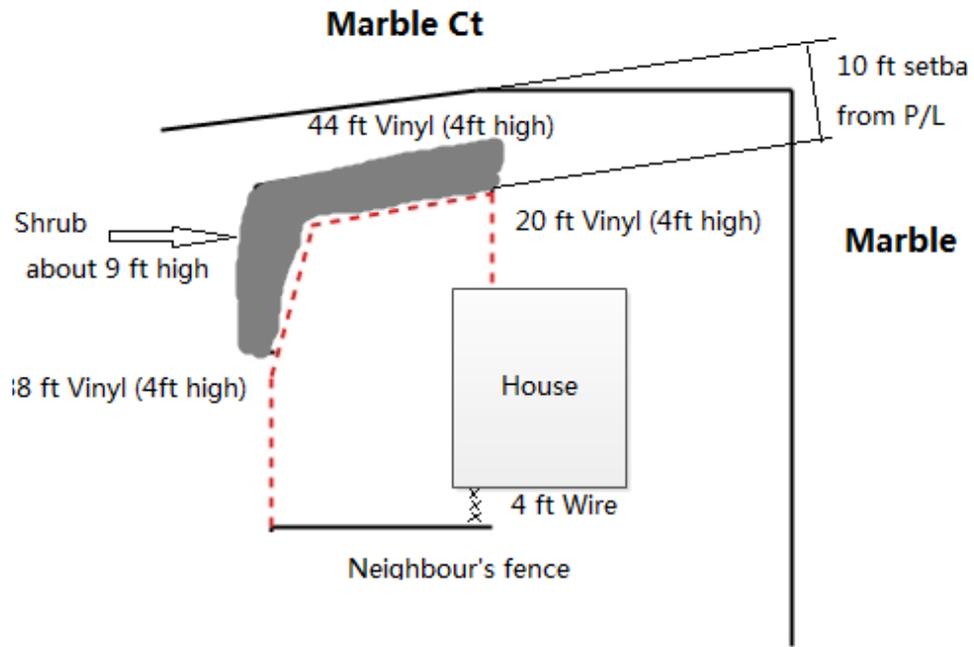
PRINT NAME: _____

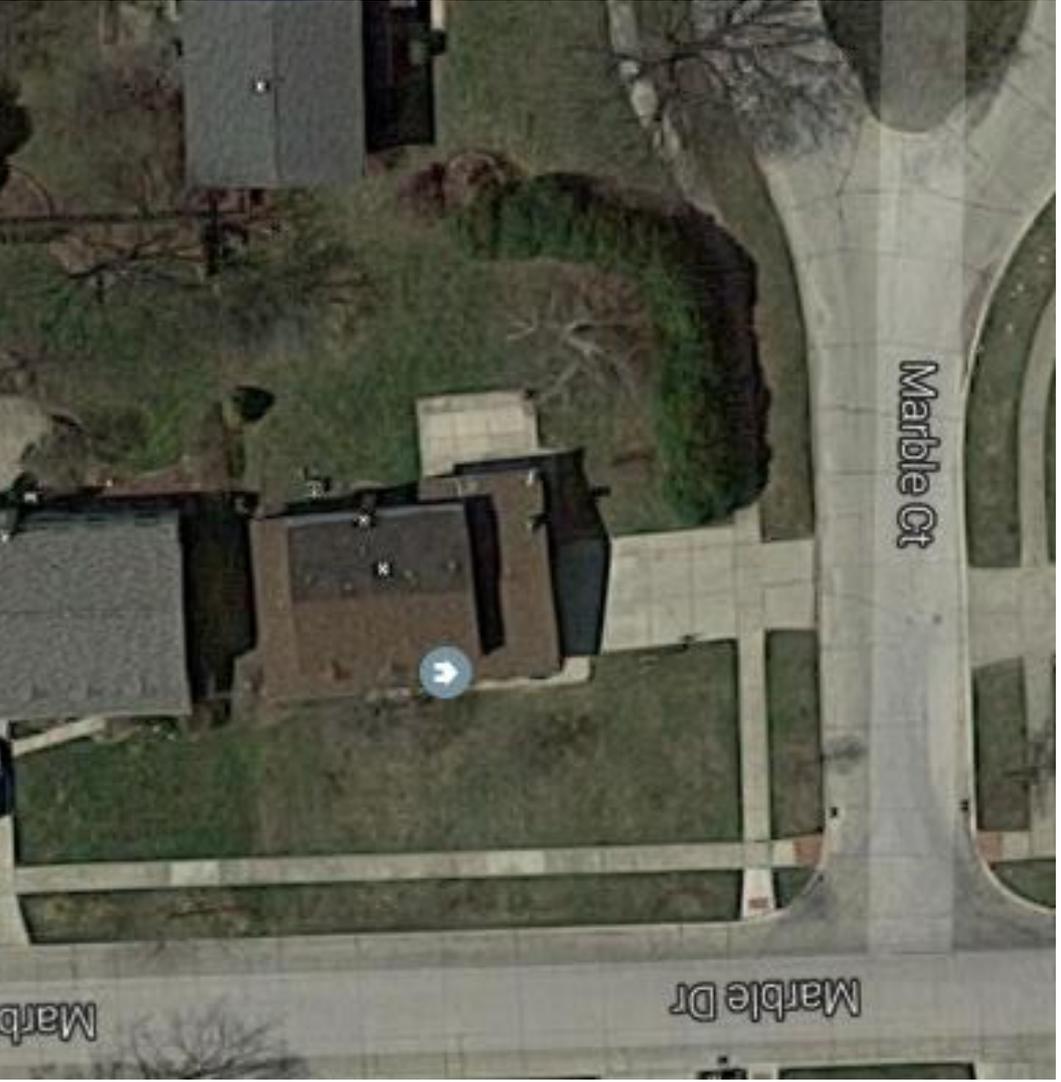
SIGNATURE OF PROPERTY OWNER _____ DATE _____

PRINT NAME: _____

Failure of the applicant or his/her authorized representative to appear before the Board, as scheduled, shall be justifiable cause for denial or dismissal of the case with no refund of appeal fee(s). If the person appearing before the Board is not the applicant or property owner, signed permission must be presented to the Board.

The applicant will be notified of the time and date of the hearing by electronic mail.





We would like to install 4-ft high vinyl fences along our backyard. However, our application was denied because our yard is on corner lots and the maximum height of the fence allowed by city of Troy is 30 in. We would like to justify the request for the following reasons.

We understand that the regulation of no fence shall be constructed to a height of more than thirty (30") inches for corner lots is to guarantee that the view outside of the lots is clean and clear. In our case, there would be no difference for the outside view, no matter how high the fences are. This is because we have long, wide (a few feet) and very tall (definitely more than ten feet) shrubs along our lots line. We attached some photo of the shrubs. People cannot see through the shrubs at all. Thus, even though we have 4-ft height fence installed for our backyard, it won't cause any difference of the view from now.

The shrubs are green and flourishing. It took years to grow that nice. We love them and will not remove them. Besides, it will cost lots of money to get rid of them. So there is no worry of changing of the outside view caused by removing the shrubs.

Even though we have these nice shrubs, we still need fences for our fuzzy family members. We have one golden retriever puppy and two bunnies in the house. We love them and want them have some comfortable experience outside the house. We want the puppy to run around in the backyard and the bunnies to have a safe area to be in the nature. As I mentioned, the shrubs are long and wide. The bunnies got inside the shrubs last time we got them play outside. It's really difficult for people to get inside the shrubs and get the bunnies out. Thus, we really need fences to keep them from getting into the shrubs or running out of our yard. Fences can also help us prevent wild animals and our neighbors' dogs from getting into our yard. The reason we need 4-ft height fences is our golden retriever puppy will grow tall and 30-in height fences will not be tall enough to keep him inside. Besides, one of our bunnies can jump out of her 29-in height playpen easily.

Since installing 4-ft height fences in our backyard will not making any changes to the view of the street, but will make great differences for our beloved family members, please consider our petition and please provide us the permission of installing 4-ft height fences.

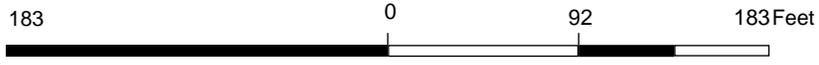




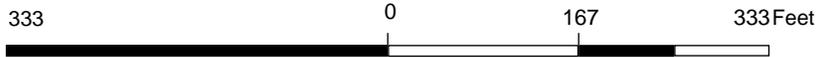
Since the existing of the high shrubs (about 9-ft), the installation of 4-ft height fence will not impact driving vision along the street corner.

3. HEARING OF CASES

- C. **VARIANCE REQUEST, PATRICK DEPA FOR INTERNATIONAL OUTDOOR, INC., 1125 NAUGHTON** – The petitioner is requesting relief of the Sign Code to install a 70 foot tall, 1,608 square foot ground sign set back 0 feet from the property line adjacent to I-75 and 148 feet from the property line adjacent to Naughton, and less than 1,000 feet from any sign exceeding 100 square feet in area. The following variances are requested:
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 - A 52 foot variance to the required 200 foot setback from the adjacent Naughton property line.
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CITY OF TROY BUILDING INSPECTION DEPARTMENT
CITY OF TROY PLANNING DEPARTMENT
BUILDING CODE BOARD OF APPEALS APPLICATION

RECEIVED

SEP 16 2015

CITY OF TROY

BUILDING DEPT.

SIGN APPEALS

FEE \$50

CITY OF TROY PLANNING DEPARTMENT
500 W. BIG BEAVER ROAD
TROY, MICHIGAN 48084
PHONE: 248-524-3344
FAX: 248-689-3210
E-MAIL: evanspm@troymi.gov
<http://www.troymi.gov/CodeEnforcement/>



CONSTRUCTION OR FENCE APPEALS

FEE: \$50

CITY OF TROY BUILDING DEPARTMENT
500 W. BIG BEAVER ROAD
TROY, MICHIGAN 48084
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1. ADDRESS OF THE SUBJECT PROPERTY: 1125 Naughton Avenue, Troy
ACREAGE PROPERTY: *Attach legal description if this an acreage parcel*
2. PROPERTY TAX IDENTIFICATION NUMBER(S): 88-20-26-152-005
3. CODE NAME (e.g. "BUILDING CODE", "SIGN CODE", "FENCE CODE") AND SECTION(S) RELATED TO THE APPEAL:
85.02.05.C.5.e.1 85.02.05.C.5.e.2 85.02.05.C.5.e.3 85.02.05.C.5.e.4
4. REASONS FOR APPEAL/VARIANCE: *On a separate sheet, please describe the reasons justifying the requested action. See Submittal Checklist.*
5. HAVE THERE BEEN ANY PREVIOUS APPEALS INVOLVING THIS PROPERTY? YES NO

RECEIVED
OCT - 8 2015
PLANNING

RECEIVED

SEP 16 2015

CITY OF TROY
BUILDING DEPT.

@ 4:45p

6. APPLICANT INFORMATION:

NAME Patrick Depa
COMPANY International Outdoor, Inc
ADDRESS 28423 Orchard Lake, Suite 200
CITY Farmington Hills STATE MI ZIP 48334
TELEPHONE 248-489-8989
E-MAIL pat@iobillboard.com

7. APPLICANT'S AFFILIATION TO THE PROPERTY OWNER: Lessee

8. OWNER OF SUBJECT PROPERTY:

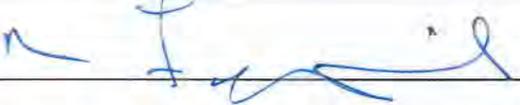
NAME Dean Fitzpatrick
COMPANY Cheung Leasing LLC
ADDRESS 1122 Naughton Avenue
CITY Troy STATE MI ZIP 48083
TELEPHONE 248-790-0666
E-MAIL _____

The undersigned hereby declare(s) under penalty of perjury that the contents of this application are true to the best of my (our) knowledge, information and belief.

The applicant accepts all responsibility for all of the measurements and dimensions contained within this application, attachments and/or plans, and the applicant releases the City of Troy and its employees, officers, and consultants from any responsibility or liability with respect thereto.

I, Dean Fitzpatrick (PROPERTY OWNER), HEREBY DEPOSE AND SAY THAT ALL THE ABOVE STATEMENTS AND STATEMENTS CONTAINED IN THE INFORMATION SUBMITTED ARE TRUE AND CORRECT AND GIVE PERMISSION FOR THE BOARD MEMBERS AND CITY STAFF TO CONDUCT A SITE VISIT TO ASCERTAIN PRESENT CONDITIONS.

SIGNATURE OF APPLICANT  DATE 9/15/15
PRINT NAME: Patrick Depa

SIGNATURE OF PROPERTY OWNER  DATE 9-15-15
PRINT NAME: Dean Fitzpatrick

Failure of the applicant or his/her authorized representative to appear before the Board, as scheduled, shall be justifiable cause for denial or dismissal of the case with no refund of appeal fee(s). If the person appearing before the Board is not the applicant or property owner, signed permission must be presented to the Board.

The applicant will be notified of the time and date of the hearing by electronic mail.

Proposed Billboards Specifications and Varaiances Requested at 1125 Naughton Avenue

1. The billboard is proposed as a two sided 14' x 48' or 672 sq. ft. sign.
 - 1044 square foot (sq. ft.) variance is required to the 300 sq. ft. maximum size allowed.
2. The billboard is proposed at a height of 70'.
 - A 45 foot variance is required to the 25 foot maximum height allowed.
3. The billboard is proposed at 375' from all other signs over 100 sq. ft. in size.
 - A 625 foot variance is required to the ordinance that all additional ground signs over 100 sq. ft. be 1000' apart.
4. The billboard is proposed at a 0 foot setback from the I-75 freeway and 15 feet from the Naughton Avenue (street) to the east.
 - No variance is required to the minimum requirement that the additional sign be a minimum distance of 200 feet from I-75 however, a 15' variance is required from Naughton Avenue. A freeway is defined separately in Troy's ordinance and is not considered a street.
5. The proposed billboard will be consistent with existing billboards along I-75 in height, size and setback. The billboard is designed and proposed at a size and height for safe viewing times along a freeway.
6. The proposed setback from the freeway is in the best interest of tree preservation and will allow for the maximum amount of trees to be retained. (See Highway Advertising Act, PA 106 of 1972).
7. The proposed billboard will meet all Michigan Department of Transportation (MDOT) billboard requirements.
8. The billboard lease with Michigan Technical Development Corporation has content restriction.

Practical Difficulty in Support of 1125 Naughton Variances

1. Setback from the Road:

- The width of I-75 at this location is 325'. The City of Troy's ordinance requires a 200' setback from the road ROW. If the sign is placed where the ordinance requires it to be the south face of the sign will be over 275' from the traveled road and is not visible.
- There is an existing building to the south of our proposed site is approximately 27' high and if the billboard is placed at the required height of 25' and setback 200' on our site, the building will block the visibility of the sign completely.
- The proposed billboard location is directly adjacent to I-75 at the rear or west side of the property which consists of 45'+ tall trees within the MDOT right of way. The existing trees will block all visibility to our sign for both northbound and southbound traffic at any height less than 70'.

2. Speed and Width of the Corridor:

- If a billboard is not clearly visible it will take a driver's eyes off the road for a longer period of time creating an unsafe scenario.
- If the sign is required to meet the ordinance and variances are not granted, the danger to a driver along I-75 because of a compromised view stated above is eminent. Our request reflects the intent and spirit of the Ordinance pertaining to the health, safety and welfare of Troy residents and their visitors.
- The speed of I-75 at this mile marker, where the billboard is being proposed, is 70 mph which requires the sign to be at a desired height and setback, which we are proposing, to not adversely impact the safety of the drivers and vehicles commuting along this stretch of the corridor.

Geographical Hardship in Support of Requested Variances

1. Terrain or Trees and Vegetation:

- The height of the trees, on our site and along this section of I-75 also creates a practical difficulty for the visibility of our billboard.
- The existing stand of trees at this location is 45' high or higher and will obstruct the line of site of our sign from I-75 if we do not build above them.
- The Highway Advertising Act, PA 106 of 1972 as amended states that one cannot remove vegetation in a freeway ROW that existed before the billboard was erected.

2. Topography or Grade Difference at I-75 and Rochester Road Exit:

- The grade difference from the billboard location to I-75 is approximately 10' lower creating a line of sight impediment which is caused directly by the grade difference.
- The 10' grade difference intensifies the obstructions of our board as does the buildings on site and the existing trees adjacent to the site.

Summary:

This line of sight impediment caused by the trees, the grade difference and buildings on the site make the sign invisible if it is required to be setback 200' from any road. The aforementioned specifications and data justify the variation to the City's Zoning Ordinance by reason of exceptional undue hardship.

- The ordinance when applied to our site creates a situation that severely obstructs and handicaps the visibility of our proposed sign.
- The amount of variance requested is the minimum amount we would need to remedy the difficult line of sight issues to make the sign meet its true value as outlined in the City's Ordinance.
- Granting the variance does not substantially impair the intent or purposes of this ordinance because the sign will face I-75 only and will not interfere with any residents in the general area.
- Billboards are allowed by MDOT adjacent to a freeway and should be regulated by any City to be visible from the freeway.
- The advertising is designed to catch the eye of the driver but to accomplish that in a safe and temporary manner the sign must be visible.

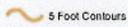
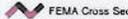
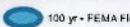
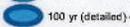
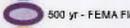
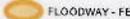
We believe we have met and exceed the burden of proof and demonstrated that that our site has multiple practical difficulties not experienced by other ground signs within the City which should lead you to grant our requests. The above said reasons clearly describe our situation as having unique conditions that do create a practical hardship which severely obstructs and handicaps the visibility of our proposed sign. The amount of variance requested is the minimum amount we would need to remedy the difficult line of sight issues and make the sign visible.

1125 Naughton Avenue



**PROPOSED
BILLBOARD
LOCATION**

Naughton Ave

-  2 Foot Contours
-  5 Foot Contours
-  FEMA Base Flood Elevations
-  FEMA Cross Sections
-  100 yr - FEMA Floodplain
-  100 yr (detailed) - FEMA Floodplain
-  500 yr - FEMA Floodplain
-  FLOODWAY - FEMA Floodplain

Disclaimer: The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. It is not a legally recorded map or survey and is not intended to be used as one. Users should consult the information sources mentioned above when questions arise. FEMA Floodplain data may not always be present on the map.



L. Brooks Patterson
Oakland County Executive

Date Created: 10/2/2015

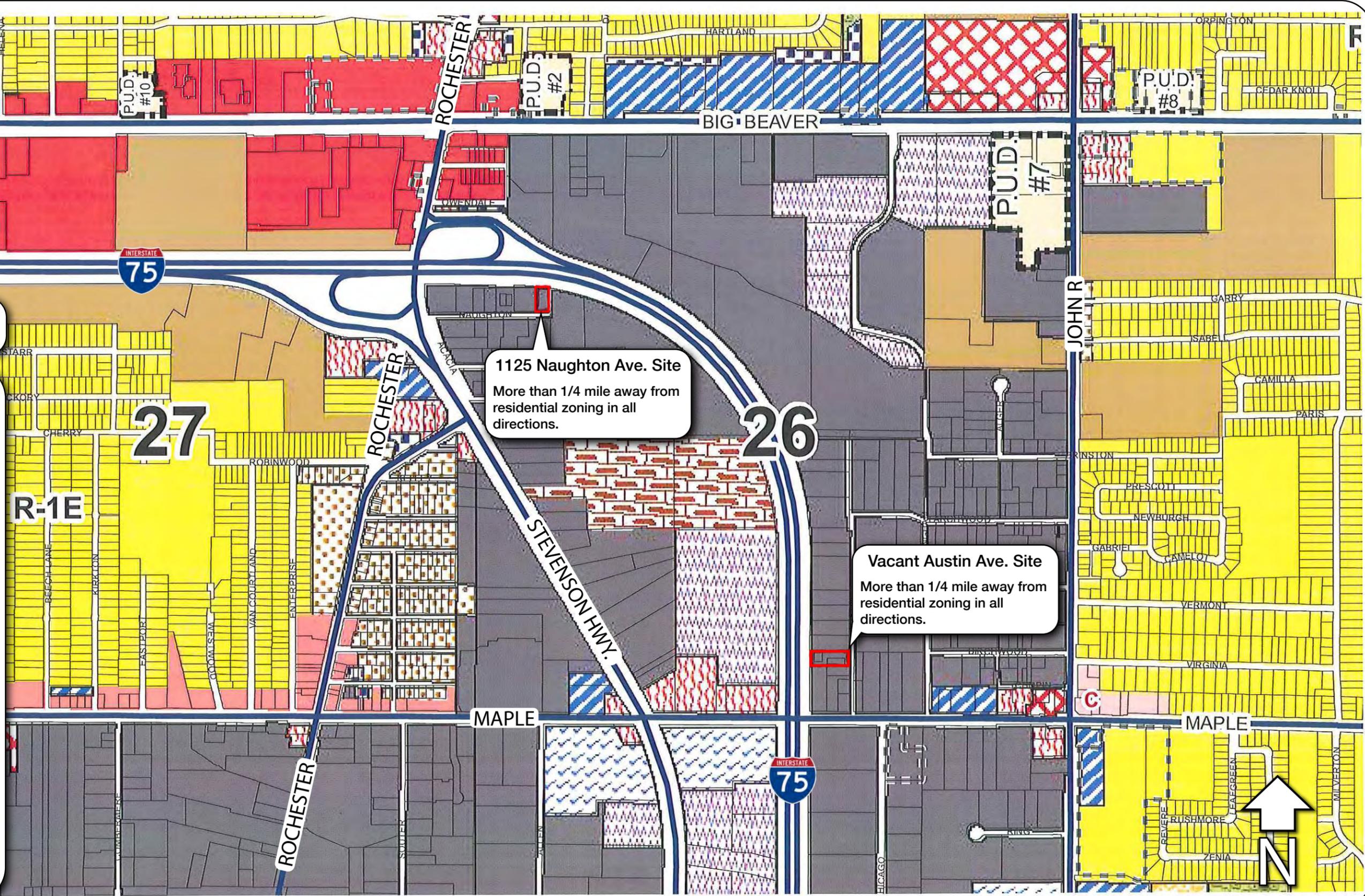
N
1 inch = 50 feet

Proposed Billboard Locations and Surrounding Zoning

Zoning Overview Map

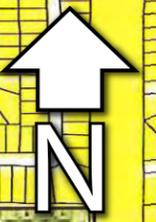
ADOPTED: April 18, 2011

- LOW DENSITY RESIDENTIAL**
 - R-1A R-1A ONE FAMILY RESIDENTIAL
 - R-1B R-1B ONE FAMILY RESIDENTIAL
 - R-1C R-1C ONE FAMILY RESIDENTIAL
 - R-1D R-1D ONE FAMILY RESIDENTIAL
 - R-1E R-1E ONE FAMILY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL**
 - RT RT ONE FAMILY ATTACHED
- HIGH DENSITY RESIDENTIAL**
 - MF MULTI-FAMILY RESIDENTIAL
 - UR URBAN RESIDENTIAL
 - MHP MANUFACTURED HOME PARK
- COMMERCIAL**
 - CB COMMUNITY BUSINESS
 - GB GENERAL BUSINESS
 - IB INTEGRATED INDUSTRIAL BUSINESS DISTRICT
- OFFICE**
 - O OFFICE
 - OM OFFICE MIXED USE
- RESEARCH**
 - RC RESEARCH CENTER
- SPECIAL**
 - P VEHICULAR PARKING
 - PV PLANNED VEHICLE SALES
 - CF COMMUNITY FACILITIES
 - EP ENVIRONMENTAL PROTECTION
 - PUD PLANNED UNIT DEVELOPMENT
 - CONTROLLED BY CONSENT JUDGMENT
 - CONDITIONAL REZONING
- FORM BASED ZONES**
 - BB BIG BEAVER ROAD
 - MR MAPLE ROAD
 - NN NEIGHBORHOOD NODES (A - U)



1125 Naughton Ave. Site
 More than 1/4 mile away from residential zoning in all directions.

Vacant Austin Ave. Site
 More than 1/4 mile away from residential zoning in all directions.



100 Daktronics Dr., PO Box 5128
Brookings, SD 57006-5128

tel 605-395-7441 605-692-0200
fax 605-692-0081

www.daktronics.com

January 7, 2014

International Outdoor, Inc.
28423 Orchard Lake Rd.
Suite 200
Farmington, MI 48334

Re: Lighting Analysis for the proposed 14'x48' digital billboard at 1125 Naughton Dr. in Troy, MI

To Whom This May Concern:

The accompanying graph pertains to the double-sided digital billboard structure proposed to be installed by International Outdoor, Inc. located at 1125 Naughton Dr. in Troy, MI. We hope you find the following information beneficial.

General Information Regarding Illumination Calculation Specifics

The accompanying graph depicts illumination levels that the proposed display will produce based on nighttime running levels. These levels are based on a worst-case scenario of an all-white display. Actual levels will be much lower than what is represented on the graph, as typical content runs at 25 to 35 percent of the brightness of an all-white display.

Additionally, the graph's brightness levels are calculations of nighttime brightness levels. During daytime hours, ambient light will almost always exceed the sign's brightness; therefore, their daytime brightness levels would almost always be incidental during daytime hours.

It is important to note that the accompanying graph assumes absolute darkness with regard to surrounding ambient light. In other words, the presence of ambient light producing elements at night including but not limited to roadway lighting, residential lighting, commercial lighting, the moon, etc. will further diminish the measured light output from the display in question. Any ambient lighting elements that produce a lighting level higher than the levels from the display will likely prevent any illumination from being measured from the sign itself.

In addition, assuming I-75 follows the Illuminating Engineering Society of North America standards for outdoor expressway lighting, (please see the accompanying document titled, "Dark Sky Recommended Lighting Levels for Exterior Lighting") the expressway lighting itself would be producing 1.2 foot candles. That means, for instance, that the light from the adjacent freeway at a minimum should be producing 1.2 foot candles. When considering the light from the digital sign itself is only creating 0.23 foot candles (see the below explanation for specifics), the light from said display would be absorbed by the light from the freeway. This leaves the lighting impact at locations at the freeway or further than the freeway immeasurable.

Graph Levels Explained

201 Daktronics Dr. PO Box 5128
Brookings, SD 57006-5128

Tel 605-375-7446 605-692-0200
Fax 605-692-0187

www.daktronics.com

The graph depicts illumination levels that the proposed displays will produce at various distances and angles, based on nighttime running levels.

Since there are no residential properties that would be affected by the illumination from the proposed display, the illumination levels in which one should be most interested are those along I-75. As one can see, the highest points of illumination striking the roadway would be 0.23 foot candles. This is at a distance of 200 feet and at a 20 degree angle. To put this level into perspective, it is essentially the equivalent of 23 percent of the light of a single wax candle. As stated above, this level is well below even the illumination levels that would be produced by lighting on the freeway itself. The Illuminating Engineering Society of North America standards for outdoor illumination dictate that average illumination on freeways should be 1.2 foot candles. We included the standards for your reference.

Furthermore, the sign in question is equipped so as not to exceed 0.3 foot candles above ambient light as measured from 250 feet from the sign. This standard is based on the acceptable standards for outdoor illumination from the Illuminating Engineering Society of North America, and has been implemented in the numerous states and municipalities throughout the U.S.

Daktronics is committed to providing LED displays that adhere to the regulatory environment, working closely with our customers for a responsible approach to the market.

Please let me know if you have any questions or concerns.

Sincerely,
Daktronics, Inc.



Angela Bailey
State and Local Regulatory Affairs
605-651-1732



Light Analysis for DB-4200 14'x48'

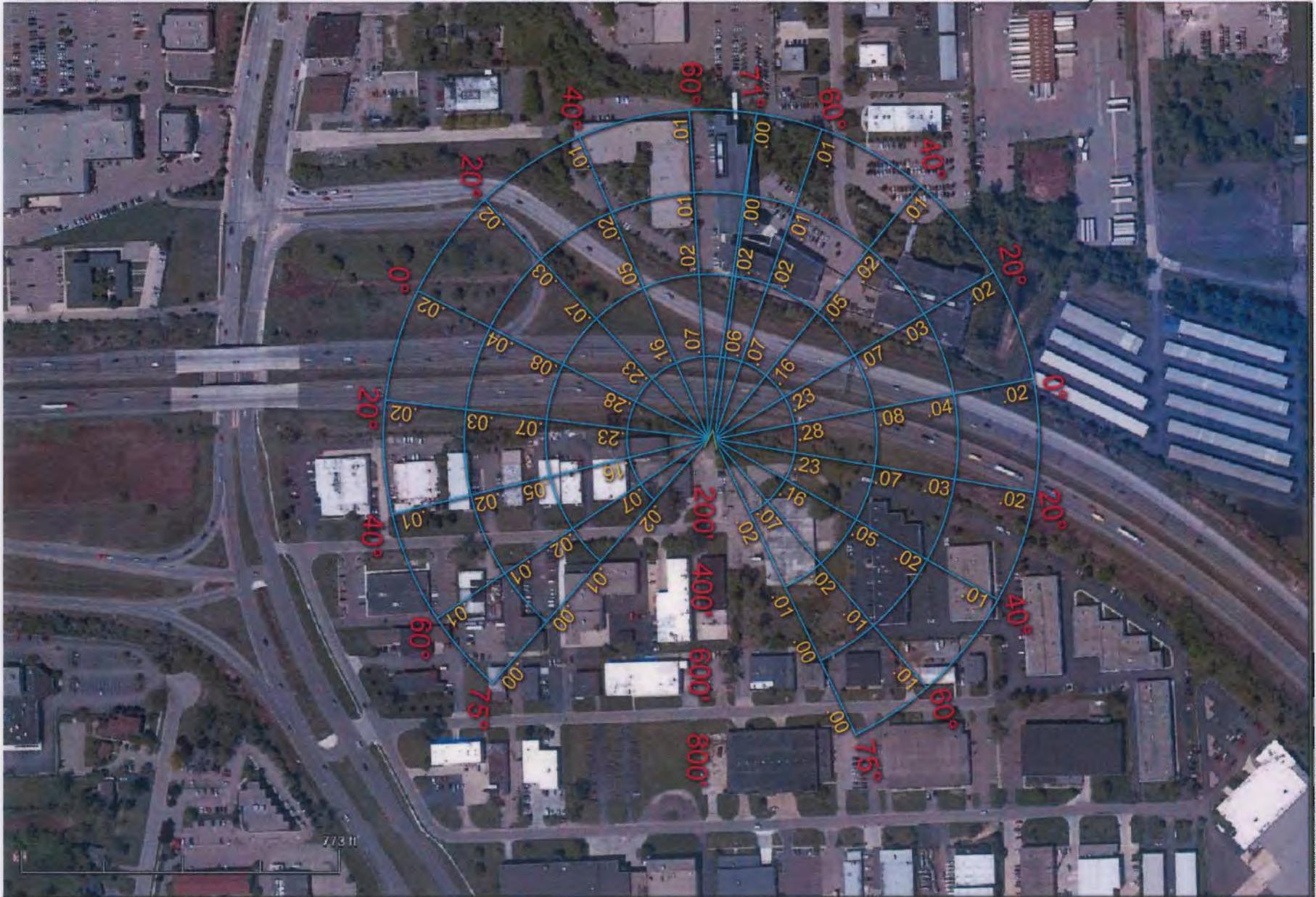
1125 Naughton Fritz-Rite

International Outdoor, Inc.

42°33'32.70"N, 83°07'30.72"W

Date: 01/06/2013

Prepared by: Eric Johnson



-display at 3% of Maximum Daytime Brightness (255 Nits)
-Calculations take into account a 60' display face HAGL
-Graph assumes level ground, any rise or fall in elevation is not calculated

*Calculations are based on all white content being displayed.
Statistically, the utilization rate is 25%-35% which results in actual light calculations
25%-35% of those shown on this analysis. Light Levels shown are in foot candelas (fc).

Illuminating Engineering Society of North America (IES) Recommendations as Compiled by the International Dark-Sky Association

I. Roadway Lighting (Using R3 type pavement = slightly specular asphalt)

Area to be Lit	Average Maintained Desired Uniformity Ratio	Illuminance (Avg/Min) in foot-candles
Expressway	3/1	1.2
Major Road	3/1	1.3
Collector Road	4/1	0.9
Local Road	6/1	0.4

Expressway: major divided highway

Major Road (Arterial): the principal network for through traffic

Collector: the streets between Major and Local roads (residential)

Local: access roads to residential properties.

II. Parking Lots

Level of Activity: Area to be Lit	Horizontal Illuminance in Foot-candles		Uniformity Ratio
	Average	Minimum	
HIGH: Major League Athletic Events; Convention Centers; Regional Shopping Centers	2.0	0.7	3/1
MEDIUM: Community Shopping Centers; Civic and Recreational Events; Office Parking; Hotel and Motel Parking; Restaurants, Fast Food Outlets; Hospital Parking; Transportation Parking; Regional Complex Parking	1.0	0.3	3/1
LOW: Neighborhood Shopping; Industrial Parking; Educational Facilities; Churches	0.5	0.1	4/1

III. Recommendations for Other Outdoor Lighting Levels

Area to be Lit	Illuminance in Foot-candles		
Building Exterior - Active Entrances	5		
Building Exterior - Inactive Entrances	1		
Loading Platforms	20		
Storage Yards - Active	20		
Storage Yards - Inactive	1		
Service Stations:			
Approach	3		
Driveway	5		
Pump Island	30		
Auto Lots:	Illumination Level of Surrounding Area		
	High	Medium	Low
Circulation	10	7	5
Merchandise	50	30	20
Featured Display	75	50	35

Variance for Minimum Distance Between Signs 1125 Naughton Ave.

Section 85.02.05 (c) (5) (e)

2. The sign is located at least 1,000' from any sign exceeding 100 square feet in area.

Proposed distance 375' Requesting a 625' Variance.

Hardship / Practical Difficulty

1. Existing sign is across a 6 lane freeway over 375' wide
2. Posted speed of freeway requires billboards to be closer to the traveled road than normal signs

Existing Wall Sign
Over 100 sq ft

375'

PROPOSED BILLBOARD
LOCATION

Naughton



Google earth

1125 Naughton

Viewing Area of Sign by Location

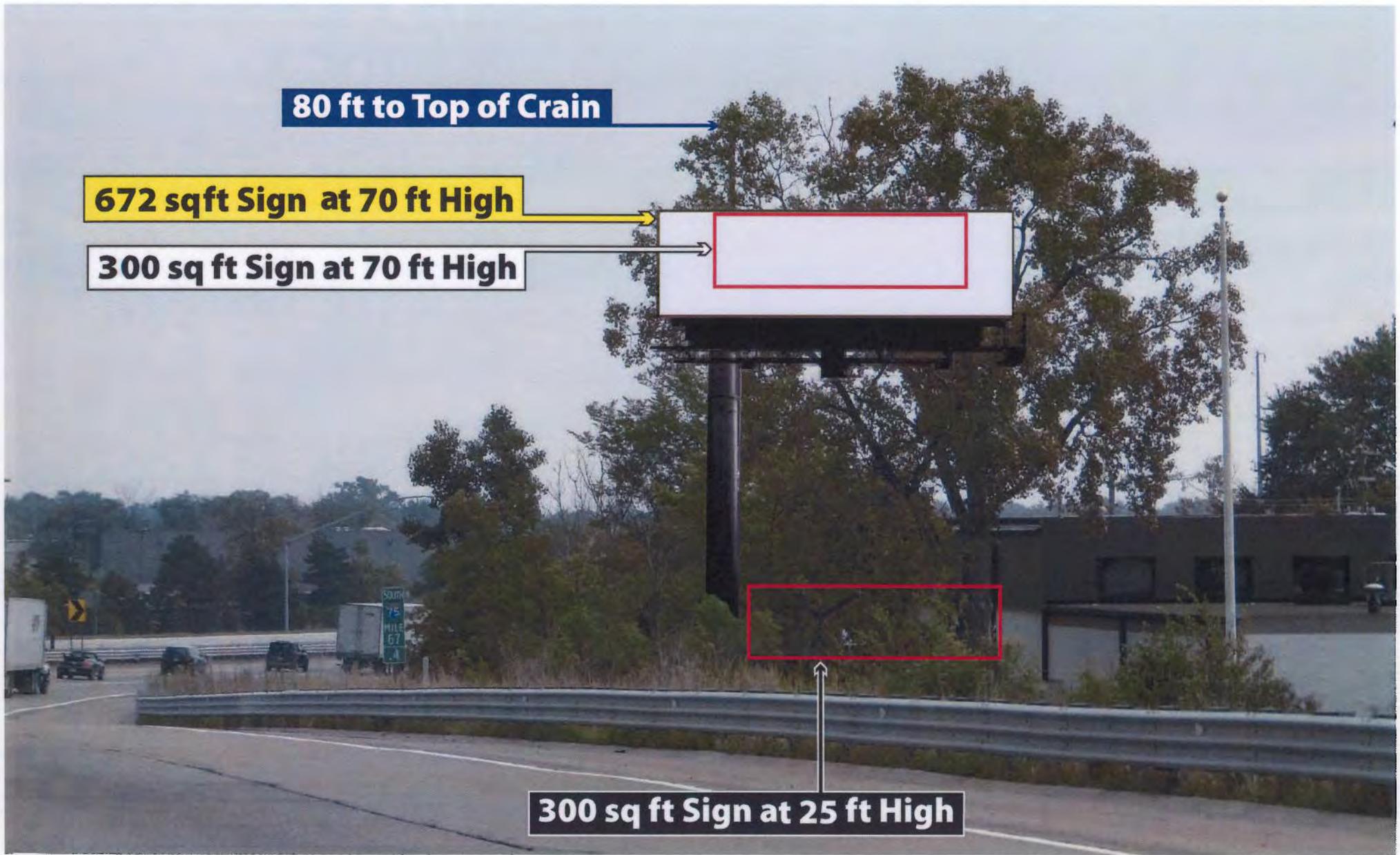
- Proposed location of sign
- Sign that would meet ordinance
- Existing Buildings
- Proposed Site

PROPOSED BILLBOARD
LOCATION

LOCATION THAT WOULD
MEET ORDINANCE



Google e



80 ft to Top of Crain

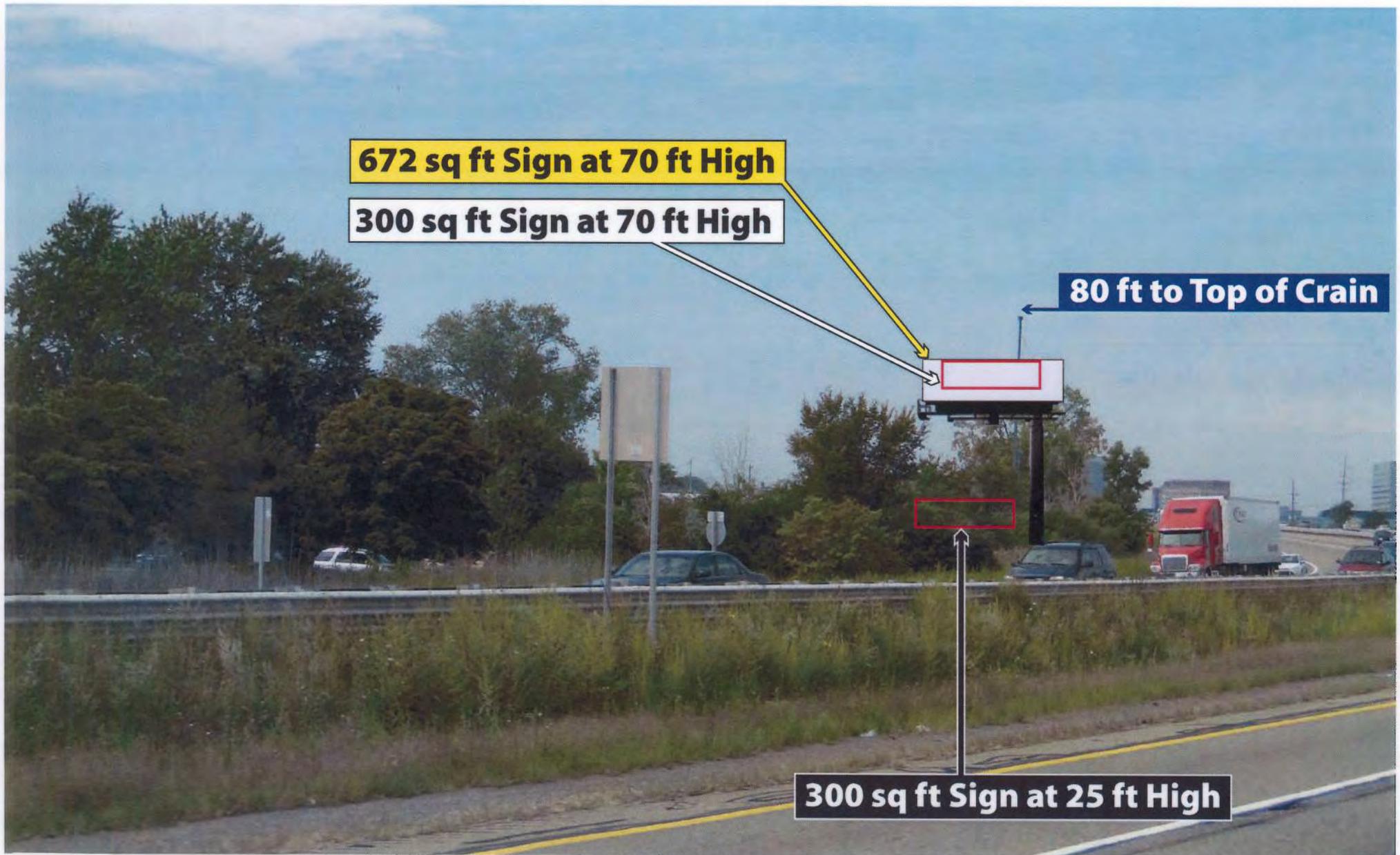
672 sqft Sign at 70 ft High

300 sq ft Sign at 70 ft High

300 sq ft Sign at 25 ft High

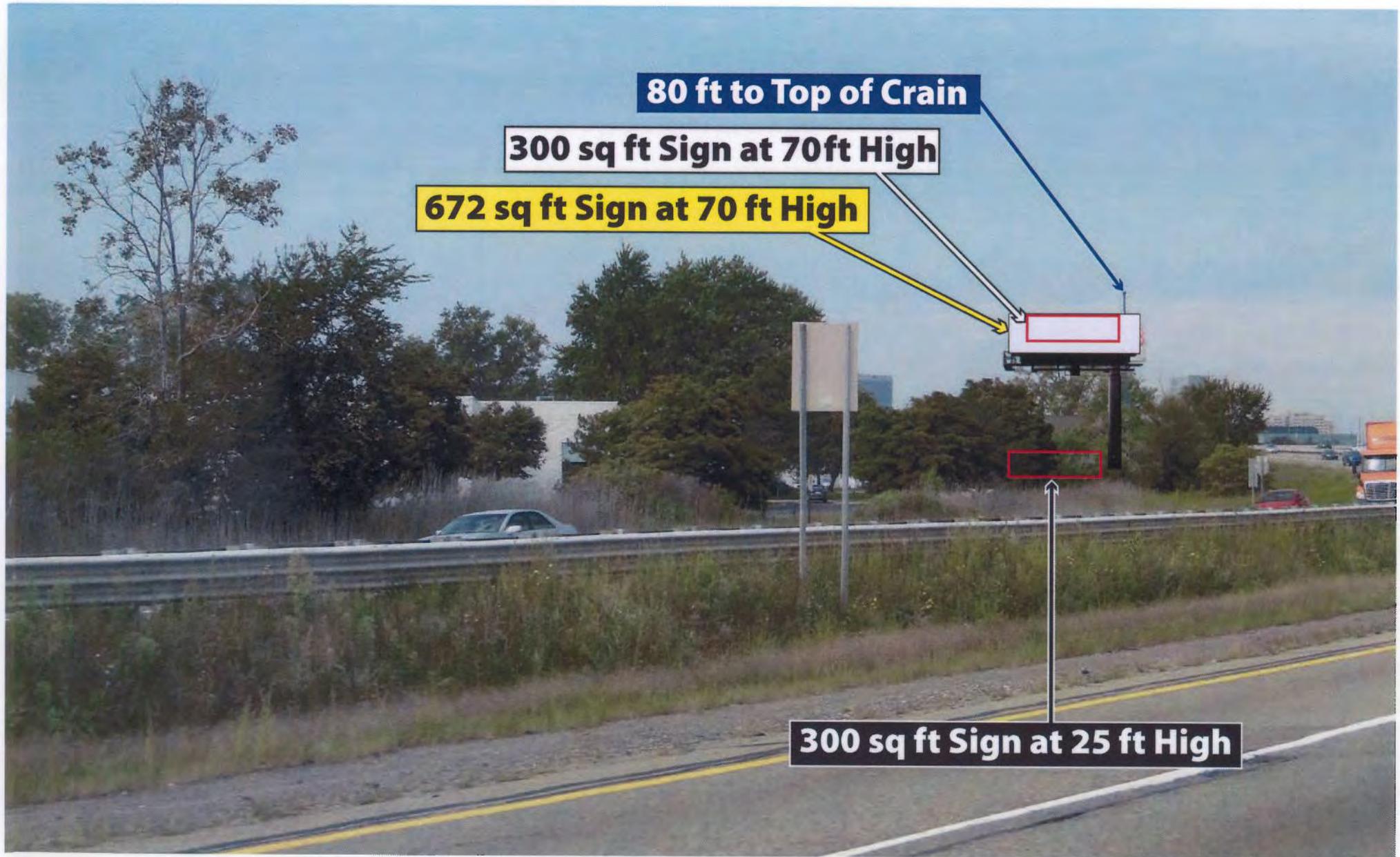
1125 Naughton Ave
Southbound I-75
0 ft Setback

Photo Date: September 5, 2014



1125 Naughton Ave
Northbound I-75
0 ft Setback

Photo Date: September 5, 2014



1125 Naughton Ave
Northbound I-75
0 ft Setback

Photo Date: September 5, 2014

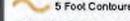
1125 Naughton Avenue Topographic Map



**PROPOSED
BILLBOARD
LOCATION**

**LOCATION
THAT MEETS
ORDINANCE**

Naughton Ave

-  2 Foot Contours
-  5 Foot Contours
-  FEMA Base Flood Elevations
-  FEMA Cross Sections
-  100 yr - FEMA Floodplain
-  100 yr (detailed) - FEMA Floodplain
-  500 yr - FEMA Floodplain
-  FLOODWAY - FEMA Floodplain

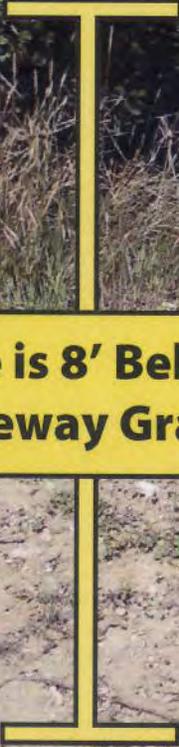
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L. Brooks Patterson
Oakland County Executive

Date Created: 10/2/2015

N
1 inch = 50 feet



Site is 8' Below Freeway Grade

Proposed base pipe Location of sign





BACK

FORWARD

Article 4
District Regulations

SECTION 4.15

IB INTEGRATED INDUSTRIAL AND BUSINESS DISTRICT

- A. **Intent.** The City of Troy Master Plan recognizes that a significant area of the City has been devoted to manufacturing and industrial uses, but may be conducive to be redeveloped to other uses. The IB District is intended to continue to recognize more traditional manufacturing and industrial use and encourage redevelopment and reuse of existing buildings and sites by permitting other compatible uses.
- B. **Use Regulations.** Section 4.21 sets forth permitted, accessory, and special land uses in the IB District.
- C. **Dimensional Requirements.** The following dimensional requirements shall apply in the IB District:

Authority and Administration

Development Regulations

Processes and Procedures

Supplemental Design Regulations

Nonconformity, Appeals, Amendments

Table of Contents

Zoning Map

Definitions

Figures & Maps

Tables

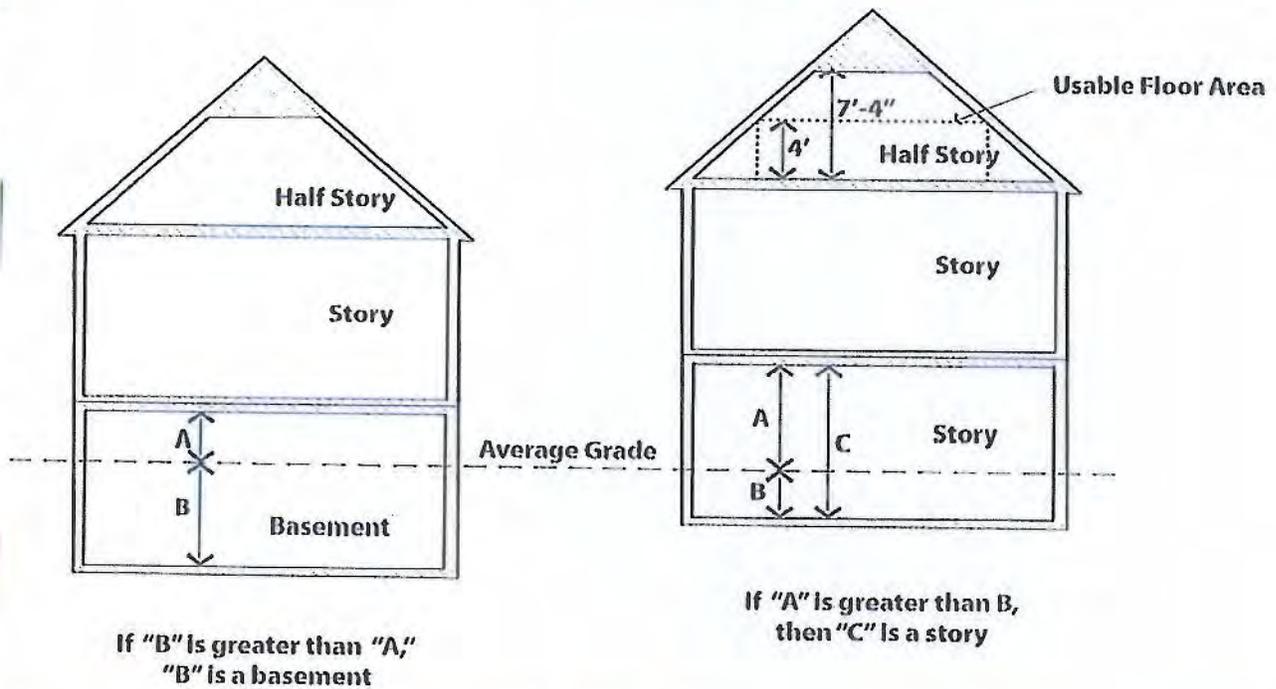
Authority and Administration

Development Regulations

Processes and Procedures

Supplemental Design Regulations

Nonconformity, Appeals, Amendments



STREET: A public thoroughfare which affords the principal means of access to abutting property.

A. MAJOR ARTERIAL STREET: An arterial street which is intended to serve as a large volume traffic-way for both the immediate area and the region beyond. Any street with a right-of-way width, existing or proposed, of one hundred twenty (120) feet or greater, as designated in the City of Troy Master Plan, shall be considered a major arterial street. Also commonly referred to as "major thoroughfare".

B. MINOR ARTERIAL STREET: A street which is intended to serve as a traffic way for the immediate area, with less volume and shorter trips than major arterial streets.

C. COLLECTOR STREET: A street carrying traffic from local streets to the system of arterial streets.

D. LOCAL STREET: A street used primarily for access to abutting properties, providing for minimum speeds and traffic volumes.

STRUCTURE: Anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground.

SUBSTANTIAL IMPROVEMENT: Means any repair, reconstruction or improvement of a structure, the cost of which exceeds fifty (50) percent of the market value of the

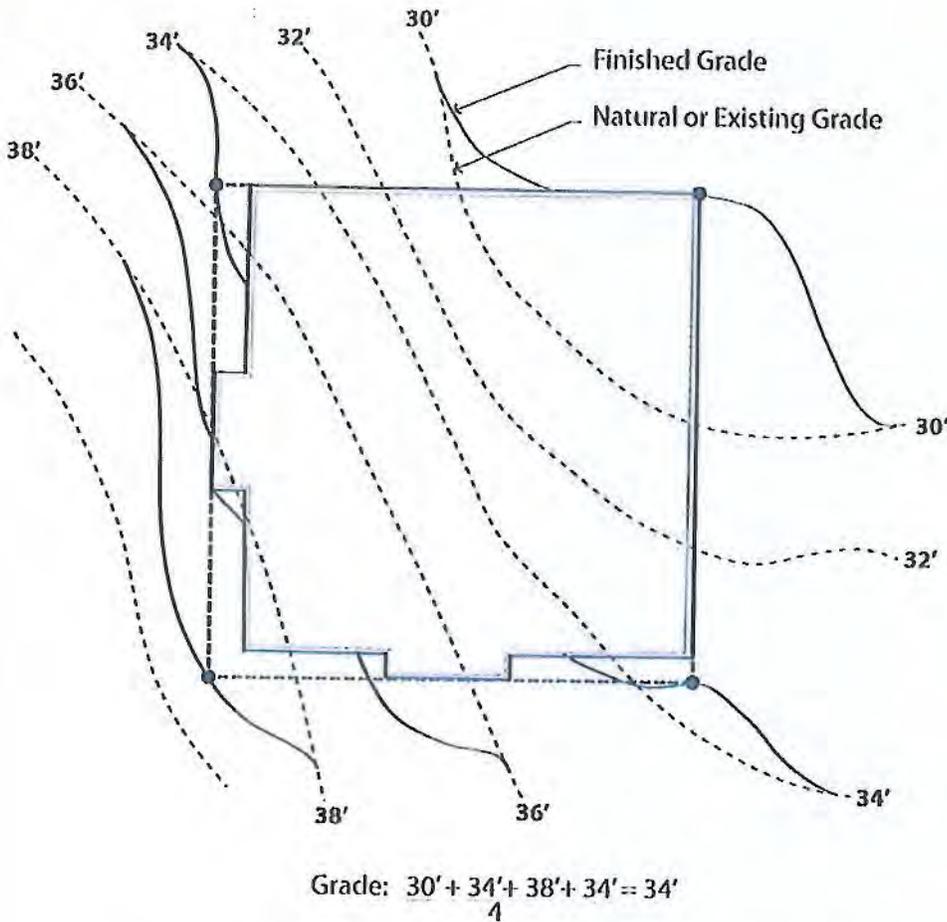
FREESTANDING TOWER STRUCTURE: An unsupported structure specifically designed to elevate an apparatus, antenna, or other equipment for technical purposes.

FREEWAY: A multilane highway for continuous traffic flow with all crossroads separated by grade, with fully controlled access. Interstate 75 is the only freeway within the City of Troy.

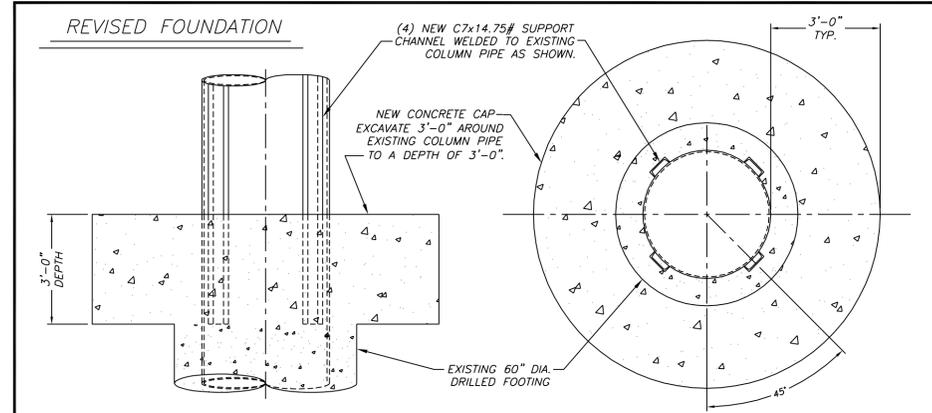
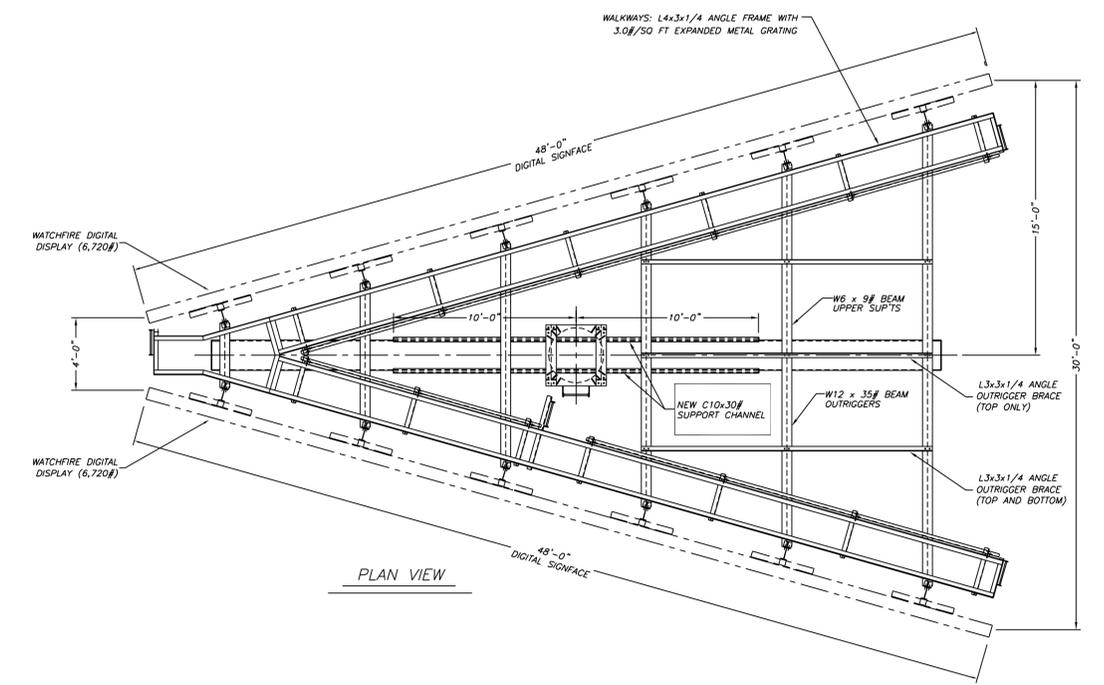
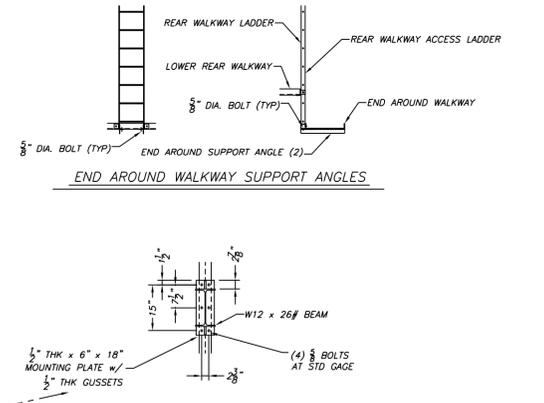
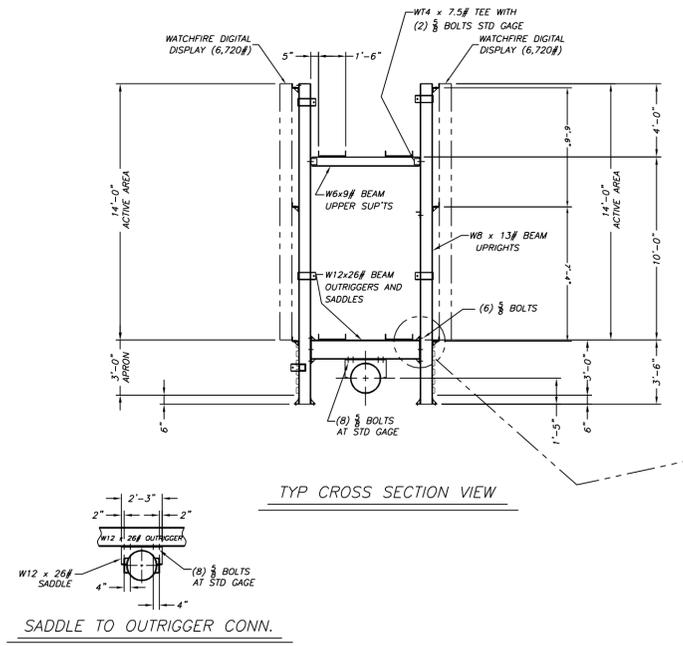
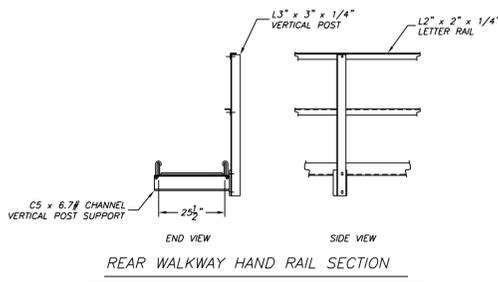
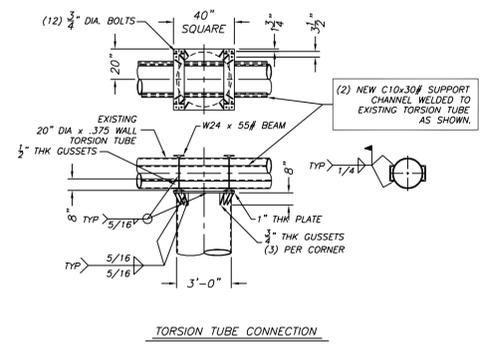
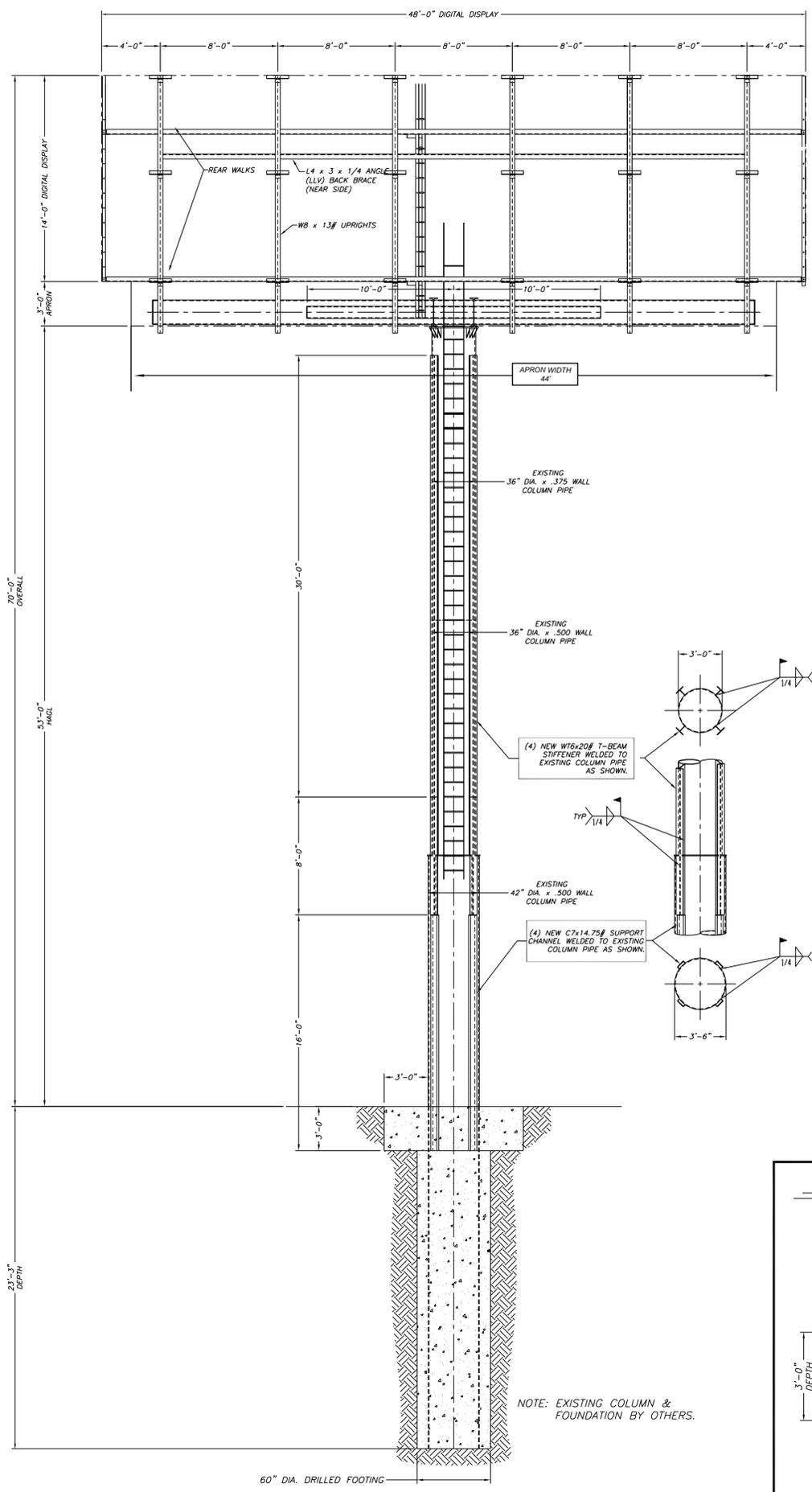
FRONTAGE: Any portion of a parcel of land abutting, touching, or bordering a street, thoroughfare, or freeway.

GOLF COURSE: A tract of land laid out for at least nine (9) holes for playing the game of golf and improved with tees, greens, fairways, and hazards and that may include a clubhouse, driving range, pro shop, shelter, and related accessory uses.

GRADE: A ground elevation established for the purpose of regulating the number of stories and the height of the building. The building grade shall be the level of the ground adjacent to the walls of the building if the finished grade is level. If the ground is not level, the average grade shall be applied.



REV.	CHANGE	BY	DATE
A	REPLACED STATIC FACE W/ SECOND DIGITAL	PP	04/13/15



- SPECIFICATIONS:**
- STEEL ROLLED "W" BEAM SECTIONS: ASTM A992
ALL OTHER STEEL ROLLED SECTIONS: ASTM A36
 - PIPE SECTIONS: A.P.I. 5L X42
 - BOLTS: MINIMUM 1/2" DIAMETER UNC
1/2" DIAMETER: GRADE A325
5/8" DIAMETER & LARGER: GRADE A325
 - CONCRETE: 3000 P.S.I. @ 28 DAYS.
 - HORIZONTAL SOIL PRESSURE: 375#/FT²/FT.
 - THIS DESIGN MEETS THE REQUIREMENTS OF THE 2012 MICHIGAN BUILDING CODE FOR 105 M.P.H. (3 SEC GUST) WIND SPEED AND EXPOSURE "C".
 - ALL WELDING SHALL BE IN ACCORDANCE WITH AWS STANDARDS USING E-70 ELECTRODES.
 - ALL WALKWAYS TO HAVE SAFETY CABLES
 - REINFORCING BAR: ASTM A-615 GRADE 60 (REBAR IS NOT REQUIRED IF FIBER REINFORCED CONCRETE IS USED.)
 - WIND LOADING EXCEEDS SEISMIC LOADING.
 - EXISTING STRUCTURE, REVISED FOR DIGITAL UPGRADE. SEE G.R. PAGE DWG# 99-026 FOR ORIGINAL DESIGN.
 - DESIGNED TO HOLD SECOND DIGITAL UNIT @ 7,000# IN FUTURE.

PRODUCTIVITY FABRICATORS

SCALE: NONE
DATE: 04/10/15

DRAWN BY: P. PLATT

14' x 48', CM 30' V, 70' OVERALL SIGN

INTERNATIONAL OUTDOOR

DRAWING NUMBER: 64-9997

To: International Outdoor, Inc.
Patrick Depa

Date: 9.15.15

From: Jim Renshaw, PE, PTOE

Project: Crash Analysis
(I-75 between Mile Marker 63
– 76.8) in Troy, Madison
Heights and Auburn Hills)

RE: Billboard Traffic Safety Evaluation

Project Number: 18827.00

Introduction and Objective

Hundreds of research projects have been conducted by the Federal Highway Administration and/or the National Cooperative Highway Research Program relating to digital billboards (DBBs). Several conclusions can be drawn from these studies; however, no significant policy changes have been made to aid State agencies in regulating DBBs. There are a host of human factors, billboard operating characteristics, roadway conditions, and roadside conditions to take into account when conducting these nationwide research projects.

The purpose of this safety evaluation is quite simple. This project reviews the historical crash patterns, frequencies, and crash rates both before and after DBB installations on I-75 in southeast Michigan. This project represents the review of at least a thousand (1000) crash reports (aka UD-10 reports) along I-75 in order to determine if existing DBBs have exhibited adverse safety impacts or are safety neutral. Giffels Webster has been retained by International Outdoor Inc. to conduct this evaluation in preparation for proposed for two (2) DBB installations in the City of Troy, Michigan (identified below). In addition, this report presents the results of a “rolling” review of I-75 crashes that had been conducted by others along the same segments of I-75..

Background

International Outdoor proposes two (2) new DBB installations in Troy, Michigan. They are:

- The 1705 “Austin” DBB – located on the east side of I 75 approximately 500 feet north of Maple Road
- The 1125 “Naughton” DBB – located on the south side of I 75 approximately 1200 feet east of Rochester Road

Four (4) comparable sites (called “Comps”) have been selected for safety evaluation. They are:

- The “Comp #1” DBB – located on the east side of I-75 approximately 1300 feet north of 13 Mile Road. This DBB was installed and was operational. Installed July 2012.
- The “Comp #2” DBB – located on the west side of I-75 at the junction of the southbound 14 Mile Road entrance ramp with I-75 southbound mainlines. Installed June 2012.
- The “Comp #3” DBB – located on the west side of I-75 approximately 700 feet south of Auburn Road. Installed in 2010.
- The “Comp #4” DBB – located on the west side of I-75 near the junction of the southbound 12 Mile Road entrance ramp with I-75 southbound mainlines. Installed in 2012.

Crash history of “before” installation and “after” installation have been conducted for each of the four comparable locations within a view shed of five-hundred feet (500) in each direction of these double sided billboard signs. In like fashion, the most recent three (3) year crash history is reported for each proposed DBB location along the 500 ft. view shed/impact area. **Appendix A** illustrates graphically the location of each DBB and the view shed/impact area for both proposed locations and each comparables.

International Outdoor has indicated that the operating characteristics of each of the four (4) comparable DBB locations are similar to the operating characteristics of the proposed DBB locations. In addition, the roadway environment (speed limit, # of lanes, traffic counts) are similar to the four (4) comparable DBBs locations.

Methodology and Results

Crash data and reports were collected, reviewed, and aggregated from the Southeast Michigan Council of Governments (SEMCOG) web-site and confirmed through the Michigan Highway Safety Bureau web-site. The analysis of crash statistics were conducted in conformance to recommended procedures from the Institute of Transportation Engineers (ITE) and the Highway Safety Manual (HSM). Severity, frequency and rate analysis were conducted on crashes that occurred within an approximate area of 500 feet on both sides of the double sided DBBs. This distance is the assumed view shed of the DBBs.

Crash rates, in accordance with ITE and HSM, were calculated based upon the following:

$$R = \frac{1,000,000 \times C}{365 \times N \times V}$$

Where: C = Number of crashes
 N = number of years of data
 V = Average Daily Traffic (vehicles per day)

A summary of the crash analyses is shown in **Table 1**. **Appendix B** provides more detail on each crash summarized in **Table 1**.

Table 1 – Summary of Crash Analyses

Name	Location	No. Years	Avg. AADT ⁴	PDO ³ Crashes	Injury Crashes/Type	Freq.	Rate ¹
Comp #1 (Before)	North of 13 Mile Rd	2.5	147,500	5	2-Possible Injuries	7	0.05
Comp #1 (After)	North of 13 Mile Rd	2.5	154,630	16	1 – Minor Injury	17	0.12
Comp #2 (Before)	South of 14 Mile Rd	2.5	147,500	31	10–Possible Injs 1 – Minor Injury	42	0.31
Comp#2 (After)	South of 14 Mile Rd	2.5	154,630	24	9–Possible Injuries 2 – Minor Injuries	35	0.25
Comp #2 Ramp (Before)	14 Mile Road Southbound Entrance Ramp	2.5	22,000 ²	5	None	5	0.25
Comp #2 Ramp (After)	14 Mile Road Southbound Entrance Ramp	2.5	22,000 ²	10	2–Possible Injuries	12	0.60
Comp #3 (Before)	South of Auburn Rd	3	116,150	14	2–Possible Injuries 1 – Minor Injury	17	0.13
Comp #3 (After)	South of Auburn Rd	3	131,150	24	2 – Minor Injuries	26	0.18
Comp #4 (Before)	South of 12 Mile Rd	2	161,550	37	6–Possible Injuries	43	0.36
Comp #4 (After)	South of 12 Mile Rd	2	161,400	22	5–Possible Injuries 1 – Minor Injury	28	0.24
Proposed Austin	North of Maple Road	3	128,400	1	None	1	N/A
Proposed Naughton	East of Rochester Road	3	128,400	9	None	9	0.06

Notes:

1. Crashes per million vehicles miles
2. 2013 Ramp Volumes
3. Property Damage Only
4. Average Annual Daily Traffic (vehicles per day)

Conclusions

An accident rate between 2 to 3 accidents per million vehicle mile (MVM) is considered worthy of safety countermeasures. The rates, frequency and severity of all comparables (whether “before” or “after”) are modest along all spots/segments of the study area along I-75. As a result, there is no evidence that existing DBBs have any significant adverse safety consequences based upon this historical analysis. Consequently, no rational evidence exists to suggest adverse safety impacts for the proposed DBB locations.

Appendix C provides a data summary of a similar evaluation along I 75 where segments of the freeway in advance, within, and after the view shed of existing DBB were performed. In like manner, this analysis (which was conducted by an independent certified traffic engineer) suggests that DBBs along I-75 are safety neutral.

APPENDIX

Existing Digital Billboard
I-75 & 12 Mile
Madison Heights

Digital
Billboard
Location



500'

500'



Go



Existing Digital Billboard
Madison Heights
I-75

500'

Digital
Billboard
Location



500'



Go

14 Mile Road on Ramp

500'



Existing Digital Billboard
Madison Heights
I-75



Digital
Billboard
Location

500'



North
INTERSTATE
75
Mile
65
.2



**Existing Digital Billboard
CBS Sign - Auburn Hills
I-75**



Auburn Road

500'

**Digital
Billboard
Location**



500'



**Proposed Digital Billboard
1125 Naughton Dr.
Troy - I-75**



500'

500'

**Proposed
Digital
Billboard
Location**



Go

**Proposed Digital Billboard
1705 Austin Dr.
Troy - I-75**

**Proposed
Digital
Billboard
Location**

North
INTERSTATE
75
Mile
66
.4



500'

500'



Austin Dr.

Maple Road



GOO

**Comp #3 - South of Auburn Hills
Crashes Before DBB Installation (2008 - 2010)**

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
6935314	S I 75	17.883	646106	Feb	15	2008	Fri	10am	PDO	Angle	Clear	Daylight	Dry
7496715	S I 75	17.944	646106	Dec	19	2009	Sat	6am	PDO	Angle	Snow	Dark	Snowy
7547114	S I 75	18.086	646106	Feb	11	2010	Thu	7am	PDO	Single veh.	Cloudy	Daylight	Snowy
7559234	S I 75	18.033	646106	Feb	22	2010	Mon	3pm	PDO	Swipe-same	Snow	Daylight	Wet
7566133	S I 75	17.883	646106	Mar	1	2010	Mon	5am	C-level	Single veh.	Clear	Dark	Dry
7597039	S I 75	17.933	646106	Apr	14	2010	Wed	9am	PDO	Other	Clear	Daylight	Dry
7634570	S I 75	18.076	646106	Jun	9	2010	Wed	7am	PDO	Single veh.	Rain	Daylight	Wet
7670446	S I 75	18.095	646106	Jul	26	2010	Mon	7am	PDO	Rear-end	Clear	Daylight	Dry
7670449	S I 75	18.038	646106	Jul	26	2010	Mon	7am	PDO	Rear-end	Clear	Daylight	Dry
7794954	S I 75	17.981	646106	Oct	27	2010	Wed	7pm	C-level	Single veh.	Clear	Dark	Dry
7804162	S I 75	17.833	646106	Nov	2	2010	Tue	8am	B-level	Rear-end	Cloudy	Dawn	Dry
6922891	N I 75	18.021	647308	Feb	6	2008	Wed	11am	PDO	Single veh.	Snow	Daylight	Icy
6972226	N I 75	17.964	647308	Mar	31	2008	Mon	6am	PDO	Single veh.	Rain	Dark	Wet
7247301	N I 75	17.92	647308	Jan	30	2009	Fri	6pm	PDO	Rear-end	Cloudy	Dark	Slushy
7588778	N I 75	17.909	647308	Mar	28	2010	Sun	1pm	PDO	Rear-end	Rain	Daylight	Wet
7679782	N I 75	17.917	647308	Aug	9	2010	Mon	8am	PDO	Single veh.	Cloudy	Daylight	Dry
7839689	N I 75	18.021	647308	Dec	12	2010	Sun	9am	PDO	Single veh.	Snow	Daylight	Slushy

**1125 Naughton - Proposed Billboard Location
Crashes 2012-2014**

CRSH_ID	ROADNAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8341400	S I 75	8.355	646106	Apr	30	2012	Mon	7pm	PDO	Single veh.	Rain	Daylight	Wet
8409097	S I 75	8.474	646106	Aug	4	2012	Sat	7pm	PDO	Swipe-same	Rain	Daylight	Wet
8511617	S I 75	8.503	646106	Dec	5	2012	Wed	6pm	PDO	Rear-end	Cloudy	Lights	Dry
8544399	S I 75	8.503	646106	Jan	8	2013	Tue	2pm	PDO	Rear-end	Cloudy	Daylight	Dry
8610562	S I 75	8.347	646106	Apr	12	2013	Fri	10am	PDO	Single veh.	Cloudy	Daylight	Wet
8724623	S I 75	8.409	646106	Sep	5	2013	Thu	6pm	PDO	Single veh.	Clear	Daylight	Dry
8797131	S I 75	8.56	646106	Dec	4	2013	Wed	3pm	PDO	Rear-end	Clear	Dusk	Dry
8989977	S I 75	8.541	646106	Jun	19	2014	Thu	4pm	PDO	Rear-end	Cloudy	Daylight	Dry
8626141	N I 75			Apr	20	2013	Sat	2pm	PDO	Single veh.	Clear	Daylight	Dry

1705 Austin - Proposed Billboard Location
Crashes 2012 - 2014

CRSH_ID	ROADNAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8304893	N 175	7.647	647308	Mar	6	2012	Tue	8am	PDO	Rear-end	Clear	Daylight	Dry

Comp #4 - South of 12 Mile Road

Crashes 2010 - 2014

CRSH_ID	ROAD NAME	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8994990	N 175	July		7	2014 Wed	5:00 PM	PDO	Single veh.	Clear	Daylight	Dry
8849498	N 175	Jan		22	2014 Fri	7:30 AM	PDO	Rear-end	Clear	Daylight	Dry
8599979	N 175	May		27	2014 Tue	11:45 PM	PDO	Rear-end	Cloudy	Lights	Dry
9028634	N 175	Aug		26	2014 Tue	7:41 PM	C-Level	Single veh.	Clear	Daylight	Wet
8835286	N 175	Jan		7	2014 Tue	7:15 AM	PDO	Single veh.	Cloudy	Daylight	Icy
8826148	N 175	Jan		2	2014 Thur	6:30 AM	PDO	Single veh.	Snow	Dawn	Snowy
8844598	S 175	Jan		14	2014 Tue	8:00 AM	PDO	Rear End	Clear	Daylight	Dry
8555825	N 175	Jan		28	2013 Mon	12:35 PM	C-Level	Rear End	Fog	Daylight	Wet
8740703	N 175	Oct		6	2013 Sun	10:30 AM	PDO	Single veh.	Cloudy	Daylight	Wet
8668920	N 175	July		6	2013 Sat	10:00 PM	PDO	Single veh.	Rain	Dark	Wet
8660331	N 175	Feb		2	2013 Sat	6:30 AM	C-Level	Side Swipe	Snow	Dark	Snowy
8697797	N 175	Aug		12	2013 Mon	11:00 AM	B-Level	Single veh.	Rain	Daylight	Wet
8580178	N 175	Feb		27	2013 Wed	10:00 AM	PDO	Side Swipe	Snow	Daylight	Wet
8686859	N 175	July		30	2013 Tue	7:40 AM	PDO	Rear-end	Clear	Daylight	Dry
8799974	N 175	Nov		22	2013 Fri	6:30 AM	PDO	Rear-end	Cloudy	Dark	Wet
8643914	N 175	May		27	2013 Mon	11:00 PM	PDO	Single veh.	Rain	Dark	Wet
8696928	S 175	Aug		12	2013 Mon	9:00 AM	PDO	Single veh.	Rain	Daylight	Wet
8747559	S 175	Oct		17	2013 Thur	7:00 PM	PDO	Rear-end	Clear	Daylight	Wet
8613287	S 175	Apr		17	2013 Wed	4:00 PM	PDO	Rear-end	Cloudy	Daylight	Dry
8744429	S 175	Oct		15	2013 Tue	9:00 PM	C-Level	Single veh.	Clear	Dark	Dry
8532534	S 175	Jan		11	2013 Fri	6:00 PM	PDO	Rear-end	Clear	Dark	Wet
8656215	S 175	Jun		10	2013 Mon	9:00 PM	C-Level	Single veh.	Rain	Dusk	Wet
8552893	S 175	Feb		1	2013 Fri	6:00 PM	PDO	Rear-end	Cloudy	Dark	Dry
8584200	S 175	Mar		2	2013 Sat	5:30 PM	PDO	Rear-end	Cloudy	Dusk	Dry
8735203	S 175	Oct		5	2013 Sat	9:15 AM	PDO	Side Swipe	Cloudy	Daylight	Wet
8666756	S 175	July		1	2013 Mon	5:30 PM	PDO	Rear-end	Rain	Daylight	Wet
8726027	S 175	Sept		25	2013 Wed	7:00 AM	PDO	Rear-end	Cloudy	Dawn	Dry
8712347	N 175	Sept		2	2013 Mon	5:00 PM	PDO	Single veh.	Clear	Dark	Wet
8236419	N 175	Dec		30	2011 Fri	4:30 PM	PDO	Single veh.	Rain	Dark	Wet
7866638	N 175	Jan		15	2011 Sat	10:30 AM	PDO	Single veh.	Snow	Daylight	Icy
8240787	N 175	Dec		4	2011 Sun	9:45 AM	PDO	Single veh.	Snow	Daylight	Icy

**Comp #4 - South of 12 Mile Road
Crashes 2010 - 2014**

CRSH_ID	ROAD NAME	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
7960286	N I 75	Mar		5	2011 Sat	Mid Nit	PDO	Single veh.	Rain	Dark	Slushy
8209700	N I 75	Nov		28	2011 Mon	2:00 PM	PDO	Rear-end	Rain	Daylight	Wet
8209690	N I 75	Nov		27	2011 Sun	3:30 PM	PDO	Single veh.	Rain	Daylight	Wet
8030141	N I 75	May		15	2011 Sun	1:30 PM	PDO	Single veh.	Rain	Daylight	Wet
8220054	N I 75	Dec		14	2011 Wed	10:15 PM	PDO	Single veh.	Rain	Dark	Wet
8056874	N I 75	Jun		24	2011 Fri	11:00 PM	PDO	Rear-end	Clear	Dark	Dry
8068955	N I 75	July		1	2011 Fri	7:45 AM	C-Level	Single veh.	Clear	Daylight	Dry
8071288	S I 75	May		7	2011 Sat	5:00 AM	C-Level	Single veh.	Cloudy	Dark	Dry
8212884	S I 75	Dec		10	2011 Sat	6:00 PM	PDO	Rear-end	Clear	Dark	Dry
8212733	S I 75	Dec		6	2011 Tue	1:45 PM	PDO	Side Swipe	Clear	Daylight	Dry
7925082	S I 75	Jan		21	2011 Fri	Noon	PDO	Rear-end	Clear	Daylight	Wet
8205740	S I 75	Feb		24	2011 Thur	6:45 AM	PDO	Side Swipe	Clear	Dark	Wet
8030197	S I 75	May		19	2011 Thur	9:00 AM	PDO	Rear-end	Cloudy	Daylight	Dry
8047580	S I 75	Jun		11	2011 Sat	6:00 PM	C-Level	Rear-end	Cloudy	Daylight	Dry
8180118	S I 75	Oct		13	2011 Thur	7:00 PM	C-Level	Rear-end	Cloudy	Dusk	Dry
8018930	S I 75	Apr		13	2011 Mon	8:30 AM	PDO	Rear-end	Clear	Daylight	Dry
8121747	S I 75	Sept		26	2011 Mon	7:30 AM	PDO	Rear-end	Rain	Daylight	Wet
8073529	S I 75	July		20	2011 Wed	6:00 PM	C-Level	Rear-end	Clear	Daylight	Dry
7695508	N I 75	Aug		29	2010 Sun	7:00 PM	C-Level	Single veh.	Rain	Daylight	Wet
7563886	N I 75	Feb		27	2010 Sat	11:45 PM	PDO	Single veh.	Cloudy	Dark	Icy
7534330	N I 75	Jan		8	2010 Fri	6:45 PM	PDO	Rear-end	Cloudy	Dark	Wet
7814222	N I 75	Nov		22	2010 Mon	11:30 PM	PDO	Single veh.	Rain	Dark	Wet
7537559	N I 75	Jan		26	2010 Mon	11:00 PM	PDO	Single veh.	Snow	Dark	Icy
7704262	N I 75	Sept		11	2010 Sat	7:30 PM	PDO	Rear-end	Rain	Dark	Wet
7611541	N I 75	May		8	2010 Sat	8:00 AM	PDO	Single veh.	Cloudy	Daylight	Wet
7683259	S I 75	Aug		16	2010 Mon	6:15 AM	PDO	Rear-end	Clear	Daylight	Dry
7706781	S I 75	Sept		9	2010 Thur	4:30 PM	PDO	Angle	Cloudy	Daylight	Dry
7526089	S I 75	Jan		12	2010 Tue	4:30 PM	PDO	Rear-end	?	?	?
7526089	S I 75	Jan		12	2010 Tue	6:30 PM	PDO	Rear-end	Cloudy	Dark	Dry
7580559	S I 75	Mar		26	2010 Fri	12:30 PM	PDO	Rear-end	Clear	Daylight	Dry
7818773	S I 75	Nov		30	2010 Tue	6:05 AM	PDO	Single veh.	Rain	Dark	Wet

**Comp #4 - South of 12 Mile Road
Crashes 2010 - 2014**

CRSH_ID	ROAD NAME	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
7533112	S I 75	Jan	13	2010	Wed	6:00 PM	PDO	Rear-end	Cloudy	Dusk	Dry
7613470	S I 75	May	13	2010	Thur	1:00 PM	PDO	Rear-end	Rain	Daylight	Wet
7824523	S I 75	Nov	22	2010	Mon	9:30 AM	PDO	Single veh.	Cloudy	Daylight	Wet
7607654	S I 75	May	1	2010	Sat	4:30 PM	PDO	Single veh.	Clear	Daylight	Dry
7647491	S I 75	Jun	30	2010	Wed	5:30 PM	PDO	Rear-end	Clear	Daylight	Dry
7770122	S I 75	Oct	4	2010	Mon	5:30 PM	PDO	Rear-end	Cloudy	Daylight	Dry
7607677	S I 75	May	7	2010	Fri	11:30 AM	PDO	Rear-end	Rain	Daylight	Wet
7857848	S I 75	Dec	26	2010	Sun	3:00 AM	PDO	Single veh.	Snow	Dark	Dry
7704278	S I 75	Sept	9	2010	Thur	4:30 PM	PDO	Rear-end	Cloudy	Daylight	Dry

**Comp #2 - Southbound Entrance Ramp @ 14 Mile Road
Crashes 2010-2014**

CRSH_ID	ROADNAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
7704258	14 Mile/S I 75 Ramp	0.267	694202	Sep	9	2010	Thu	7am	PDO	Rear-end	Clear	Daylight	Dry
7814359	14 Mile/S I 75 Ramp	0.095	694202	Nov	14	2010	Sun	2am	PDO	Single veh.	Clear	Lights	Wet
8205767	14 Mile/S I 75 Ramp	0.009	694202	Nov	29	2011	Tue	9am	PDO	Swipe-same	Rain	Daylight	Wet
8240725	14 Mile/S I 75 Ramp	0.023	694202	Dec	21	2011	Wed	11am	PDO	Single veh.	Rain	Daylight	Wet
8293857	14 Mile/S I 75 Ramp	0.319	694202	Feb	16	2012	Thu	7am	PDO	Swipe-same	Rain	Daylight	Wet
8538584	14 Mile/S I 75 Ramp	0.324	694202	Jan	4	2013	Fri	7pm	PDO	Single veh.	Clear	Lights	Dry
8727968	14 Mile/S I 75 Ramp	0.038	694202	Sep	13	2013	Fri	12pm	PDO	Swipe-same	Clear	Daylight	Dry
8770030	14 Mile/S I 75 Ramp	0.224	694202	Nov	8	2013	Fri	6am	PDO	Swipe-same	Clear	Lights	Dry
8782848	14 Mile/S I 75 Ramp	0.286	694202	Nov	20	2013	Wed	6pm	PDO	Rear-end	Clear	Lights	Dry
8807484	14 Mile/S I 75 Ramp	0.224	694202	Dec	14	2013	Sat	11pm	PDO	Swipe-same	Snow	Lights	Snowy
8820298	14 Mile/S I 75 Ramp	0.318	694202	Dec	24	2013	Tue	6pm	C-level	Rear-end	Clear	Lights	Dry
8846432	14 Mile/S I 75 Ramp	0.019	694202	Jan	2	2013	Wed	8am	PDO	Rear-end	Cloudy	Daylight	Dry
8934797	14 Mile/S I 75 Ramp	0.286	694202	Apr	10	2014	Thu	11am	PDO	Swipe-same	Clear	Daylight	Dry
8942192	14 Mile/S I 75 Ramp	0.194	694202	Apr	29	2014	Tue	12pm	C-level	Angle	Cloudy	Daylight	Dry
9042396	14 Mile/S I 75 Ramp	0.224	694202	Sep	10	2014	Wed	10pm	PDO	Swipe-same	Cloudy	Lights	Dry
9119810	14 Mile/S I 75 Ramp	0.305	694202	Nov	21	2014	Fri	3pm	PDO	Swipe-same	Clear	Daylight	Dry
9129715	14 Mile/S I 75 Ramp	0.286	694202	Oct	1	2014	Wed	7am	PDO	Swipe-same	Cloudy	Daylight	Dry

**Comp #1 DBB - North of 13 Mile Road
Crashes 2010 -2014**

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
7537588	S I 75	5.523	646106	Jan	29	2010	Fri	12pm	PDO	Swipe-sam	Clear	Daylight	Dry
7625059	S I 75	5.623	646106	May	27	2010	Thu	12pm	C-level	Rear-end	Clear	Daylight	Dry
7683710	S I 75	5.518	646106	Aug	16	2010	Mon	11am	PDO	Rear-end	Clear	Daylight	Dry
8408676	S I 75	5.623	646106	Aug	14	2012	Tue	12am	B-level	Rear-end	Cloudy	Daylight	Dry
8444307	S I 75	5.523	646106	Oct	3	2012	Wed	8am	PDO	Rear-end	Cloudy	Daylight	Wet
8651126	S I 75	5.568	646106	Jun	11	2013	Tue	2am	PDO	Swipe-sam	Cloudy	Dark	Wet
8656217	S I 75	5.556	646106	Jun	14	2013	Fri	6pm	PDO	Rear-end	Clear	Daylight	Dry
8900357	S I 75	5.673	646106	Mar	1	2014	Sat	8pm	PDO	Rear-end	Snow	Lights	Snowy
8980751	S I 75	5.623	646106	Jun	22	2014	Sun	2am	PDO	Rear-end	Clear	Lights	Dry
7521912	N I 75	5.674	647308	Jan	11	2010	Mon	4am	C-level	Single veh.	Cloudy	Lights	Snowy
7545408	N I 75	5.453	647308	Jan	18	2010	Mon	1pm	PDO	Rear-end	Cloudy	Daylight	Dry
8287617	N I 75	5.674	647308	Feb	5	2012	Sun	1pm	PDO	Swipe-sam	Cloudy	Daylight	Dry
8381289	N I 75	5.724	647308	Jul	5	2012	Thu	7am	PDO	Single veh.	Clear	Daylight	Dry
8407436	N I 75	5.674	647308	Aug	1	2012	Wed	9am	PDO	Single veh.	Clear	Daylight	Dry
8508565	N I 75	5.674	647308	Dec	5	2012	Wed	1pm	PDO	Swipe-sam	Clear	Daylight	Dry
8636116	N I 75	5.674	647308	May	20	2013	Mon	6am	PDO	Single veh.	Cloudy	Dawn	Dry
8782869	N I 75	5.613	647308	Nov	20	2013	Wed	11am	PDO	Rear-end	Clear	Daylight	Dry
8784326	N I 75	5.55	647308	Nov	19	2013	Tue	8am	PDO	Swipe-sam	Cloudy	Daylight	Dry
8822080	N I 75	5.674	647308	Dec	14	2013	Sat	12pm	PDO	Swipe-opp	Snow	Daylight	Snowy
8910797	N I 75	5.674	647308	Mar	13	2014	Thu	9am	PDO	Rear-end	Other	Daylight	Other
8969446	N I 75	5.674	647308	Jun	6	2014	Fri	3am	PDO	Rear-end	Clear	Dark	Dry
8979863	N I 75	5.674	647308	Jun	20	2014	Fri	7pm	PDO	Rear-end	Rain	Daylight	Wet
9081264	N I 75	5.674	647308	Oct	23	2014	Thu	1pm	PDO	Rear-end	Clear	Daylight	Dry
9106980	N I 75	5.65	647308	Nov	19	2014	Wed	4pm	PDO	Single veh.	Snow	Daylight	Icy

Comp #2 - South of 14 Mile (mainlines)

Crashes 2010 - 2014

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
7518864	S I 75	6.149	646106	Jan		7	2010 Thu	4pm	PDO	Swipe-sam	Snow	Daylight	Snowy
7549827	S I 75	6.299	646106	Feb		9	2010 Tue	8pm	C-level	Single veh.	Snow	Lights	Snowy
7698326	S I 75	6.199	646106	Sep		6	2010 Mon	9pm	B-level	Rear-end	Cloudy	Lights	Uncoded
7764242	S I 75	6.307	646106	Sep		22	2010 Wed	8am	PDO	Rear-end	Cloudy	Daylight	Wet
7770121	S I 75	6.2	646106	Oct		8	2010 Fri	11am	C-level	Swipe-sam	Clear	Daylight	Dry
7774338	S I 75	6.116	646106	Sep		24	2010 Fri	6pm	PDO	Swipe-sam	Cloudy	Daylight	Dry
7818788	S I 75	6.199	646106	Dec		1	2010 Wed	7am	PDO	Swipe-sam	Snow	Dawn	Dry
7863450	S I 75	6.304	646106	Jan		6	2011 Thu	8am	C-level	Rear-end	Cloudy	Daylight	Wet
7990588	S I 75	6.299	646106	Mar		14	2011 Mon	9am	C-level	Single veh.	Clear	Daylight	Dry
7994408	S I 75	6.199	646106	Mar		20	2011 Sun	6pm	C-level	Rear-end	Rain	Daylight	Wet
8023265	S I 75	6.299	646106	May		6	2011 Fri	6pm	C-level	Rear-end	Cloudy	Daylight	Dry
8032721	S I 75	6.304	646106	May		15	2011 Sun	3pm	PDO	Other	Rain	Daylight	Wet
8056856	S I 75	6.299	646106	Jun		23	2011 Thu	6pm	C-level	Rear-end	Rain	Daylight	Wet
8060128	S I 75	6.299	646106	Jul		1	2011 Fri	9pm	PDO	Rear-end	Clear	Lights	Dry
8069750	S I 75	6.149	646106	May		31	2011 Tue	7am	PDO	Rear-end	Clear	Daylight	Dry
8108376	S I 75	6.199	646106	Sep		11	2011 Sun	12am	PDO	Rear-end	Clear	Lights	Dry
8110707	S I 75	6.299	646106	Sep		8	2011 Thu	4pm	PDO	Rear-end	Rain	Daylight	Wet
8114910	S I 75	6.299	646106	Sep		20	2011 Tue	7am	PDO	Swipe-sam	Clear	Daylight	Dry
8161620	S I 75	6.149	646106	Oct		13	2011 Thu	2pm	PDO	Rear-end	Cloudy	Daylight	Dry
8194356	S I 75	6.304	646106	Mar		9	2011 Wed	6pm	C-level	Rear-end	Rain	Lights	Wet
8195716	S I 75	6.149	646106	Nov		9	2011 Wed	6pm	PDO	Rear-end	Cloudy	Lights	Dry
8205716	S I 75	6.26	646106	Nov		29	2011 Tue	9am	PDO	Rear-end	Rain	Daylight	Wet
8212607	S I 75	6.299	646106	Nov		29	2011 Tue	4pm	PDO	Rear-end	Rain	Daylight	Wet
8219953	S I 75	6.299	646106	Dec		15	2011 Thu	11am	PDO	Rear-end	Rain	Daylight	Wet
8243290	S I 75	6.149	646106	Jan		3	2012 Tue	5pm	PDO	Rear-end	Cloudy	Lights	Dry
8246878	S I 75	6.304	646106	Dec		9	2011 Fri	12pm	PDO	Swipe-sam	Clear	Daylight	Wet
8279572	S I 75	6.149	646106	Feb		11	2012 Sat	6am	PDO	Single veh.	Snow	Dark	Snowy
8357642	S I 75	6.304	646106	May		18	2012 Fri	5pm	PDO	Rear-end	Clear	Daylight	Dry
8385589	S I 75	6.199	646106	Jul		14	2012 Sat	6pm	PDO	Single veh.	Clear	Daylight	Dry
8404272	S I 75	6.199	646106	Aug		13	2012 Mon	4pm	PDO	Rear-end	Cloudy	Daylight	Dry
8435051	S I 75	6.149	646106	Sep		17	2012 Mon	8am	PDO	Rear-end	Cloudy	Dawn	Dry

Comp #2 - South of 14 Mile (mainlines)

Crashes 2010 - 2014

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8439803	S I 75	6.149	646106	Sep		26	2012 Wed	3pm	C-level	Rear-end	Clear	Daylight	Dry
8442480	S I 75	6.199	646106	Oct		6	2012 Sat	1pm	PDO	Other	Cloudy	Daylight	Dry
8469270	S I 75	6.299	646106	Oct		29	2012 Mon	7am	PDO	Rear-end	Rain	Lights	Wet
8545700	S I 75	6.199	646106	Jan		23	2013 Wed	7am	C-level	Rear-end	Cloudy	Dawn	Dry
8588144	S I 75	6.21	646106	Mar		10	2013 Sun	10pm	C-level	Other	Cloudy	Dark	Dry
8607858	S I 75	6.21	646106	Apr		10	2013 Wed	7am	C-level	Rear-end	Rain	Daylight	Wet
8607870	S I 75	6.308	646106	Apr		5	2013 Fri	10pm	PDO	Swipe-sam	Clear	Other	Dry
8623259	S I 75	6.149	646106	Apr		26	2013 Fri	4pm	PDO	Rear-end	Clear	Daylight	Dry
8675815	S I 75	6.149	646106	Jul		10	2013 Wed	6pm	PDO	Rear-end	Clear	Daylight	Dry
8684772	S I 75	6.299	646106	Jul		27	2013 Sat	6pm	PDO	Swipe-sam	Rain	Daylight	Wet
8691930	S I 75	6.149	646106	Aug		6	2013 Tue	9pm	B-level	Single veh.	Clear	Lights	Dry
8715212	S I 75	6.149	646106	Sep		3	2013 Tue	8am	B-level	Single veh.	Clear	Daylight	Dry
8763424	S I 75	6.149	646106	Oct		31	2013 Thu	2pm	PDO	Swipe-sam	Rain	Daylight	Wet
8781749	S I 75	6.274	646106	Nov		20	2013 Wed	7am	PDO	Rear-end	Clear	Dawn	Dry
8829293	S I 75	6.299	646106	Dec		21	2013 Sat	8pm	PDO	Rear-end	Rain	Dark	Wet
8924709	S I 75	6.149	646106	Jan		1	2014 Wed	8am	C-level	Single veh.	Other	Daylight	Other
8975745	S I 75	6.249	646106	Jun		13	2014 Fri	5pm	PDO	Rear-end	Cloudy	Daylight	Dry
9069536	S I 75	6.149	646106	Oct		20	2014 Mon	8am	PDO	Rear-end	Cloudy	Daylight	Wet
9076903	S I 75	6.149	646106	Oct		28	2014 Tue	5pm	C-level	Rear-end	Clear	Daylight	Dry
9128030	S I 75	6.149	646106	Dec		11	2014 Thu	6am	C-level	Rear-end	Clear	Dark	Dry
7766483	N I 75	6.3	647308	Sep		18	2010 Sat	5pm	C-level	Angle	Cloudy	Daylight	Dry
7799261	N I 75	6.3	647308	Oct		30	2010 Sat	7pm	C-level	Rear-end	Cloudy	Lights	Dry
7814366	N I 75	6.3	647308	Oct		30	2010 Sat	7pm	PDO	Single veh.	Cloudy	Lights	Dry
7863875	N I 75	6.3	647308	Dec		12	2010 Sun	7pm	PDO	Single veh.	Clear	Dark	Icy
7964123	N I 75	6.209	647308	Mar		4	2011 Fri	12pm	PDO	Rear-end	Cloudy	Daylight	Wet
8003892	N I 75	6.2	647308	Mar		4	2011 Fri	12pm	PDO	Swipe-sam	Uncoded	Daylight	Wet
8023266	N I 75	6.3	647308	May		6	2011 Fri	6pm	PDO	Other	Cloudy	Daylight	Dry
8054093	N I 75	6.3	647308	Jun		17	2011 Fri	7am	PDO	Rear-end	Clear	Daylight	Dry
8056859	N I 75	6.3	647308	Jun		25	2011 Sat	1am	PDO	Rear-end	Clear	Lights	Dry
8056875	N I 75	6.2	647308	Jun		25	2011 Sat	1am	PDO	Rear-end	Clear	Lights	Dry
8195620	N I 75	6.2	647308	Nov		9	2011 Wed	7am	PDO	Rear-end	Rain	Daylight	Wet

Comp #2 - South of 14 Mile (mainlines)

Crashes 2010 - 2014

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8240775	N I 75	6.37	647308	Dec		17	2011 Sat	6am	PDO	Swipe-sam	Clear	Dark	Dry
8264853	N I 75	6.163	647308	Jan		19	2012 Thu	8am	PDO	Single veh.	Snow	Daylight	Snowy
8351717	N I 75	6.2	647308	May		19	2012 Sat	1pm	PDO	Rear-end	Clear	Daylight	Dry
8488668	N I 75	6.305	647308	Nov		25	2012 Sun	6am	PDO	Single veh.	Snow	Dawn	Icy
8618343	N I 75	6.3	647308	Apr		22	2013 Mon	9am	C-level	Rear-end	Clear	Daylight	Dry
8619806	N I 75	6.2	647308	Apr		28	2013 Sun	2am	PDO	Single veh.	Clear	Lights	Dry
8647604	N I 75	6.2	647308	Apr		18	2013 Thu	7am	C-level	Single veh.	Cloudy	Daylight	Wet
8694701	N I 75	6.3	647308	Aug		10	2013 Sat	5pm	PDO	Rear-end	Clear	Daylight	Dry
8765940	N I 75	6.3	647308	Nov		5	2013 Tue	9pm	PDO	Rear-end	Clear	Dark	Dry
8773820	N I 75	6.305	647308	Oct		25	2013 Fri	2pm	PDO	Swipe-sam	Cloudy	Daylight	Dry
8893252	N I 75	6.154	647308	Feb		23	2014 Sun	5pm	PDO	Rear-end	Clear	Daylight	Dry
8984182	N I 75	6.3	647308	Jun		24	2014 Tue	12pm	PDO	Rear-end	Cloudy	Daylight	Wet
9040135	N I 75	6.3	647308	Sep		10	2014 Wed	11am	PDO	Rear-end	Cloudy	Daylight	Dry
9063102	N I 75	6.2	647308	Oct		9	2014 Thu	4pm	PDO	Rear-end	Clear	Daylight	Dry
9112482	N I 75	6.3	647308	Nov		19	2014 Wed	3pm	PDO	Rear-end	Snow	Daylight	Icy

**Comp #3 - South of Auburn Road
Crashes After DBB Installation (2012-2014)**

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8252515	S I 75	18.038	646106	Jan	5	2012	Thu	8am	PDO	Rear-end	Cloudy	Daylight	Dry
8372767	S I 75	18.019	646106	Jun	14	2012	Thu	5am	PDO	Swipe-same	Clear	Dawn	Dry
8446456	S I 75	18	646106	Sep	25	2012	Tue	9am	PDO	Swipe-same	Clear	Daylight	Dry
8531375	S I 75	18.076	646106	Dec	26	2012	Wed	2pm	PDO	Swipe-same	Snow	Daylight	Snowy
8531379	S I 75	18.076	646106	Dec	26	2012	Wed	3pm	PDO	Swipe-same	Snow	Daylight	Snowy
8584977	S I 75	17.981	646106	Feb	22	2013	Fri	11am	PDO	Single veh.	Snow	Daylight	Snowy
8615979	S I 75	18.038	646106	Apr	5	2013	Fri	9am	PDO	Rear-end	Clear	Daylight	Dry
8821024	S I 75	18.038	646106	Oct	25	2013	Fri	1pm	PDO	Swipe-same	Cloudy	Daylight	Dry
8843799	S I 75	18.038	646106	Jan	2	2014	Thu	11am	PDO	Single veh.	Snow	Daylight	Icy
8864053	S I 75	18.033	646106	Jan	16	2014	Thu	11am	PDO	Single veh.	Snow	Daylight	Snowy
9037159	S I 75	17.906	646106	Aug	26	2014	Tue	6am	PDO	Rear-end	Clear	Daylight	Dry
9054182	S I 75	18.076	646106	Sep	9	2014	Tue	8am	C-level	Rear-end	Cloudy	Daylight	Dry
9056219	S I 75	17.883	646106	Sep	18	2014	Thu	10am	C-level	Rear-end	Clear	Daylight	Dry
8287617	N I 75	5.674	647308	Feb	5	2012	Sun	1pm	PDO	Swipe-same	Cloudy	Daylight	Dry
8381289	N I 75	5.724	647308	Jul	5	2012	Thu	7am	PDO	Single veh.	Clear	Daylight	Dry
8407436	N I 75	5.674	647308	Aug	1	2012	Wed	9am	PDO	Single veh.	Clear	Daylight	Dry
8508565	N I 75	5.674	647308	Dec	5	2012	Wed	1pm	PDO	Swipe-same	Clear	Daylight	Dry
8636116	N I 75	5.674	647308	May	20	2013	Mon	6am	PDO	Single veh.	Cloudy	Dawn	Dry
8782869	N I 75	5.613	647308	Nov	20	2013	Wed	11am	PDO	Rear-end	Clear	Daylight	Dry
8784326	N I 75	5.55	647308	Nov	19	2013	Tue	8am	PDO	Swipe-same	Cloudy	Daylight	Dry
8822080	N I 75	5.674	647308	Dec	14	2013	Sat	12pm	PDO	Swipe-opp.	Snow	Daylight	Snowy
8910797	N I 75	5.674	647308	Mar	13	2014	Thu	9am	PDO	Rear-end	Other	Daylight	Other
8969446	N I 75	5.674	647308	Jun	6	2014	Fri	3am	PDO	Rear-end	Clear	Dark	Dry
8979863	N I 75	5.674	647308	Jun	20	2014	Fri	7pm	PDO	Rear-end	Rain	Daylight	Wet
9081264	N I 75	5.674	647308	Oct	23	2014	Thu	1pm	PDO	Rear-end	Clear	Daylight	Dry
9106980	N I 75	5.65	647308	Nov	19	2014	Wed	4pm	PDO	Single veh.	Snow	Daylight	Icy

3. HEARING OF CASES

D. VARIANCE REQUEST, PATRICK DEPA FOR INTERNATIONAL OUTDOOR, INC., PARCEL ON AUSTIN (88-20-26-401-056), ASSOCIATED WITH 1705 AND 1709 AUSTIN – The petitioner is requesting relief of the Sign

Code to install a 70 foot tall, 1,608 square foot ground sign set back 0 feet from the property line adjacent to I-75, and less than 1,000 feet from any sign exceeding 100 square feet in area. The following variances are requested:

- A 200 foot variance to the required 200 foot setback from the adjacent I-75 property line.
- A 1308 square foot variance from the requirement that the sign not exceed 300 square feet in area.
- A 45 foot variance from the requirement that the sign not exceed 25 feet in height.
- A 425 foot variance from the requirement that the sign be located at least 1,000 feet from any sign exceeding 100 square feet in area.



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.



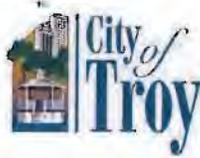
Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

**CITY OF TROY BUILDING INSPECTION DEPARTMENT
CITY OF TROY PLANNING DEPARTMENT
BUILDING CODE BOARD OF APPEALS APPLICATION**

SIGN APPEALS

FEE \$50

CITY OF TROY PLANNING DEPARTMENT
500 W. BIG BEAVER ROAD
TROY, MICHIGAN 48084
PHONE: 248-524-3344
FAX: 248-689-3210
E-MAIL: evanspm@troymi.gov
<http://www.troymi.gov/CodeEnforcement/>



CONSTRUCTION OR FENCE CODE APPEALS

FEE: \$50

CITY OF TROY BUILDING DEPARTMENT
500 W. BIG BEAVER ROAD
TROY, MICHIGAN 48084
PHONE: 248-524-3344
FAX: 248-689-3210
E-MAIL: GrusnickME@troymi.gov
<http://www.troymi.gov/BuildingInspection/>

NOTICE TO THE APPLICANT

REGULAR MEETINGS OF THE BUILDING CODE BOARD OF APPEALS ARE HELD ON THE FIRST WEDNESDAY OF EACH MONTH AT 3:00 P.M. AT CITY HALL.

PLEASE FILE A COMPLETE APPLICATION, TOGETHER WITH THE APPROPRIATE FEE, **NOT LESS THAN TWENTY-ONE (21) DAYS** BEFORE THE MEETING DATE.

A COMPLETE APPLICATION THAT MEETS CODE REQUIREMENTS IS PLACED ON THE NEXT AVAILABLE AGENDA OF THE BUILDING CODE BOARD OF APPEALS.

1. ADDRESS OF THE SUBJECT PROPERTY: Vacant Austin Ave. Associated with 1705 & 1709 Austin Avenue, Troy
ACREAGE PROPERTY: *Attach legal description if this an acreage parcel*
2. PROPERTY TAX IDENTIFICATION NUMBER(S): 88-20-26-401-056
3. CODE NAME (e.g. "BUILDING CODE", "SIGN CODE", "FENCE CODE") AND SECTION(S) RELATED TO THE APPEAL:
85.02.05.C.5.e.1 85.02.05.C.5.e.2 85.02.05.C.5.e.3 85.02.05.C.5.e.4
4. REASONS FOR APPEAL/VARIANCE: *On a separate sheet, please describe the reasons justifying the requested action. See Submittal Checklist.*
5. HAVE THERE BEEN ANY PREVIOUS APPEALS INVOLVING THIS PROPERTY? YES NO

RECEIVED

SEP 16 2015

CITY OF TROY
BUILDING DEPT.

@4:45p

RECEIVED
OCT - 8 2015
PLANNING

6. APPLICANT INFORMATION:

NAME Patrick Depa
COMPANY International Outdoor, Inc
ADDRESS 28423 Orchard Lake, Suite 200
CITY Farmington Hills STATE MI ZIP 48334
TELEPHONE 248-489-8989
E-MAIL pat@jobillboard.com

7. APPLICANT'S AFFILIATION TO THE PROPERTY OWNER: Lessee

8. OWNER OF SUBJECT PROPERTY:

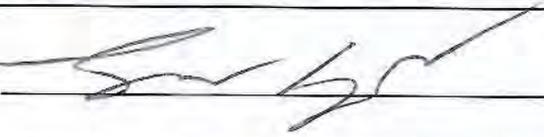
NAME Thomas Kemp
COMPANY Michigan Technical Development Corporation
ADDRESS 275 W. Girard Road
CITY Madison Heights STATE MI ZIP 48071
TELEPHONE 248-583-9030
E-MAIL _____

The undersigned hereby declare(s) under penalty of perjury that the contents of this application are true to the best of my (our) knowledge, information and belief.

The applicant accepts all responsibility for all of the measurements and dimensions contained within this application, attachments and/or plans, and the applicant releases the City of Troy and its employees, officers, and consultants from any responsibility or liability with respect thereto.

I, Thomas Kemp (PROPERTY OWNER), HEREBY DEPOSE AND SAY THAT ALL THE ABOVE STATEMENTS AND STATEMENTS CONTAINED IN THE INFORMATION SUBMITTED ARE TRUE AND CORRECT AND GIVE PERMISSION FOR THE BOARD MEMBERS AND CITY STAFF TO CONDUCT A SITE VISIT TO ASCERTAIN PRESENT CONDITIONS.

SIGNATURE OF APPLICANT  DATE 9/15/15
PRINT NAME: Patrick Depa

SIGNATURE OF PROPERTY OWNER  DATE 9/15/15
PRINT NAME: Thomas Kemp

Failure of the applicant or his/her authorized representative to appear before the Board, as scheduled, shall be justifiable cause for denial or dismissal of the case with no refund of appeal fee(s). If the person appearing before the Board is not the applicant or property owner, signed permission must be presented to the Board.

The applicant will be notified of the time and date of the hearing by electronic mail.

Proposed Billboards Specifications and Variations Requested at 1705 Austin Avenue

1. The billboard is proposed as a two sided 14' x 48' or 672 sq. ft. sign.
 - 1044 square foot (sq. ft.) variance is required to the 300 sq. ft. maximum size allowed.
2. The billboard is proposed at a height of 70'.
 - A 45 foot variance is required to the 25 foot maximum height allowed.
3. The billboard is proposed at 575' from all other signs over 100 sq. ft. in size.
 - A 425 foot variance is required to the ordinance that all additional ground signs over 100 sq. ft. be 1000' apart.
4. The billboard is proposed at a 0 foot setback from the I-75 freeway and 235 feet from the Austin Avenue (street) to the east.
 - No variance is required to the minimum requirement that the additional sign be a minimum distance of 200 feet from any street. A freeway is defined separately in Troy's ordinance and is not a street.
5. The proposed billboard will be consistent with existing billboards along I-75 in height, size and setback. The billboard is designed and proposed at a size and height for safe viewing times along a freeway.
6. The proposed setback from the freeway is in the best interest of tree preservation and will allow for the maximum amount of trees to be retained. (See Highway Advertising Act, PA 106 of 1972).
7. The proposed billboard will meet all Michigan Department of Transportation (MDOT) billboard requirements.
8. The billboard lease with Michigan Technical Development Corporation has content restriction.

Practical Difficulty in Support of Vacant Austin Variances

1. Setback from the Road:

- The width of I-75 at this location is 275'. The City of Troy's ordinance requires a 200' setback from the road ROW. If the sign is placed where the ordinance requires it to be the south face of the sign will be over 295' from the traveled road and is not visible.
- There is an existing building to the south of our proposed site is approximately 27' high and if the billboard is placed at the required height of 25' and setback 200' on our site, the building will block the visibility of the sign completely.
- The proposed billboard location is directly adjacent to I-75 at the rear or west side of the property which consists of 45'+ tall trees within the MDOT right of way. The existing trees will block all visibility to our sign for both northbound and southbound traffic at any height less than 70'.

2. Speed and Width of the Corridor:

- If a billboard is not clearly visible it will take a driver's eyes off the road for a longer period of time creating an unsafe scenario.
- If the sign is required to meet the ordinance and variances are not granted, the danger to a driver along I-75 because of a compromised view stated above is eminent. Our request reflects the intent and spirit of the Ordinance pertaining to the health, safety and welfare of Troy residents and their visitors.
- The speed of I-75 at this mile marker, where the billboard is being proposed, is 70 mph which requires the sign to be at a desired height and setback, which we are proposing, to not adversely impact the safety of the drivers and vehicles commuting along this stretch of the corridor.

Geographical Hardship in Support of Requested Variances

1. Terrain or Trees and Vegetation:

- The height of the trees, on our site and along this section of I-75 also creates a practical difficulty for the visibility of our billboard.
- The existing stand of trees at this location is 45' high or higher and will obstruct the line of site of our sign from I-75 if we do not build above them.
- The Highway Advertising Act, PA 106 of 1972 as amended states that one cannot remove vegetation in a freeway ROW that existed before the billboard was erected.

2. Topography or Grade Difference at I-75 just north of Maple Road:

- The grade difference from the billboard location to I-75 is approximately 10' -12' lower creating a line of sight impediment which is caused directly by the grade difference.
- The 12' grade difference intensifies the obstructions of our board as does the buildings on site and the existing trees adjacent to the site.

Summary:

This line of sight impediment caused by the trees, the grade difference and buildings on the site make the sign invisible if it is required to be setback 200' from any road. The aforementioned specifications and data justify the variation to the City's Zoning Ordinance by reason of exceptional undue hardship.

- The ordinance when applied to our site creates a situation that severely obstructs and handicaps the visibility of our proposed sign.
- The amount of variance requested is the minimum amount we would need to remedy the difficult line of sight issues to make the sign meet its true value as outlined in the City's Ordinance.
- Granting the variance does not substantially impair the intent or purposes of this ordinance because the sign will face I-75 only and will not interfere with any residents in the general area.
- Billboards are allowed by MDOT adjacent to a freeway and should be regulated by any City to be visible from the freeway.
- The advertising is designed to catch the eye of the driver but to accomplish that in a safe and temporary manner the sign must be visible.

We believe we have met and exceed the burden of proof and demonstrated that that our site has multiple practical difficulties not experienced by other ground signs within the City which should lead you to grant our requests. The above said reasons clearly describe our situation as having unique conditions that do create a practical hardship which severely obstructs and handicaps the visibility of our proposed sign. The amount of variance requested is the minimum amount we would need to remedy the difficult line of sight issues and make the sign visible.



PARCEL ID # 88-20-260-401-056
 1709 Austin Ave.
 1705 Austin Ave.
 Troy, MI 48083

20-26-401-055
 1709 AUSTIN AVE.

20-26-401-056
 NO ADDRESS

20-26-401-054
 1705 AUSTIN AVE.

**PROPOSED
 BILLBOARD LOCATION**

Austin Avenue

75



- 2 Foot Contours
- 5 Foot Contours
- FEMA Base Flood Elevations
- FEMA Cross Sections
- 100 yr - FEMA Floodplain
- 500 yr - FEMA Floodplain
- FLOODWAY - FEMA Floodplain

Disclaimer: The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. It is not a legally recorded map or survey and is not intended to be used as such. Users should consult the information sources mentioned above when questions arise. FEMA floodplain data may not always be present on the map.

OAKLAND COUNTY
 L. Brooks Patterson
 Oakland County Executive

Date Created: 9/24/2013

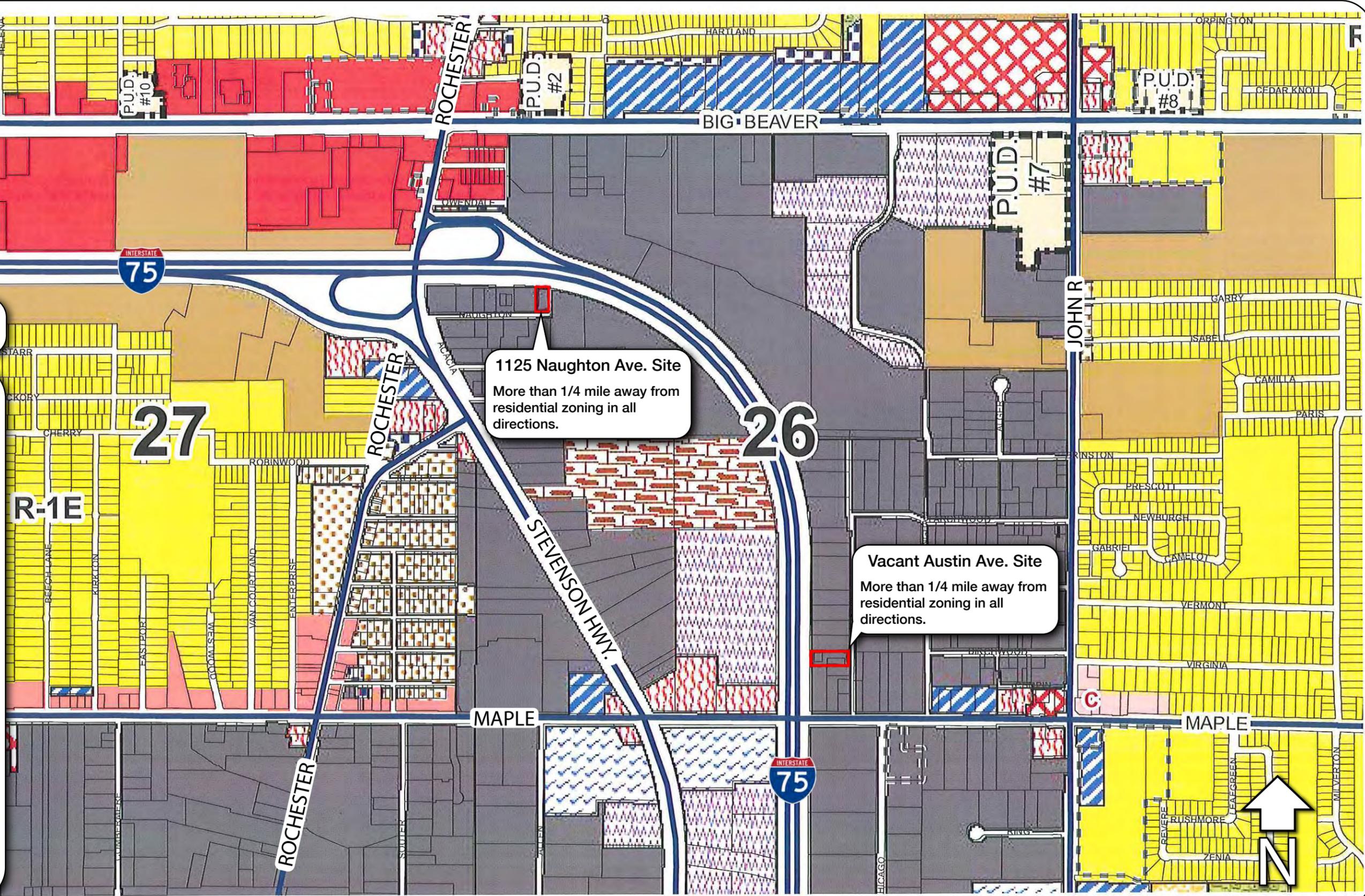
 NORTH
 1 inch = 100 feet

Proposed Billboard Locations and Surrounding Zoning

Zoning Overview Map

ADOPTED: April 18, 2011

- LOW DENSITY RESIDENTIAL**
 - R-1A R-1A ONE FAMILY RESIDENTIAL
 - R-1B R-1B ONE FAMILY RESIDENTIAL
 - R-1C R-1C ONE FAMILY RESIDENTIAL
 - R-1D R-1D ONE FAMILY RESIDENTIAL
 - R-1E R-1E ONE FAMILY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL**
 - RT ONE FAMILY ATTACHED
- HIGH DENSITY RESIDENTIAL**
 - MF MULTI-FAMILY RESIDENTIAL
 - UR URBAN RESIDENTIAL
 - MHP MANUFACTURED HOME PARK
- COMMERCIAL**
 - CB COMMUNITY BUSINESS
 - GB GENERAL BUSINESS
 - IB INTEGRATED INDUSTRIAL BUSINESS DISTRICT
- OFFICE**
 - O OFFICE
 - OM OFFICE MIXED USE
- RESEARCH**
 - RC RESEARCH CENTER
- SPECIAL**
 - P VEHICULAR PARKING
 - PV PLANNED VEHICLE SALES
 - CF COMMUNITY FACILITIES
 - EP ENVIRONMENTAL PROTECTION
 - PUD PLANNED UNIT DEVELOPMENT
 - CONTROLLED BY CONSENT JUDGMENT
 - CONDITIONAL REZONING
- FORM BASED ZONES**
 - BB BIG BEAVER ROAD
 - MR MAPLE ROAD
 - NN NEIGHBORHOOD NODES (A - U)



1125 Naughton Ave. Site
 More than 1/4 mile away from residential zoning in all directions.

Vacant Austin Ave. Site
 More than 1/4 mile away from residential zoning in all directions.



201 Daktronics Dr. PO Box 5138
Brookings, SD 57006-5138

Tel: 605-325-7446 605-691-0200
Fax: 605-692-0381

www.daktronics.com

February 27, 2014

International Outdoor, Inc.
28423 Orchard Lake Rd.
Suite 200
Farmington, MI 48334

Re: Lighting Analysis for the proposed 14'x48' digital billboard at 1705 Austin Dr. in Troy, MI

To Whom This May Concern:

The accompanying graph pertains to the double-sided digital billboard structure proposed to be installed by International Outdoor, Inc. located at 1705 Austin Dr. in Troy, MI. We hope you find the following information beneficial.

General Information Regarding Illumination Calculation Specifics

The accompanying graph depicts illumination levels that the proposed display will produce based on nighttime running levels. These levels are based on a worst-case scenario of an all-white display. Actual levels will be much lower than what is represented on the graph, as typical content runs at 25 to 35 percent of the brightness of an all-white display.

Additionally, the graph's brightness levels are calculations of nighttime brightness levels. During daytime hours, ambient light will almost always exceed the sign's brightness; therefore, their daytime brightness levels would almost always be incidental during daytime hours.

It is important to note that the accompanying graph assumes absolute darkness with regard to surrounding ambient light. In other words, the presence of ambient light producing elements at night including but not limited to roadway lighting, residential lighting, commercial lighting, the moon, etc. will further diminish the measured light output from the display in question. Any ambient lighting elements that produce a lighting level higher than the levels from the display will likely prevent any illumination from being measured from the sign itself.

In addition, assuming I-75 follows the Illuminating Engineering Society of North America standards for outdoor expressway lighting, (please see the accompanying document titled, "Dark Sky Recommended Lighting Levels for Exterior Lighting") the expressway lighting itself would be producing 1.2 foot candles. That means, for instance, that the light from the adjacent freeway at a minimum should be producing 1.2 foot candles. When considering the light from the digital sign itself is only creating 0.23 foot candles (see the below explanation for specifics), the light from said display would be absorbed by the light from the freeway. This leaves the lighting impact at locations at the freeway or further than the freeway immeasurable.

Graph Levels Explained

201 Daktronics Dr. PO Box 5128
Brookings, SD 57006-5128

Tel: 800-875-7446 605-692-0200
Fax: 605-692-0361

www.daktronics.com

The graph depicts illumination levels that the proposed displays will produce at various distances and angles, based on nighttime running levels.

Since there are no residential properties that would be affected by the illumination from the proposed display, the illumination levels in which one should be most interested are those along I-75. As one can see, the highest points of illumination striking the roadway would be 0.23 foot candles. This is at a distance of 200 feet and at a 20 degree angle. To put this level into perspective, it is essentially the equivalent of 23 percent of the light of a single wax candle. As stated above, this level is well below even the illumination levels that would be produced by lighting on the freeway itself. The Illuminating Engineering Society of North America standards for outdoor illumination dictate that average illumination on freeways should be 1.2 foot candles. We included the standards for your reference.

Furthermore, the sign in question is equipped so as not to exceed 0.3 foot candles above ambient light as measured from 250 feet from the sign. This standard is based on the acceptable standards for outdoor illumination from the Illuminating Engineering Society of North America, and has been implemented in the numerous states and municipalities throughout the U.S.

Daktronics is committed to providing digital displays that adhere to the regulatory environment, working closely with our customers for a responsible approach to the market.

Please let me know if you have any questions or concerns.

Sincerely,
Daktronics, Inc.



Angela Bailey
State and Local Regulatory Affairs
605-692-0200



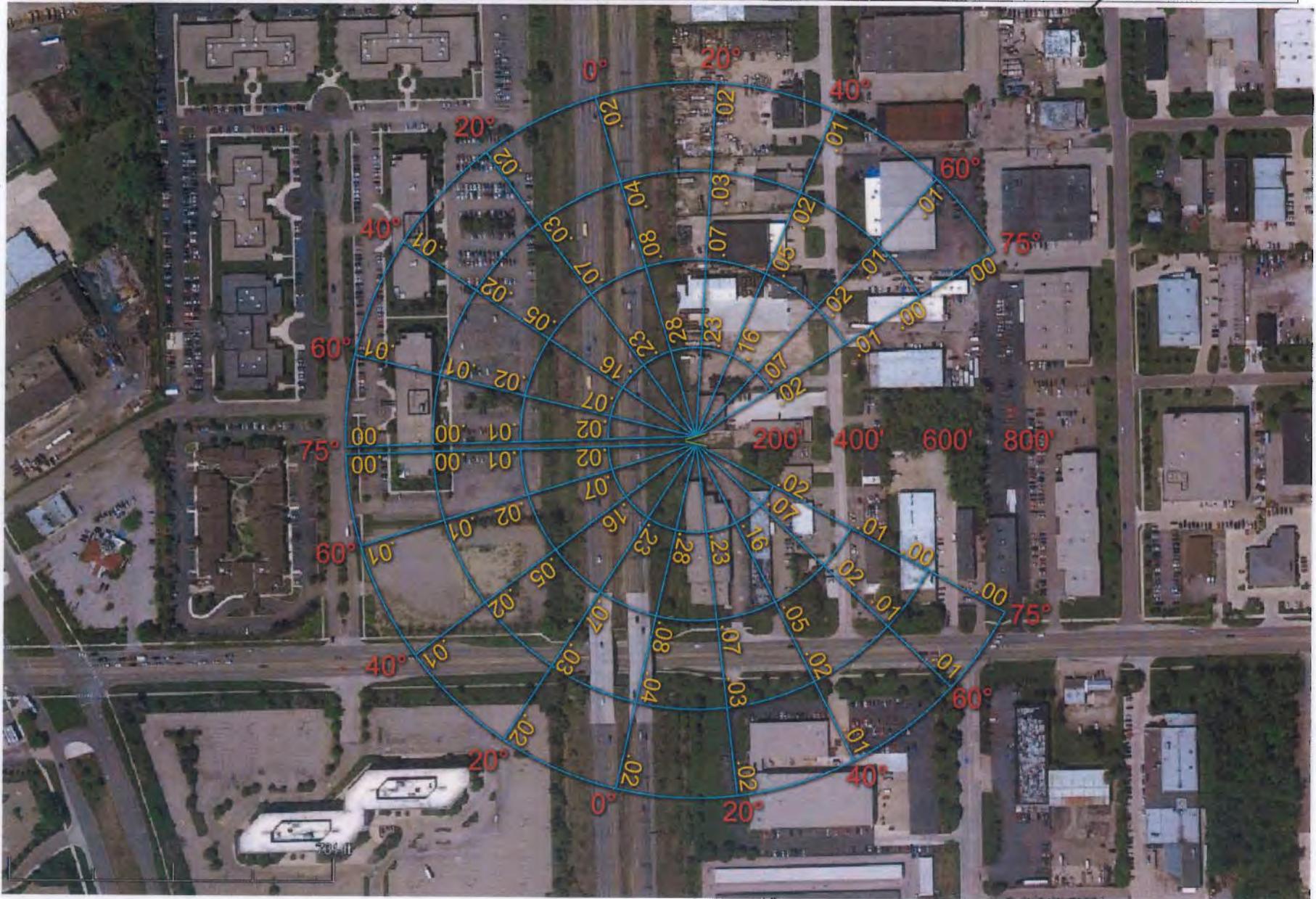
Light Analysis for DB-4200 14'x48'

1705 Austin Troy, MI
International Outdoor, Inc.

42°33'01.19"N, 83°06'57.90"W

Date: 02/27/2014

Prepared by: Eric Johnson



- display at 3% of Maximum Daytime Brightness (255 Nits)
- Calculations take into account a 60' display face HAGL
- Graph assumes level ground, any rise or fall in elevation is not calculated

*Calculations are based on all white content being displayed.
Statistically, the utilization rate is 25%-35% which results in actual light calculations 25%-35% of those shown on this analysis. Light Levels shown are in foot candelas (fc).

Illuminating Engineering Society of North America (IES) Recommendations as Compiled by the International Dark-Sky Association

I. Roadway Lighting (Using R3 type pavement = slightly specular asphalt)

Area to be Lit	Average Maintained Desired Uniformity Ratio	Illuminance (Avg/Min) in foot-candles
Expressway	3/1	1.2
Major Road	3/1	1.3
Collector Road	4/1	0.9
Local Road	6/1	0.4

Expressway: major divided highway

Major Road (Arterial): the principal network for through traffic

Collector: the streets between Major and Local roads (residential)

Local: access roads to residential properties.

II. Parking Lots

Level of Activity: Area to be Lit	Horizontal Illuminance in Foot-candles		Uniformity Ratio
	Average	Minimum	
HIGH: Major League Athletic Events; Convention Centers; Regional Shopping Centers	2.0	0.7	3/1
MEDIUM: Community Shopping Centers; Civic and Recreational Events; Office Parking; Hotel and Motel Parking; Restaurants, Fast Food Outlets; Hospital Parking; Transportation Parking; Regional Complex Parking	1.0	0.3	3/1
LOW: Neighborhood Shopping; Industrial Parking; Educational Facilities; Churches	0.5	0.1	4/1

III. Recommendations for Other Outdoor Lighting Levels

Area to be Lit	Illuminance in Foot-candles		
Building Exterior - Active Entrances	5		
Building Exterior - Inactive Entrances	1		
Loading Platforms	20		
Storage Yards - Active	20		
Storage Yards - Inactive	1		
Service Stations:			
Approach	3		
Driveway	5		
Pump Island	30		
Auto Lots:	Illumination Level of Surrounding Area		
	High	Medium	Low
Circulation	10	7	5
Merchandise	50	30	20
Featured Display	75	50	35

Variance for Minimum Distance Between Signs Vacant Austin Ave.

Section 85.02.05 (c) (5) (e)

The sign is located at least 1,000' from any sign exceeding 100 square feet in area.

Proposed distance to exiting sign 575' Requesting a 425' Variance.

Hardship / Practical Difficulty

1. Existing sign is across a 6 lane freeway over 375' wide
2. Posted speed of freeway requires billboards to be closer to the traveled road than normal signs for adequate visibility



Vacant Austin Ave

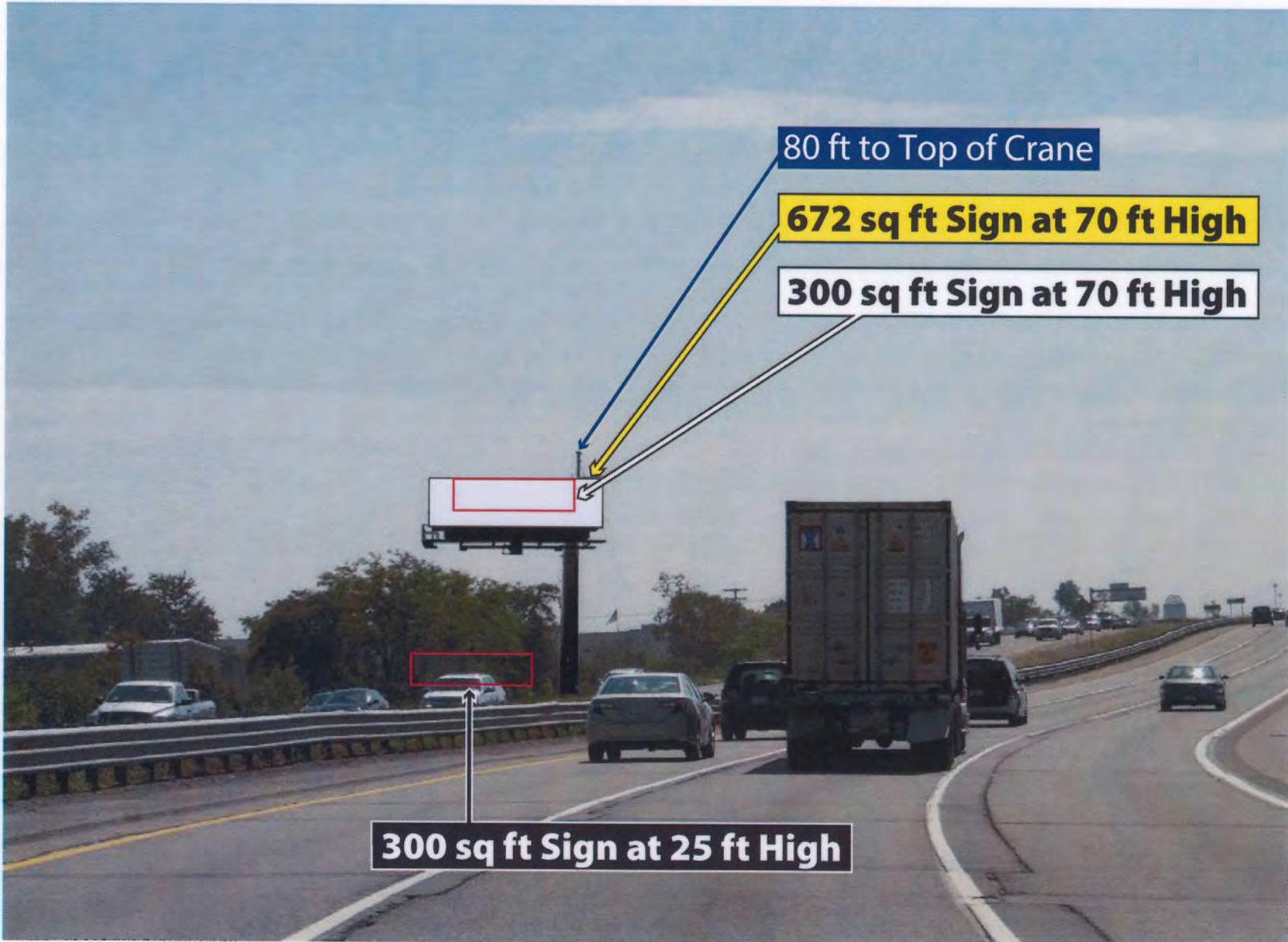
Viewing Area of Sign by Location

- Proposed location of sign
- Sign that would meet ordinance
- Existing Buildings
- Proposed Site

PROPOSED BILLBOARD
LOCATION

LOCATION THAT WOULD
MEET ORDINANCE





**1705 Austin Ave.
Southbound I-75
0 ft Setback**

Photo Date: September 5, 2014



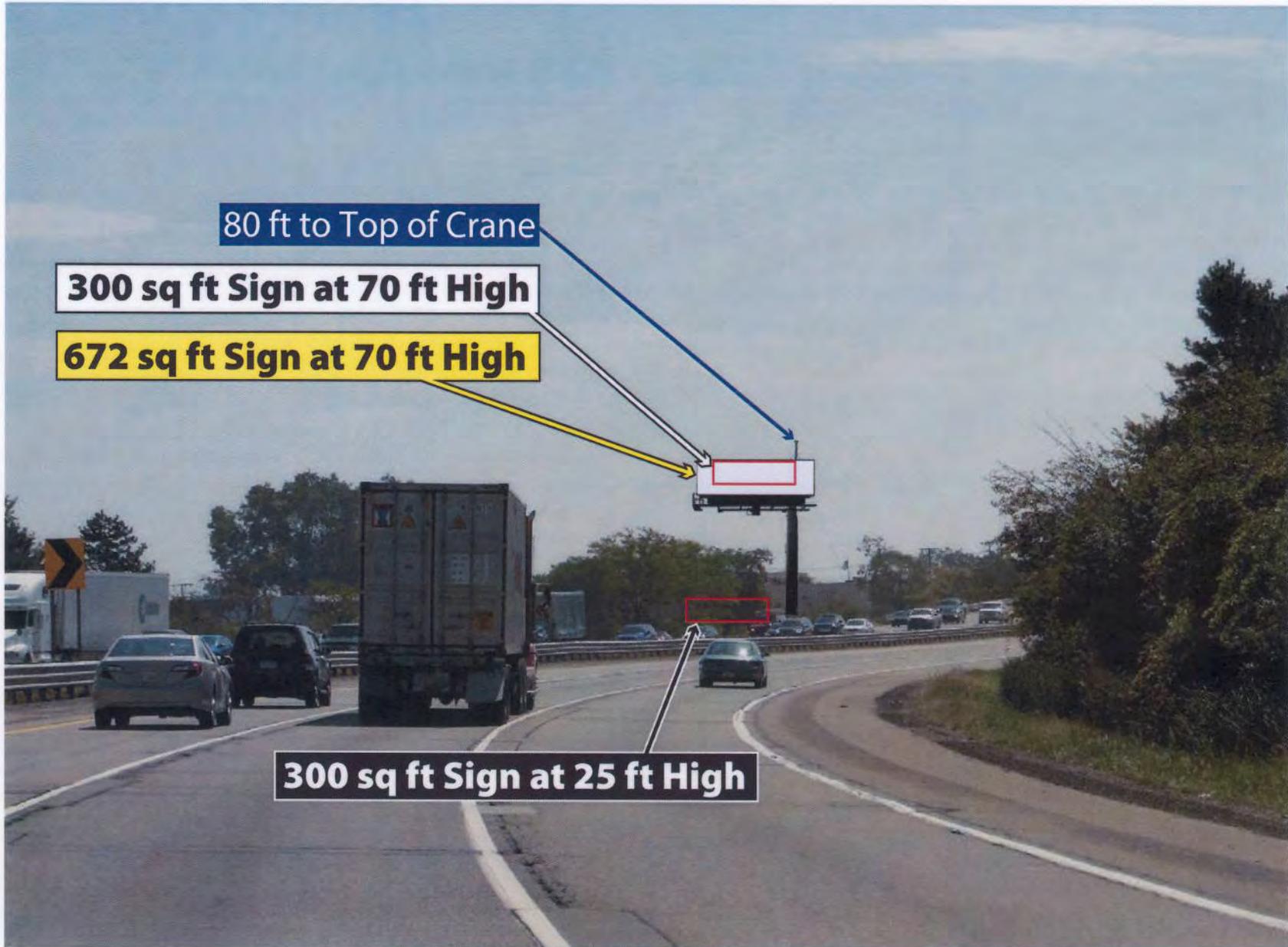
**1705 Austin Ave.
Northbound I-75
0 ft Setback**

Photo Date: September 5, 2014



1705 Austin Ave.
Northbound I-75
0 ft Setback

Photo Date: September 5, 2014



**1705 Austin Ave.
Southbound I-75
0 ft Setback**

Photo Date: September 5, 2014

Vacant Austin Topographic Map



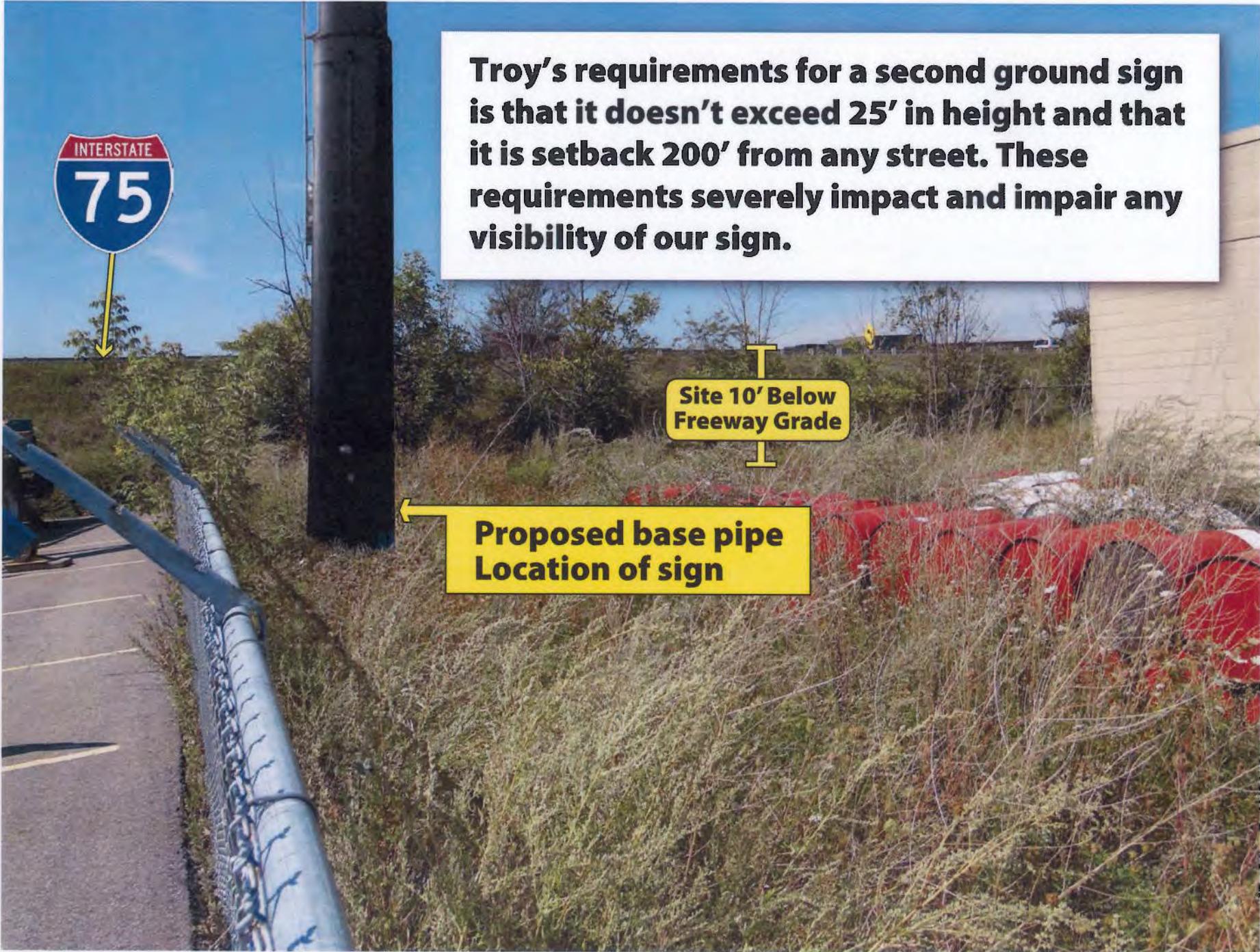
- 2 Foot Contours
- 5 Foot Contours
- FEMA Base Flood Elevations
- FEMA Cross Sections
- 100 yr - FEMA Floodplain
- 100 yr (detailed) - FEMA Floodplain
- 500 yr - FEMA Floodplain
- FLOODWAY - FEMA Floodplain

Disclaimer: The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. It is not a legally recorded map or survey and is not intended to be used as one. Users should consult the information sources mentioned above when questions arise. FEMA Floodplain data may not always be present on the map.

OAKLAND
 COUNTY
 Natural Resources & Community Affairs
L. Brooks Patterson
 Oakland County Executive

Date Created: 10/2/2015

 1 inch = 100 feet



Troy's requirements for a second ground sign is that it doesn't exceed 25' in height and that it is setback 200' from any street. These requirements severely impact and impair any visibility of our sign.

Site 10' Below Freeway Grade

Proposed base pipe Location of sign

Area north of proposed site has large amounts of tall & mature vegetation (shown in picture) that would severely impact visibility of sign at 25' high or 200' setback.

**Proposed base pipe
Location of sign**

Photo Date: February 21, 2013



BACK

FORWARD

SECTION 4.15

IB INTEGRATED INDUSTRIAL AND BUSINESS DISTRICT

- A. **Intent.** The City of Troy Master Plan recognizes that a significant area of the City has been devoted to manufacturing and industrial uses, but may be conducive to be redeveloped to other uses. The IB District is intended to continue to recognize more traditional manufacturing and industrial use and encourage redevelopment and reuse of existing buildings and sites by permitting other compatible uses.
- B. **Use Regulations.** Section 4.21 sets forth permitted, accessory, and special land uses in the IB District.
- C. **Dimensional Requirements.** The following dimensional requirements shall apply in the IB District:

Authority and Administration

Development Regulations

Processes and Procedures

Supplemental Design Regulations

Nonconformity, Appeals, Amendments

Table of Contents

Zoning Map

Definitions

Figures & Maps

Tables

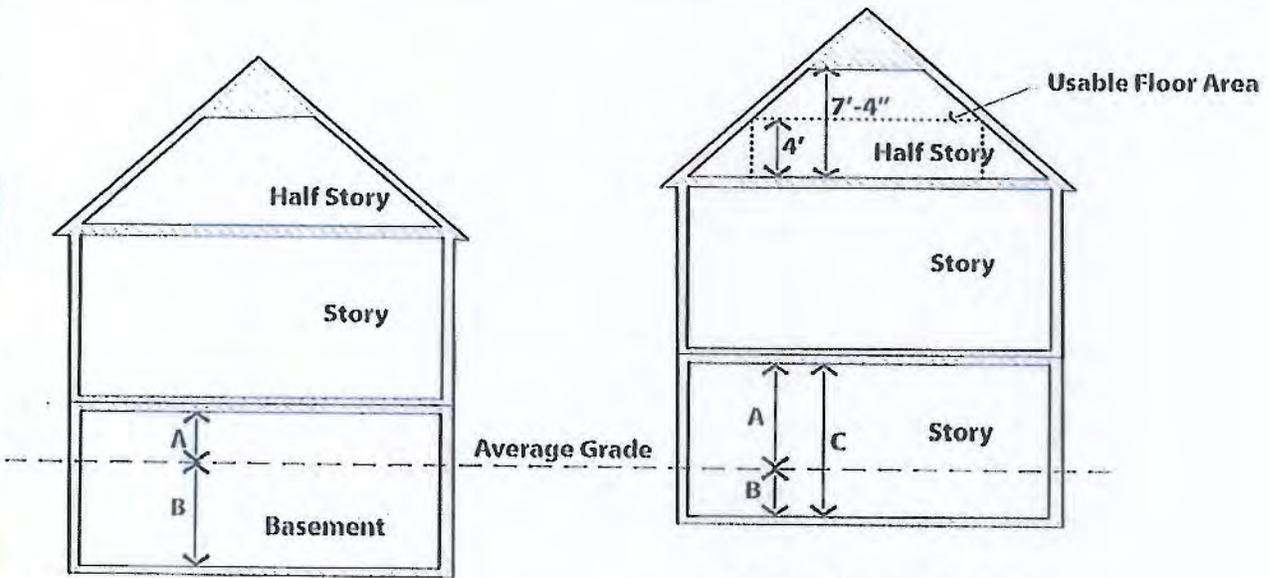
Authority and Administration

Development Regulations

Processes and Procedures

Supplemental Design Regulations

Nonconformity, Appeals, Amendments



If "B" is greater than "A,"
"B" is a basement

If "A" is greater than B,
then "C" is a story

STREET: A public thoroughfare which affords the principal means of access to abutting property.

A. MAJOR ARTERIAL STREET: An arterial street which is intended to serve as a large volume traffic-way for both the immediate area and the region beyond. Any street with a right-of-way width, existing or proposed, of one hundred twenty (120) feet or greater, as designated in the City of Troy Master Plan, shall be considered a major arterial street. Also commonly referred to as "major thoroughfare".

B. MINOR ARTERIAL STREET: A street which is intended to serve as a traffic way for the immediate area, with less volume and shorter trips than major arterial streets.

C. COLLECTOR STREET: A street carrying traffic from local streets to the system of arterial streets.

D. LOCAL STREET: A street used primarily for access to abutting properties, providing for minimum speeds and traffic volumes.

STRUCTURE: Anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground.

SUBSTANTIAL IMPROVEMENT: Means any repair, reconstruction or improvement of a structure, the cost of which exceeds fifty (50) percent of the market value of the

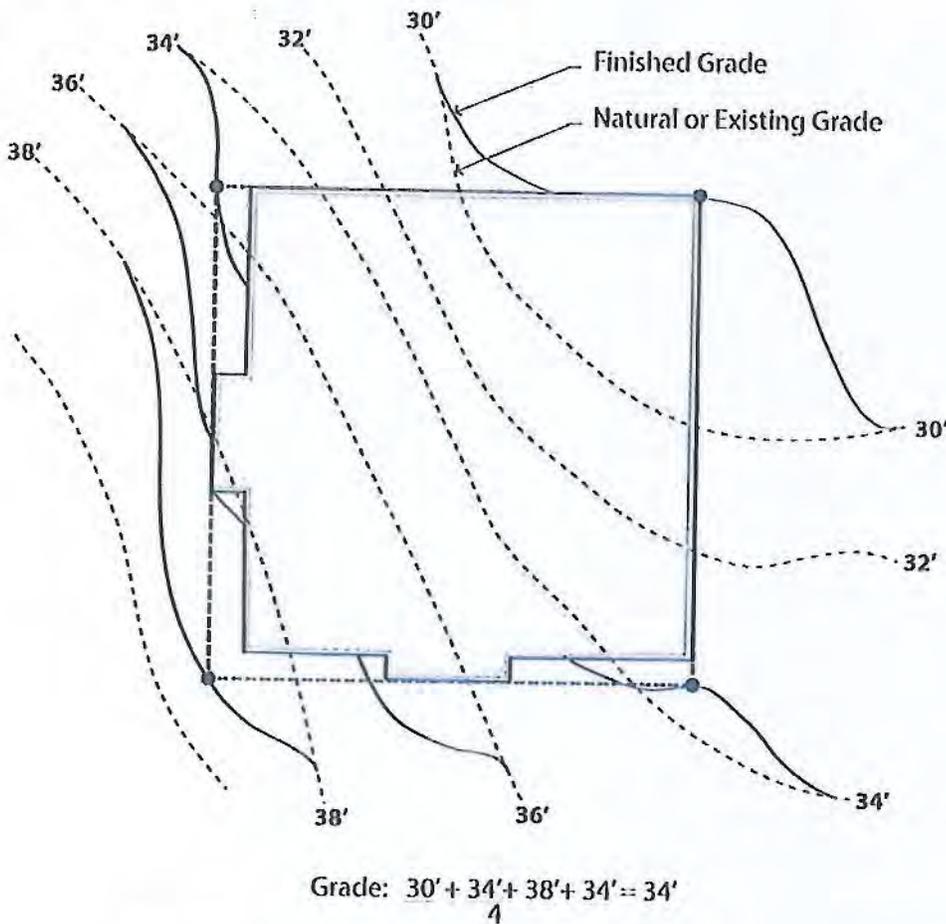
FREESTANDING TOWER STRUCTURE: An unsupported structure specifically designed to elevate an apparatus, antenna, or other equipment for technical purposes.

FREEWAY: A multilane highway for continuous traffic flow with all crossroads separated by grade, with fully controlled access. Interstate 75 is the only freeway within the City of Troy.

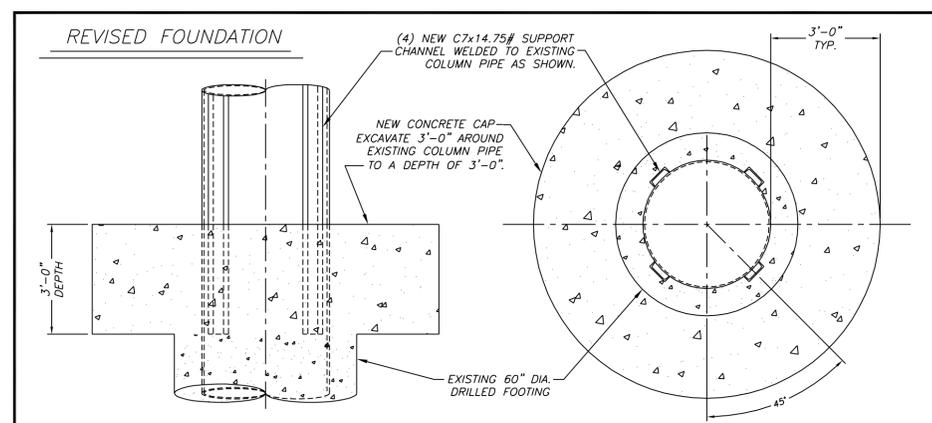
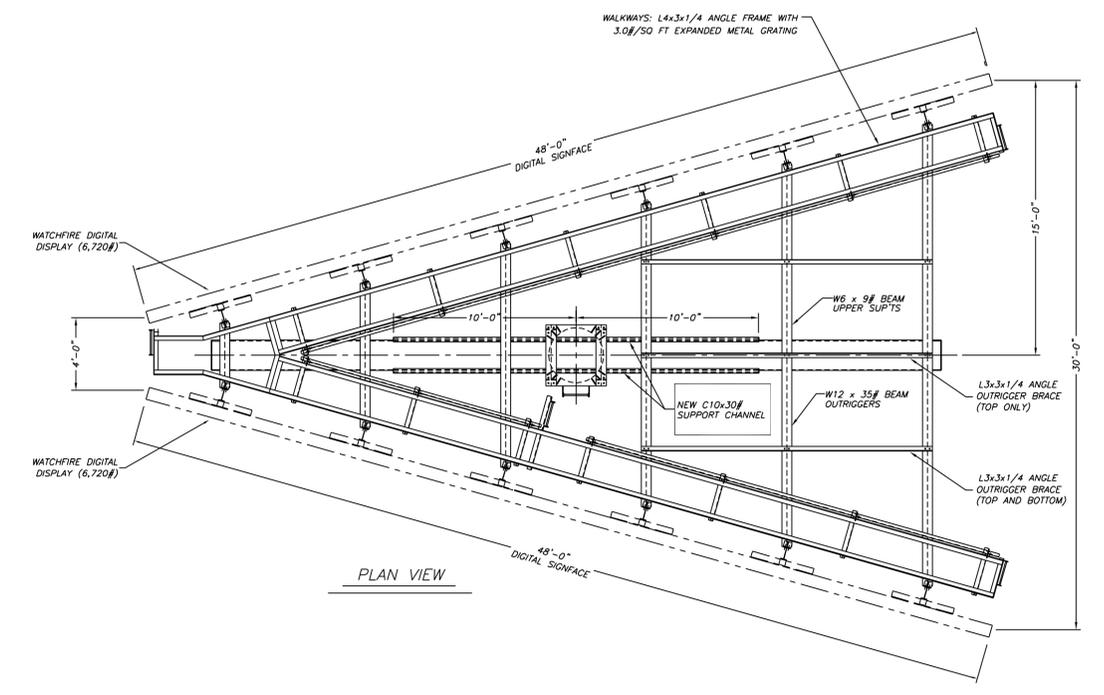
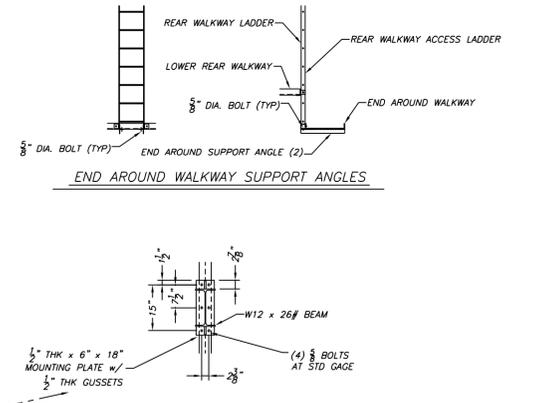
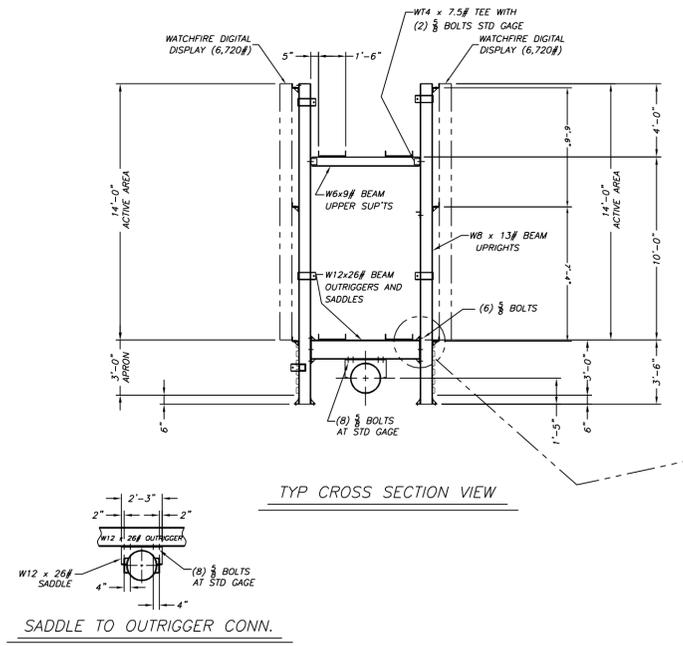
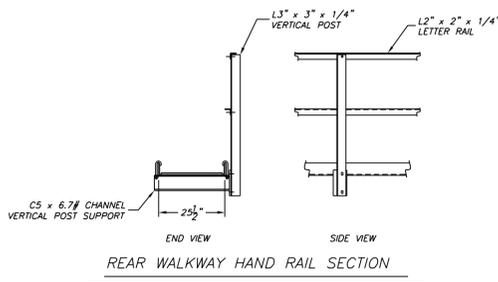
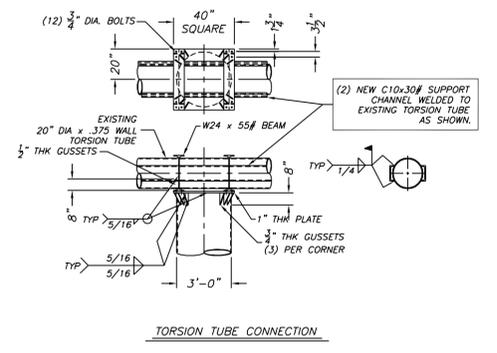
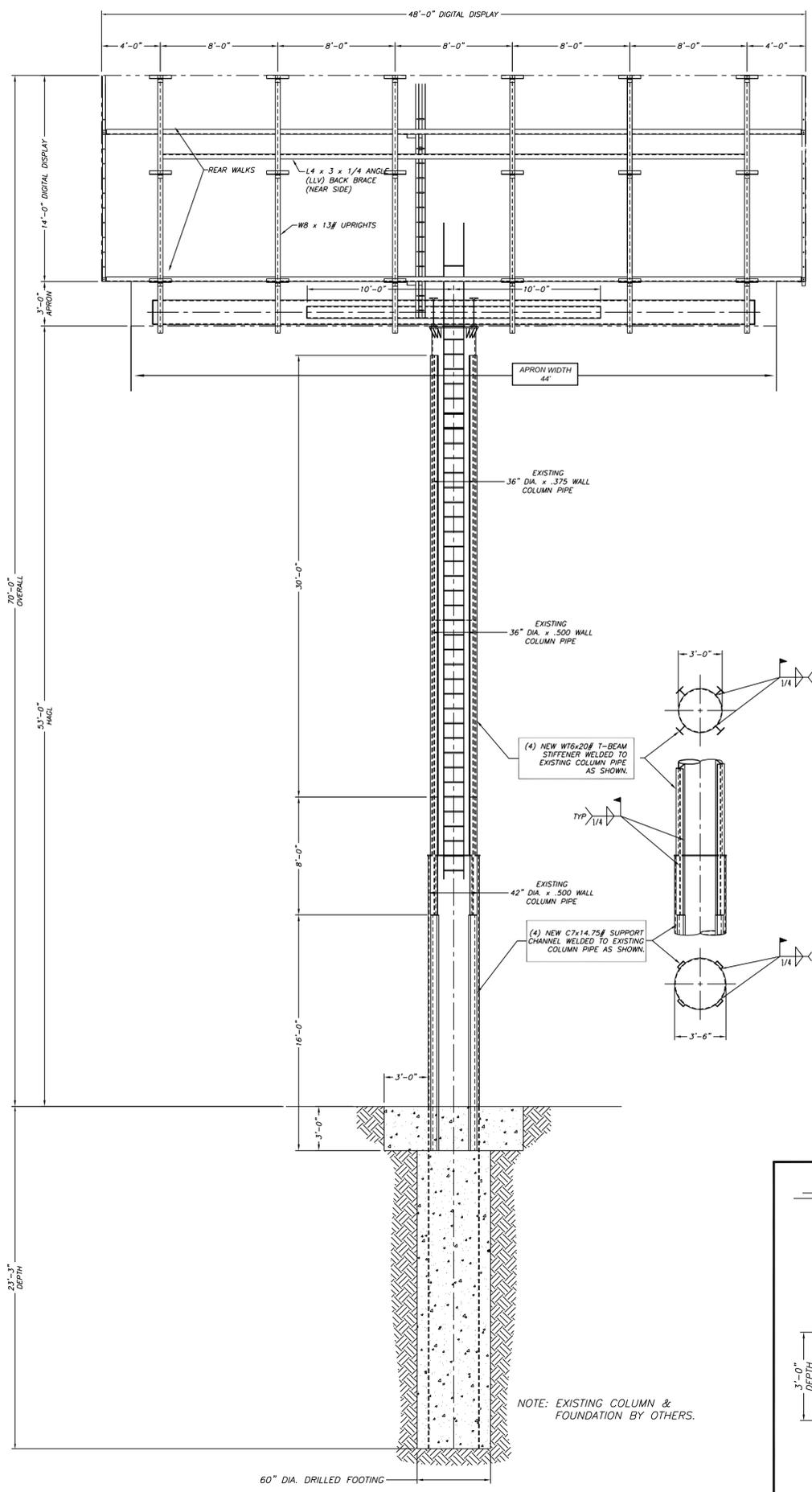
FRONTAGE: Any portion of a parcel of land abutting, touching, or bordering a street, thoroughfare, or freeway.

GOLF COURSE: A tract of land laid out for at least nine (9) holes for playing the game of golf and improved with tees, greens, fairways, and hazards and that may include a clubhouse, driving range, pro shop, shelter, and related accessory uses.

GRADE: A ground elevation established for the purpose of regulating the number of stories and the height of the building. The building grade shall be the level of the ground adjacent to the walls of the building if the finished grade is level. If the ground is not level, the average grade shall be applied.



REV.	CHANGE	BY	DATE
A	REPLACED STATIC FACE W/ SECOND DIGITAL	PP	04/13/15



- SPECIFICATIONS:**
- STEEL ROLLED "W" BEAM SECTIONS: ASTM A992
ALL OTHER STEEL ROLLED SECTIONS: ASTM A36
 - PIPE SECTIONS: A.P.I. 5L X42
 - BOLTS: MINIMUM 1/2" DIAMETER UNC
1/2" DIAMETER: GRADE A325
5/8" DIAMETER & LARGER: GRADE A325
 - CONCRETE: 3000 P.S.I. @ 28 DAYS.
 - HORIZONTAL SOIL PRESSURE: 375#/FT²/FT.
 - THIS DESIGN MEETS THE REQUIREMENTS OF THE 2012 MICHIGAN BUILDING CODE FOR 105 M.P.H. (3 SEC GUST) WIND SPEED AND EXPOSURE "C".
 - ALL WELDING SHALL BE IN ACCORDANCE WITH AWS STANDARDS USING E-70 ELECTRODES.
 - ALL WALKWAYS TO HAVE SAFETY CABLES
 - REINFORCING BAR: ASTM A-615 GRADE 60 (REBAR IS NOT REQUIRED IF FIBER REINFORCED CONCRETE IS USED.)
 - WIND LOADING EXCEEDS SEISMIC LOADING.
 - EXISTING STRUCTURE, REVISED FOR DIGITAL UPGRADE. SEE G.R. PAGE DWG# 99-026 FOR ORIGINAL DESIGN.
 - DESIGNED TO HOLD SECOND DIGITAL UNIT @ 7,000# IN FUTURE.

PRODUCTIVITY FABRICATORS

SCALE: NONE
DATE: 04/10/15
DRAWN BY: P. PLATT

14' x 48', CM 30' V, 70' OVERALL SIGN
INTERNATIONAL OUTDOOR
DRAWING NUMBER: 64-9997

To: International Outdoor, Inc.
Patrick Depa

Date: 9.15.15

From: Jim Renshaw, PE, PTOE

Project: Crash Analysis
(I-75 between Mile Marker 63
– 76.8) in Troy, Madison
Heights and Auburn Hills)

RE: Billboard Traffic Safety Evaluation

Project Number: 18827.00

Introduction and Objective

Hundreds of research projects have been conducted by the Federal Highway Administration and/or the National Cooperative Highway Research Program relating to digital billboards (DBBs). Several conclusions can be drawn from these studies; however, no significant policy changes have been made to aid State agencies in regulating DBBs. There are a host of human factors, billboard operating characteristics, roadway conditions, and roadside conditions to take into account when conducting these nationwide research projects.

The purpose of this safety evaluation is quite simple. This project reviews the historical crash patterns, frequencies, and crash rates both before and after DBB installations on I-75 in southeast Michigan. This project represents the review of at least a thousand (1000) crash reports (aka UD-10 reports) along I-75 in order to determine if existing DBBs have exhibited adverse safety impacts or are safety neutral. Giffels Webster has been retained by International Outdoor Inc. to conduct this evaluation in preparation for proposed for two (2) DBB installations in the City of Troy, Michigan (identified below). In addition, this report presents the results of a “rolling” review of I-75 crashes that had been conducted by others along the same segments of I-75..

Background

International Outdoor proposes two (2) new DBB installations in Troy, Michigan. They are:

- The 1705 “Austin” DBB – located on the east side of I 75 approximately 500 feet north of Maple Road
- The 1125 “Naughton” DBB – located on the south side of I 75 approximately 1200 feet east of Rochester Road

Four (4) comparable sites (called “Comps”) have been selected for safety evaluation. They are:

- The “Comp #1” DBB – located on the east side of I 75 approximately 1300 feet north of 13 Mile Road. This DBB was installed and was operational. Installed July 2012.
- The “Comp #2” DBB – located on the west side of I-75 at the junction of the southbound 14 Mile Road entrance ramp with I-75 southbound mainlines. Installed June 2012.
- The “Comp #3” DBB – located on the west side of I-75 approximately 700 feet south of Auburn Road. Installed in 2010.
- The “Comp #4” DBB – located on the west side of I-75 near the junction of the southbound 12 Mile Road entrance ramp with I-75 southbound mainlines. Installed in 2012.

Crash history of “before” installation and “after” installation have been conducted for each of the four comparable locations within a view shed of five-hundred feet (500) in each direction of these double sided billboard signs. In like fashion, the most recent three (3) year crash history is reported for each proposed DBB location along the 500 ft. view shed/impact area. **Appendix A** illustrates graphically the location of each DBB and the view shed/impact area for both proposed locations and each comparables.

International Outdoor has indicated that the operating characteristics of each of the four (4) comparable DBB locations are similar to the operating characteristics of the proposed DBB locations. In addition, the roadway environment (speed limit, # of lanes, traffic counts) are similar to the four (4) comparable DBBs locations.

Methodology and Results

Crash data and reports were collected, reviewed, and aggregated from the Southeast Michigan Council of Governments (SEMCOG) web-site and confirmed through the Michigan Highway Safety Bureau web-site. The analysis of crash statistics were conducted in conformance to recommended procedures from the Institute of Transportation Engineers (ITE) and the Highway Safety Manual (HSM). Severity, frequency and rate analysis were conducted on crashes that occurred within an approximate area of 500 feet on both sides of the double sided DBBs. This distance is the assumed view shed of the DBBs.

Crash rates, in accordance with ITE and HSM, were calculated based upon the following:

$$R = \frac{1,000,000 \times C}{365 \times N \times V}$$

Where: C = Number of crashes

N = number of years of data

V = Average Daily Traffic (vehicles per day)

A summary of the crash analyses is shown in **Table 1**. **Appendix B** provides more detail on each crash summarized in **Table 1**.

Table 1 – Summary of Crash Analyses

Name	Location	No. Years	Avg. AADT ⁴	PDO ³ Crashes	Injury Crashes/Type	Freq.	Rate ¹
Comp #1 (Before)	North of 13 Mile Rd	2.5	147,500	5	2-Possible Injuries	7	0.05
Comp #1 (After)	North of 13 Mile Rd	2.5	154,630	16	1 – Minor Injury	17	0.12
Comp #2 (Before)	South of 14 Mile Rd	2.5	147,500	31	10–Possible Injs 1 – Minor Injury	42	0.31
Comp#2 (After)	South of 14 Mile Rd	2.5	154,630	24	9–Possible Injuries 2 – Minor Injuries	35	0.25
Comp #2 Ramp (Before)	14 Mile Road Southbound Entrance Ramp	2.5	22,000 ²	5	None	5	0.25
Comp #2 Ramp (After)	14 Mile Road Southbound Entrance Ramp	2.5	22,000 ²	10	2–Possible Injuries	12	0.60
Comp #3 (Before)	South of Auburn Rd	3	116,150	14	2–Possible Injuries 1 – Minor Injury	17	0.13
Comp #3 (After)	South of Auburn Rd	3	131,150	24	2 – Minor Injuries	26	0.18
Comp #4 (Before)	South of 12 Mile Rd	2	161,550	37	6-Possible Injuries	43	0.36
Comp #4 (After)	South of 12 Mile Rd	2	161,400	22	5–Possible Injuries 1 – Minor Injury	28	0.24
Proposed Austin	North of Maple Road	3	128,400	1	None	1	N/A
Proposed Naughton	East of Rochester Road	3	128,400	9	None	9	0.06

Notes:

1. Crashes per million vehicles miles
2. 2013 Ramp Volumes
3. Property Damage Only
4. Average Annual Daily Traffic (vehicles per day)

Conclusions

An accident rate between 2 to 3 accidents per million vehicle mile (MVM) is considered worthy of safety countermeasures. The rates, frequency and severity of all comparables (whether “before” or “after”) are modest along all spots/segments of the study area along I-75. As a result, there is no evidence that existing DBBs have any significant adverse safety consequences based upon this historical analysis. Consequently, no rational evidence exists to suggest adverse safety impacts for the proposed DBB locations.

Appendix C provides a data summary of a similar evaluation along I 75 where segments of the freeway in advance, within, and after the view shed of existing DBB were performed. In like manner, this analysis (which was conducted by an independent certified traffic engineer) suggests that DBBs along I-75 are safety neutral.

APPENDIX

Existing Digital Billboard
I-75 & 12 Mile
Madison Heights

Digital
Billboard
Location



500'

500'



N

Good



**Existing Digital Billboard
Madison Heights
I-75**

500'

**Digital
Billboard
Location**



500'



14 Mile Road on Ramp



500'

Existing Digital Billboard
Madison Heights
I-75



Digital
Billboard
Location

500'



**Existing Digital Billboard
CBS Sign - Auburn Hills
I-75**



Auburn Road

500'

500'

**Digital
Billboard
Location**



**Proposed Digital Billboard
1125 Naughton Dr.
Troy - I-75**

South
INTERSTATE
75
Mile
67
.4

500'

500'

**Proposed
Digital
Billboard
Location**



Go

**Proposed Digital Billboard
1705 Austin Dr.
Troy - I-75**

**Proposed
Digital
Billboard
Location**

North
INTERSTATE
75
Mile
66
.4



500'

500'



Austin Dr.

Maple Road



GOO

**Comp #3 - South of Auburn Hills
Crashes Before DBB Installation (2008 - 2010)**

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
6935314	S I 75	17.883	646106	Feb	15	2008	Fri	10am	PDO	Angle	Clear	Daylight	Dry
7496715	S I 75	17.944	646106	Dec	19	2009	Sat	6am	PDO	Angle	Snow	Dark	Snowy
7547114	S I 75	18.086	646106	Feb	11	2010	Thu	7am	PDO	Single veh.	Cloudy	Daylight	Snowy
7559234	S I 75	18.033	646106	Feb	22	2010	Mon	3pm	PDO	Swipe-same	Snow	Daylight	Wet
7566133	S I 75	17.883	646106	Mar	1	2010	Mon	5am	C-level	Single veh.	Clear	Dark	Dry
7597039	S I 75	17.933	646106	Apr	14	2010	Wed	9am	PDO	Other	Clear	Daylight	Dry
7634570	S I 75	18.076	646106	Jun	9	2010	Wed	7am	PDO	Single veh.	Rain	Daylight	Wet
7670446	S I 75	18.095	646106	Jul	26	2010	Mon	7am	PDO	Rear-end	Clear	Daylight	Dry
7670449	S I 75	18.038	646106	Jul	26	2010	Mon	7am	PDO	Rear-end	Clear	Daylight	Dry
7794954	S I 75	17.981	646106	Oct	27	2010	Wed	7pm	C-level	Single veh.	Clear	Dark	Dry
7804162	S I 75	17.833	646106	Nov	2	2010	Tue	8am	B-level	Rear-end	Cloudy	Dawn	Dry
6922891	N I 75	18.021	647308	Feb	6	2008	Wed	11am	PDO	Single veh.	Snow	Daylight	Icy
6972226	N I 75	17.964	647308	Mar	31	2008	Mon	6am	PDO	Single veh.	Rain	Dark	Wet
7247301	N I 75	17.92	647308	Jan	30	2009	Fri	6pm	PDO	Rear-end	Cloudy	Dark	Slushy
7588778	N I 75	17.909	647308	Mar	28	2010	Sun	1pm	PDO	Rear-end	Rain	Daylight	Wet
7679782	N I 75	17.917	647308	Aug	9	2010	Mon	8am	PDO	Single veh.	Cloudy	Daylight	Dry
7839689	N I 75	18.021	647308	Dec	12	2010	Sun	9am	PDO	Single veh.	Snow	Daylight	Slushy

**1125 Naughton - Proposed Billboard Location
Crashes 2012-2014**

CRSH_ID	ROADNAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8341400	S I 75	8.355	646106	Apr	30	2012	Mon	7pm	PDO	Single veh.	Rain	Daylight	Wet
8409097	S I 75	8.474	646106	Aug	4	2012	Sat	7pm	PDO	Swipe-same	Rain	Daylight	Wet
8511617	S I 75	8.503	646106	Dec	5	2012	Wed	6pm	PDO	Rear-end	Cloudy	Lights	Dry
8544399	S I 75	8.503	646106	Jan	8	2013	Tue	2pm	PDO	Rear-end	Cloudy	Daylight	Dry
8610562	S I 75	8.347	646106	Apr	12	2013	Fri	10am	PDO	Single veh.	Cloudy	Daylight	Wet
8724623	S I 75	8.409	646106	Sep	5	2013	Thu	6pm	PDO	Single veh.	Clear	Daylight	Dry
8797131	S I 75	8.56	646106	Dec	4	2013	Wed	3pm	PDO	Rear-end	Clear	Dusk	Dry
8989977	S I 75	8.541	646106	Jun	19	2014	Thu	4pm	PDO	Rear-end	Cloudy	Daylight	Dry
8626141	N I 75			Apr	20	2013	Sat	2pm	PDO	Single veh.	Clear	Daylight	Dry

1705 Austin - Proposed Billboard Location
Crashes 2012 - 2014

CRSH_ID	ROADNAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8304893	N I 75	7.647	647308	Mar	6	2012	Tue	8am	PDO	Rear-end	Clear	Daylight	Dry

Comp #4 - South of 12 Mile Road

Crashes 2010 - 2014

CRSH_ID	ROAD NAME	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8994990	N I 75	July	7	2014	Wed	5:00 PM	PDO	Single veh.	Clear	Daylight	Dry
8849498	N I 75	Jan	22	2014	Fri	7:30 AM	PDO	Rear-end	Clear	Daylight	Dry
8599979	N I 75	May	27	2014	Tue	11:45 PM	PDO	Rear-end	Cloudy	Lights	Dry
9028634	N I 75	Aug	26	2014	Tue	7:41 PM	C-Level	Single veh.	Clear	Daylight	Wet
8835286	N I 75	Jan	7	2014	Tue	7:15 AM	PDO	Single veh.	Cloudy	Daylight	Icy
8826148	N I 75	Jan	2	2014	Thur	6:30 AM	PDO	Single veh.	Snow	Dawn	Snowy
8844598	S I 75	Jan	14	2014	Tue	8:00 AM	PDO	Rear End	Clear	Daylight	Dry
8555825	N I 75	Jan	28	2013	Mon	12:35 PM	C-Level	Rear End	Fog	Daylight	Wet
8740703	N I 75	Oct	6	2013	Sun	10:30 AM	PDO	Single veh.	Cloudy	Daylight	Wet
8668920	N I 75	July	6	2013	Sat	10:00 PM	PDO	Single veh.	Rain	Dark	Wet
8660331	N I 75	Feb	2	2013	Sat	6:30 AM	C-Level	Side Swipe	Snow	Dark	Snowy
8697797	N I 75	Aug	12	2013	Mon	11:00 AM	B-Level	Single veh.	Rain	Daylight	Wet
8580178	N I 75	Feb	27	2013	Wed	10:00 AM	PDO	Side Swipe	Snow	Daylight	Wet
8686859	N I 75	July	30	2013	Tue	7:40 AM	PDO	Rear-end	Clear	Daylight	Dry
8799974	N I 75	Nov	22	2013	Fri	6:30 AM	PDO	Rear-end	Cloudy	Dark	Wet
8643914	N I 75	May	27	2013	Mon	11:00 PM	PDO	Single veh.	Rain	Dark	Wet
8696928	S I 75	Aug	12	2013	Mon	9:00 AM	PDO	Single veh.	Rain	Daylight	Wet
8747559	S I 75	Oct	17	2013	Thur	7:00 PM	PDO	Rear-end	Clear	Daylight	Wet
8613287	S I 75	Apr	17	2013	Wed	4:00 PM	PDO	Rear-end	Cloudy	Daylight	Dry
8744429	S I 75	Oct	15	2013	Tue	9:00 PM	C-Level	Single veh.	Clear	Dark	Dry
8532534	S I 75	Jan	11	2013	Fri	6:00 PM	PDO	Rear-end	Clear	Dark	Wet
8656215	S I 75	Jun	10	2013	Mon	9:00 PM	C-Level	Single veh.	Rain	Dusk	Wet
8552893	S I 75	Feb	1	2013	Fri	6:00 PM	PDO	Rear-end	Cloudy	Dark	Dry
8584200	S I 75	Mar	2	2013	Sat	5:30 PM	PDO	Rear-end	Cloudy	Dusk	Dry
8735203	S I 75	Oct	5	2013	Sat	9:15 AM	PDO	Side Swipe	Cloudy	Daylight	Wet
8666756	S I 75	July	1	2013	Mon	5:30 PM	PDO	Rear-end	Rain	Daylight	Wet
8726027	S I 75	Sept	25	2013	Wed	7:00 AM	PDO	Rear-end	Cloudy	Dawn	Dry
8712347	N I 75	Sept	2	2013	Mon	5:00 PM	PDO	Single veh.	Clear	Dark	Wet
8236419	N I 75	Dec	30	2011	Fri	4:30 PM	PDO	Single veh.	Rain	Dark	Wet
7866638	N I 75	Jan	15	2011	Sat	10:30 AM	PDO	Single veh.	Snow	Daylight	Icy
8240787	N I 75	Dec	4	2011	Sun	9:45 AM	PDO	Single veh.	Snow	Daylight	Icy

Comp #4 - South of 12 Mile Road

Crashes 2010 - 2014

CRSH_ID	ROAD NAME	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
7960286	N I 75	Mar	5	2011	Sat	Mid Nit	PDO	Single veh.	Rain	Dark	Slushy
8209700	N I 75	Nov	28	2011	Mon	2:00 PM	PDO	Rear-end	Rain	Daylight	Wet
8209690	N I 75	Nov	27	2011	Sun	3:30 PM	PDO	Single veh.	Rain	Daylight	Wet
8030141	N I 75	May	15	2011	Sun	1:30 PM	PDO	Single veh.	Rain	Daylight	Wet
8220054	N I 75	Dec	14	2011	Wed	10:15 PM	PDO	Single veh.	Rain	Dark	Wet
8056874	N I 75	Jun	24	2011	Fri	11:00 PM	PDO	Rear-end	Clear	Dark	Dry
8068955	N I 75	July	1	2011	Fri	7:45 AM	C-Level	Single veh.	Clear	Daylight	Dry
8071288	S I 75	May	7	2011	Sat	5:00 AM	C-Level	Single veh.	Cloudy	Dark	Dry
8212884	S I 75	Dec	10	2011	Sat	6:00 PM	PDO	Rear-end	Clear	Dark	Dry
8212733	S I 75	Dec	6	2011	Tue	1:45 PM	PDO	Side Swipe	Clear	Daylight	Dry
7925082	S I 75	Jan	21	2011	Fri	Noon	PDO	Rear-end	Clear	Daylight	Wet
8205740	S I 75	Feb	24	2011	Thur	6:45 AM	PDO	Side Swipe	Clear	Dark	Wet
8030197	S I 75	May	19	2011	Thur	9:00 AM	PDO	Rear-end	Cloudy	Daylight	Dry
8047580	S I 75	Jun	11	2011	Sat	6:00 PM	C-Level	Rear-end	Cloudy	Daylight	Dry
8180118	S I 75	Oct	13	2011	Thur	7:00 PM	C-Level	Rear-end	Cloudy	Dusk	Dry
8018930	S I 75	Apr	13	2011	Mon	8:30 AM	PDO	Rear-end	Clear	Daylight	Dry
8121747	S I 75	Sept	26	2011	Mon	7:30 AM	PDO	Rear-end	Rain	Daylight	Wet
8073529	S I 75	July	20	2011	Wed	6:00 PM	C-Level	Rear-end	Clear	Daylight	Dry
7695508	N I 75	Aug	29	2010	Sun	7:00 PM	C-Level	Single veh.	Rain	Daylight	Wet
7563886	N I 75	Feb	27	2010	Sat	11:45 PM	PDO	Single veh.	Cloudy	Dark	Icy
7534330	N I 75	Jan	8	2010	Fri	6:45 PM	PDO	Rear-end	Cloudy	Dark	Wet
7814222	N I 75	Nov	22	2010	Mon	11:30 PM	PDO	Single veh.	Rain	Dark	Wet
7537559	N I 75	Jan	26	2010	Mon	11:00 PM	PDO	Single veh.	Snow	Dark	Icy
7704262	N I 75	Sept	11	2010	Sat	7:30 PM	PDO	Rear-end	Rain	Dark	Wet
7611541	N I 75	May	8	2010	Sat	8:00 AM	PDO	Single veh.	Cloudy	Daylight	Wet
7683259	S I 75	Aug	16	2010	Mon	6:15 AM	PDO	Rear-end	Clear	Daylight	Dry
7706781	S I 75	Sept	9	2010	Thur	4:30 PM	PDO	Angle	Cloudy	Daylight	Dry
7526089	S I 75	Jan	12	2010	Tue	4:30 PM	PDO	Rear-end	?	?	?
7526089	S I 75	Jan	12	2010	Tue	6:30 PM	PDO	Rear-end	Cloudy	Dark	Dry
7580559	S I 75	Mar	26	2010	Fri	12:30 PM	PDO	Rear-end	Clear	Daylight	Dry
7818773	S I 75	Nov	30	2010	Tue	6:05 AM	PDO	Single veh.	Rain	Dark	Wet

**Comp #4 - South of 12 Mile Road
Crashes 2010 - 2014**

CRSH_ID	ROAD NAME	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
7533112	S I 75	Jan	13	2010	Wed	6:00 PM	PDO	Rear-end	Cloudy	Dusk	Dry
7613470	S I 75	May	13	2010	Thur	1:00 PM	PDO	Rear-end	Rain	Daylight	Wet
7824523	S I 75	Nov	22	2010	Mon	9:30 AM	PDO	Single veh.	Cloudy	Daylight	Wet
7607654	S I 75	May	1	2010	Sat	4:30 PM	PDO	Single veh.	Clear	Daylight	Dry
7647491	S I 75	Jun	30	2010	Wed	5:30 PM	PDO	Rear-end	Clear	Daylight	Dry
7770122	S I 75	Oct	4	2010	Mon	5:30 PM	PDO	Rear-end	Cloudy	Daylight	Dry
7607677	S I 75	May	7	2010	Fri	11:30 AM	PDO	Rear-end	Rain	Daylight	Wet
7857848	S I 75	Dec	26	2010	Sun	3:00 AM	PDO	Single veh.	Snow	Dark	Dry
7704278	S I 75	Sept	9	2010	Thur	4:30 PM	PDO	Rear-end	Cloudy	Daylight	Dry

Comp #2 - Southbound Entrance Ramp @ 14 Mile Road

Crashes 2010-2014

CRSH_ID	ROADNAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
7704258	14 Mile/S I 75 Ramp	0.267	694202	Sep	9	2010	Thu	7am	PDO	Rear-end	Clear	Daylight	Dry
7814359	14 Mile/S I 75 Ramp	0.095	694202	Nov	14	2010	Sun	2am	PDO	Single veh.	Clear	Lights	Wet
8205767	14 Mile/S I 75 Ramp	0.009	694202	Nov	29	2011	Tue	9am	PDO	Swipe-same	Rain	Daylight	Wet
8240725	14 Mile/S I 75 Ramp	0.023	694202	Dec	21	2011	Wed	11am	PDO	Single veh.	Rain	Daylight	Wet
8293857	14 Mile/S I 75 Ramp	0.319	694202	Feb	16	2012	Thu	7am	PDO	Swipe-same	Rain	Daylight	Wet
8538584	14 Mile/S I 75 Ramp	0.324	694202	Jan	4	2013	Fri	7pm	PDO	Single veh.	Clear	Lights	Dry
8727968	14 Mile/S I 75 Ramp	0.038	694202	Sep	13	2013	Fri	12pm	PDO	Swipe-same	Clear	Daylight	Dry
8770030	14 Mile/S I 75 Ramp	0.224	694202	Nov	8	2013	Fri	6am	PDO	Swipe-same	Clear	Lights	Dry
8782848	14 Mile/S I 75 Ramp	0.286	694202	Nov	20	2013	Wed	6pm	PDO	Rear-end	Clear	Lights	Dry
8807484	14 Mile/S I 75 Ramp	0.224	694202	Dec	14	2013	Sat	11pm	PDO	Swipe-same	Snow	Lights	Snowy
8820298	14 Mile/S I 75 Ramp	0.318	694202	Dec	24	2013	Tue	6pm	C-level	Rear-end	Clear	Lights	Dry
8846432	14 Mile/S I 75 Ramp	0.019	694202	Jan	2	2013	Wed	8am	PDO	Rear-end	Cloudy	Daylight	Dry
8934797	14 Mile/S I 75 Ramp	0.286	694202	Apr	10	2014	Thu	11am	PDO	Swipe-same	Clear	Daylight	Dry
8942192	14 Mile/S I 75 Ramp	0.194	694202	Apr	29	2014	Tue	12pm	C-level	Angle	Cloudy	Daylight	Dry
9042396	14 Mile/S I 75 Ramp	0.224	694202	Sep	10	2014	Wed	10pm	PDO	Swipe-same	Cloudy	Lights	Dry
9119810	14 Mile/S I 75 Ramp	0.305	694202	Nov	21	2014	Fri	3pm	PDO	Swipe-same	Clear	Daylight	Dry
9129715	14 Mile/S I 75 Ramp	0.286	694202	Oct	1	2014	Wed	7am	PDO	Swipe-same	Cloudy	Daylight	Dry

**Comp #1 DBB - North of 13 Mile Road
Crashes 2010 -2014**

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
7537588	S I 75	5.523	646106	Jan	29	2010	Fri	12pm	PDO	Swipe-sam	Clear	Daylight	Dry
7625059	S I 75	5.623	646106	May	27	2010	Thu	12pm	C-level	Rear-end	Clear	Daylight	Dry
7683710	S I 75	5.518	646106	Aug	16	2010	Mon	11am	PDO	Rear-end	Clear	Daylight	Dry
8408676	S I 75	5.623	646106	Aug	14	2012	Tue	12am	B-level	Rear-end	Cloudy	Daylight	Dry
8444307	S I 75	5.523	646106	Oct	3	2012	Wed	8am	PDO	Rear-end	Cloudy	Daylight	Wet
8651126	S I 75	5.568	646106	Jun	11	2013	Tue	2am	PDO	Swipe-sam	Cloudy	Dark	Wet
8656217	S I 75	5.556	646106	Jun	14	2013	Fri	6pm	PDO	Rear-end	Clear	Daylight	Dry
8900357	S I 75	5.673	646106	Mar	1	2014	Sat	8pm	PDO	Rear-end	Snow	Lights	Snowy
8980751	S I 75	5.623	646106	Jun	22	2014	Sun	2am	PDO	Rear-end	Clear	Lights	Dry
7521912	N I 75	5.674	647308	Jan	11	2010	Mon	4am	C-level	Single veh.	Cloudy	Lights	Snowy
7545408	N I 75	5.453	647308	Jan	18	2010	Mon	1pm	PDO	Rear-end	Cloudy	Daylight	Dry
8287617	N I 75	5.674	647308	Feb	5	2012	Sun	1pm	PDO	Swipe-sam	Cloudy	Daylight	Dry
8381289	N I 75	5.724	647308	Jul	5	2012	Thu	7am	PDO	Single veh.	Clear	Daylight	Dry
8407436	N I 75	5.674	647308	Aug	1	2012	Wed	9am	PDO	Single veh.	Clear	Daylight	Dry
8508565	N I 75	5.674	647308	Dec	5	2012	Wed	1pm	PDO	Swipe-sam	Clear	Daylight	Dry
8636116	N I 75	5.674	647308	May	20	2013	Mon	6am	PDO	Single veh.	Cloudy	Dawn	Dry
8782869	N I 75	5.613	647308	Nov	20	2013	Wed	11am	PDO	Rear-end	Clear	Daylight	Dry
8784326	N I 75	5.55	647308	Nov	19	2013	Tue	8am	PDO	Swipe-sam	Cloudy	Daylight	Dry
8822080	N I 75	5.674	647308	Dec	14	2013	Sat	12pm	PDO	Swipe-opp	Snow	Daylight	Snowy
8910797	N I 75	5.674	647308	Mar	13	2014	Thu	9am	PDO	Rear-end	Other	Daylight	Other
8969446	N I 75	5.674	647308	Jun	6	2014	Fri	3am	PDO	Rear-end	Clear	Dark	Dry
8979863	N I 75	5.674	647308	Jun	20	2014	Fri	7pm	PDO	Rear-end	Rain	Daylight	Wet
9081264	N I 75	5.674	647308	Oct	23	2014	Thu	1pm	PDO	Rear-end	Clear	Daylight	Dry
9106980	N I 75	5.65	647308	Nov	19	2014	Wed	4pm	PDO	Single veh.	Snow	Daylight	Icy

Comp #2 - South of 14 Mile (mainlines)

Crashes 2010 - 2014

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
7518864	S I 75	6.149	646106	Jan		7	2010 Thu	4pm	PDO	Swipe-sam	Snow	Daylight	Snowy
7549827	S I 75	6.299	646106	Feb		9	2010 Tue	8pm	C-level	Single veh.	Snow	Lights	Snowy
7698326	S I 75	6.199	646106	Sep		6	2010 Mon	9pm	B-level	Rear-end	Cloudy	Lights	Uncoded
7764242	S I 75	6.307	646106	Sep		22	2010 Wed	8am	PDO	Rear-end	Cloudy	Daylight	Wet
7770121	S I 75	6.2	646106	Oct		8	2010 Fri	11am	C-level	Swipe-sam	Clear	Daylight	Dry
7774338	S I 75	6.116	646106	Sep		24	2010 Fri	6pm	PDO	Swipe-sam	Cloudy	Daylight	Dry
7818788	S I 75	6.199	646106	Dec		1	2010 Wed	7am	PDO	Swipe-sam	Snow	Dawn	Dry
7863450	S I 75	6.304	646106	Jan		6	2011 Thu	8am	C-level	Rear-end	Cloudy	Daylight	Wet
7990588	S I 75	6.299	646106	Mar		14	2011 Mon	9am	C-level	Single veh.	Clear	Daylight	Dry
7994408	S I 75	6.199	646106	Mar		20	2011 Sun	6pm	C-level	Rear-end	Rain	Daylight	Wet
8023265	S I 75	6.299	646106	May		6	2011 Fri	6pm	C-level	Rear-end	Cloudy	Daylight	Dry
8032721	S I 75	6.304	646106	May		15	2011 Sun	3pm	PDO	Other	Rain	Daylight	Wet
8056856	S I 75	6.299	646106	Jun		23	2011 Thu	6pm	C-level	Rear-end	Rain	Daylight	Wet
8060128	S I 75	6.299	646106	Jul		1	2011 Fri	9pm	PDO	Rear-end	Clear	Lights	Dry
8069750	S I 75	6.149	646106	May		31	2011 Tue	7am	PDO	Rear-end	Clear	Daylight	Dry
8108376	S I 75	6.199	646106	Sep		11	2011 Sun	12am	PDO	Rear-end	Clear	Lights	Dry
8110707	S I 75	6.299	646106	Sep		8	2011 Thu	4pm	PDO	Rear-end	Rain	Daylight	Wet
8114910	S I 75	6.299	646106	Sep		20	2011 Tue	7am	PDO	Swipe-sam	Clear	Daylight	Dry
8161620	S I 75	6.149	646106	Oct		13	2011 Thu	2pm	PDO	Rear-end	Cloudy	Daylight	Dry
8194356	S I 75	6.304	646106	Mar		9	2011 Wed	6pm	C-level	Rear-end	Rain	Lights	Wet
8195716	S I 75	6.149	646106	Nov		9	2011 Wed	6pm	PDO	Rear-end	Cloudy	Lights	Dry
8205716	S I 75	6.26	646106	Nov		29	2011 Tue	9am	PDO	Rear-end	Rain	Daylight	Wet
8212607	S I 75	6.299	646106	Nov		29	2011 Tue	4pm	PDO	Rear-end	Rain	Daylight	Wet
8219953	S I 75	6.299	646106	Dec		15	2011 Thu	11am	PDO	Rear-end	Rain	Daylight	Wet
8243290	S I 75	6.149	646106	Jan		3	2012 Tue	5pm	PDO	Rear-end	Cloudy	Lights	Dry
8246878	S I 75	6.304	646106	Dec		9	2011 Fri	12pm	PDO	Swipe-sam	Clear	Daylight	Wet
8279572	S I 75	6.149	646106	Feb		11	2012 Sat	6am	PDO	Single veh.	Snow	Dark	Snowy
8357642	S I 75	6.304	646106	May		18	2012 Fri	5pm	PDO	Rear-end	Clear	Daylight	Dry
8385589	S I 75	6.199	646106	Jul		14	2012 Sat	6pm	PDO	Single veh.	Clear	Daylight	Dry
8404272	S I 75	6.199	646106	Aug		13	2012 Mon	4pm	PDO	Rear-end	Cloudy	Daylight	Dry
8435051	S I 75	6.149	646106	Sep		17	2012 Mon	8am	PDO	Rear-end	Cloudy	Dawn	Dry

**Comp #2 - South of 14 Mile (mainlines)
Crashes 2010 - 2014**

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8439803	S I 75	6.149	646106	Sep		26	2012 Wed	3pm	C-level	Rear-end	Clear	Daylight	Dry
8442480	S I 75	6.199	646106	Oct		6	2012 Sat	1pm	PDO	Other	Cloudy	Daylight	Dry
8469270	S I 75	6.299	646106	Oct		29	2012 Mon	7am	PDO	Rear-end	Rain	Lights	Wet
8545700	S I 75	6.199	646106	Jan		23	2013 Wed	7am	C-level	Rear-end	Cloudy	Dawn	Dry
8588144	S I 75	6.21	646106	Mar		10	2013 Sun	10pm	C-level	Other	Cloudy	Dark	Dry
8607858	S I 75	6.21	646106	Apr		10	2013 Wed	7am	C-level	Rear-end	Rain	Daylight	Wet
8607870	S I 75	6.308	646106	Apr		5	2013 Fri	10pm	PDO	Swipe-sam	Clear	Other	Dry
8623259	S I 75	6.149	646106	Apr		26	2013 Fri	4pm	PDO	Rear-end	Clear	Daylight	Dry
8675815	S I 75	6.149	646106	Jul		10	2013 Wed	6pm	PDO	Rear-end	Clear	Daylight	Dry
8684772	S I 75	6.299	646106	Jul		27	2013 Sat	6pm	PDO	Swipe-sam	Rain	Daylight	Wet
8691930	S I 75	6.149	646106	Aug		6	2013 Tue	9pm	B-level	Single veh.	Clear	Lights	Dry
8715212	S I 75	6.149	646106	Sep		3	2013 Tue	8am	B-level	Single veh.	Clear	Daylight	Dry
8763424	S I 75	6.149	646106	Oct		31	2013 Thu	2pm	PDO	Swipe-sam	Rain	Daylight	Wet
8781749	S I 75	6.274	646106	Nov		20	2013 Wed	7am	PDO	Rear-end	Clear	Dawn	Dry
8829293	S I 75	6.299	646106	Dec		21	2013 Sat	8pm	PDO	Rear-end	Rain	Dark	Wet
8924709	S I 75	6.149	646106	Jan		1	2014 Wed	8am	C-level	Single veh.	Other	Daylight	Other
8975745	S I 75	6.249	646106	Jun		13	2014 Fri	5pm	PDO	Rear-end	Cloudy	Daylight	Dry
9069536	S I 75	6.149	646106	Oct		20	2014 Mon	8am	PDO	Rear-end	Cloudy	Daylight	Wet
9076903	S I 75	6.149	646106	Oct		28	2014 Tue	5pm	C-level	Rear-end	Clear	Daylight	Dry
9128030	S I 75	6.149	646106	Dec		11	2014 Thu	6am	C-level	Rear-end	Clear	Dark	Dry
7766483	N I 75	6.3	647308	Sep		18	2010 Sat	5pm	C-level	Angle	Cloudy	Daylight	Dry
7799261	N I 75	6.3	647308	Oct		30	2010 Sat	7pm	C-level	Rear-end	Cloudy	Lights	Dry
7814366	N I 75	6.3	647308	Oct		30	2010 Sat	7pm	PDO	Single veh.	Cloudy	Lights	Dry
7863875	N I 75	6.3	647308	Dec		12	2010 Sun	7pm	PDO	Single veh.	Clear	Dark	Icy
7964123	N I 75	6.209	647308	Mar		4	2011 Fri	12pm	PDO	Rear-end	Cloudy	Daylight	Wet
8003892	N I 75	6.2	647308	Mar		4	2011 Fri	12pm	PDO	Swipe-sam	Uncoded	Daylight	Wet
8023266	N I 75	6.3	647308	May		6	2011 Fri	6pm	PDO	Other	Cloudy	Daylight	Dry
8054093	N I 75	6.3	647308	Jun		17	2011 Fri	7am	PDO	Rear-end	Clear	Daylight	Dry
8056859	N I 75	6.3	647308	Jun		25	2011 Sat	1am	PDO	Rear-end	Clear	Lights	Dry
8056875	N I 75	6.2	647308	Jun		25	2011 Sat	1am	PDO	Rear-end	Clear	Lights	Dry
8195620	N I 75	6.2	647308	Nov		9	2011 Wed	7am	PDO	Rear-end	Rain	Daylight	Wet

Comp #2 - South of 14 Mile (mainlines)

Crashes 2010 - 2014

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8240775	N I 75	6.37	647308	Dec		17	2011 Sat	6am	PDO	Swipe-sam	Clear	Dark	Dry
8264853	N I 75	6.163	647308	Jan		19	2012 Thu	8am	PDO	Single veh.	Snow	Daylight	Snowy
8351717	N I 75	6.2	647308	May		19	2012 Sat	1pm	PDO	Rear-end	Clear	Daylight	Dry
8488668	N I 75	6.305	647308	Nov		25	2012 Sun	6am	PDO	Single veh.	Snow	Dawn	Icy
8618343	N I 75	6.3	647308	Apr		22	2013 Mon	9am	C-level	Rear-end	Clear	Daylight	Dry
8619806	N I 75	6.2	647308	Apr		28	2013 Sun	2am	PDO	Single veh.	Clear	Lights	Dry
8647604	N I 75	6.2	647308	Apr		18	2013 Thu	7am	C-level	Single veh.	Cloudy	Daylight	Wet
8694701	N I 75	6.3	647308	Aug		10	2013 Sat	5pm	PDO	Rear-end	Clear	Daylight	Dry
8765940	N I 75	6.3	647308	Nov		5	2013 Tue	9pm	PDO	Rear-end	Clear	Dark	Dry
8773820	N I 75	6.305	647308	Oct		25	2013 Fri	2pm	PDO	Swipe-sam	Cloudy	Daylight	Dry
8893252	N I 75	6.154	647308	Feb		23	2014 Sun	5pm	PDO	Rear-end	Clear	Daylight	Dry
8984182	N I 75	6.3	647308	Jun		24	2014 Tue	12pm	PDO	Rear-end	Cloudy	Daylight	Wet
9040135	N I 75	6.3	647308	Sep		10	2014 Wed	11am	PDO	Rear-end	Cloudy	Daylight	Dry
9063102	N I 75	6.2	647308	Oct		9	2014 Thu	4pm	PDO	Rear-end	Clear	Daylight	Dry
9112482	N I 75	6.3	647308	Nov		19	2014 Wed	3pm	PDO	Rear-end	Snow	Daylight	Icy

**Comp #3 - South of Auburn Road
Crashes After DBB Installation (2012-2014)**

CRSH_ID	ROAD NAME	MILE	PR	MONTH	DATE	YEAR	DAY	TIME	SEVERITY	TYPE	WEATHER	LIGHTING	ROAD CONDITION
8252515	S I 75	18.038	646106	Jan	5	2012	Thu	8am	PDO	Rear-end	Cloudy	Daylight	Dry
8372767	S I 75	18.019	646106	Jun	14	2012	Thu	5am	PDO	Swipe-same	Clear	Dawn	Dry
8446456	S I 75	18	646106	Sep	25	2012	Tue	9am	PDO	Swipe-same	Clear	Daylight	Dry
8531375	S I 75	18.076	646106	Dec	26	2012	Wed	2pm	PDO	Swipe-same	Snow	Daylight	Snowy
8531379	S I 75	18.076	646106	Dec	26	2012	Wed	3pm	PDO	Swipe-same	Snow	Daylight	Snowy
8584977	S I 75	17.981	646106	Feb	22	2013	Fri	11am	PDO	Single veh.	Snow	Daylight	Snowy
8615979	S I 75	18.038	646106	Apr	5	2013	Fri	9am	PDO	Rear-end	Clear	Daylight	Dry
8821024	S I 75	18.038	646106	Oct	25	2013	Fri	1pm	PDO	Swipe-same	Cloudy	Daylight	Dry
8843799	S I 75	18.038	646106	Jan	2	2014	Thu	11am	PDO	Single veh.	Snow	Daylight	Icy
8864053	S I 75	18.033	646106	Jan	16	2014	Thu	11am	PDO	Single veh.	Snow	Daylight	Snowy
9037159	S I 75	17.906	646106	Aug	26	2014	Tue	6am	PDO	Rear-end	Clear	Daylight	Dry
9054182	S I 75	18.076	646106	Sep	9	2014	Tue	8am	C-level	Rear-end	Cloudy	Daylight	Dry
9056219	S I 75	17.883	646106	Sep	18	2014	Thu	10am	C-level	Rear-end	Clear	Daylight	Dry
8287617	N I 75	5.674	647308	Feb	5	2012	Sun	1pm	PDO	Swipe-same	Cloudy	Daylight	Dry
8381289	N I 75	5.724	647308	Jul	5	2012	Thu	7am	PDO	Single veh.	Clear	Daylight	Dry
8407436	N I 75	5.674	647308	Aug	1	2012	Wed	9am	PDO	Single veh.	Clear	Daylight	Dry
8508565	N I 75	5.674	647308	Dec	5	2012	Wed	1pm	PDO	Swipe-same	Clear	Daylight	Dry
8636116	N I 75	5.674	647308	May	20	2013	Mon	6am	PDO	Single veh.	Cloudy	Dawn	Dry
8782869	N I 75	5.613	647308	Nov	20	2013	Wed	11am	PDO	Rear-end	Clear	Daylight	Dry
8784326	N I 75	5.55	647308	Nov	19	2013	Tue	8am	PDO	Swipe-same	Cloudy	Daylight	Dry
8822080	N I 75	5.674	647308	Dec	14	2013	Sat	12pm	PDO	Swipe-opp.	Snow	Daylight	Snowy
8910797	N I 75	5.674	647308	Mar	13	2014	Thu	9am	PDO	Rear-end	Other	Daylight	Other
8969446	N I 75	5.674	647308	Jun	6	2014	Fri	3am	PDO	Rear-end	Clear	Dark	Dry
8979863	N I 75	5.674	647308	Jun	20	2014	Fri	7pm	PDO	Rear-end	Rain	Daylight	Wet
9081264	N I 75	5.674	647308	Oct	23	2014	Thu	1pm	PDO	Rear-end	Clear	Daylight	Dry
9106980	N I 75	5.65	647308	Nov	19	2014	Wed	4pm	PDO	Single veh.	Snow	Daylight	Icy

(1) THIS LEASE AGREEMENT, made this 20th day of January, 2014, by and between:



INTERNATIONAL OUTDOOR, INC.
28423 Orchard Lake Road, Suite 200, Farmington Hills, MI 48334
(hereinafter referred to as "Lessee")

and

Michigan Technical Development Corporation
275 W. Girard Road, Madison Heights, MI 48071
(hereinafter referred to as "Lessor")

provides

WITNESSETH

DESCRIPTION (2) "LESSOR hereby leases to LESSEE, it successors or assigns, as much of the hereinafter described lease premises as may be necessary for the construction of an outdoor advertising structure with two faces and measuring at least 14' X 48' per face ("sign"), including necessary structures, advertising devices, utility service, power poles, communications devices and connections, with the right of access to and egress from the sign by LESSEE'S employees, contractors, agents and vehicles and the right to survey, post, illuminate and maintain advertisements on the sign, and to modify the sign to have as many advertising faces, including changeable copy faces or electronic faces, as are allowed by local and state law, and to maintain telecommunications devices or other activities necessary or useful in LESSEE'S use of the sign. Any discrepancies or errors in the location and orientation of the sign are deemed waived by LESSOR upon LESSOR'S acceptance of the first rental payment due after the complete construction of the sign including electrical power to the sign.

The premises are a portion of the property located in the County of Oakland, State of Michigan, more particularly described as:

Vacant Austin Avenue associated with 1705 & 1709 Austin Avenue, Troy, MI 48083

Parcel I.D. # 88-20-26-401-056

Legal: T2NT2N,R11E, SEC 26 OAKLAND COUNTY CONDOMINIUM PLAN NO 1888 AUSTIN CONDOMINIUM GENERAL COMMON ELEMENT ASSESSED WITH ALL UNITS IN CONDOMINIUM L37962 P479 8-14-06 FR 050

(Legal description also referenced in Exhibit A)

TERM (3) This lease shall be for a term of ten (10) years, which shall begin after Lessee has obtained all required permits and licenses, completed construction of the sign structure and all utilities are connected and functional. These tasks shall be done promptly with no unnecessary delay. Lessee shall notify Lessor of the completed construction date. This date shall be the lease commencement date.

RENEWAL (4) Lessee shall have the exclusive and irrevocable option to renew this Lease for one (1) additional term of ten years as well as two (2) additional term(s) of five years each by giving Landlord written notice within three (3) months prior to the expiration date of the preceding term. All renewals shall be on the same terms and conditions of the initial Term, except that the rent for first ten (10) year renewal Term shall equal one hundred ten percent (110%) of the rent charged for the initial Term, the first five year renewal Term the rent charged shall be one hundred twenty percent (120%) of the rent charged for the initial Term and during the second five year renewal Term the rent charged shall be one hundred twenty-five percent (125%) of the rent charged for the initial Term.

RENT (5) LESSEE shall pay to LESSOR an annual rental of Ten Thousand 00/100 Dollar **\$10,000.00** payable in advance if the sign is static or Fifteen Thousand 00/100 Dollar **\$15,000.00** payable in advance if the sign is digital. Rent shall be considered tendered upon due mailing or attempted hand delivery during reasonable business hours at the address designated by LESSOR, whether or not actually received by LESSOR. Should LESSEE fail to pay rent or perform any other obligation under this lease within thirty (30) days after such performance is due, LESSEE will be in default under the lease. In the event of such default, LESSOR must give LESSEE written notice by certified mail and allow LESSEE thirty (30) days thereafter to cure any default.

USE AND OCCUPANCY (6) If LESSEE is prevented from constructing or maintaining a sign at the premises by reason of any final governmental law, regulation, subdivision or building restriction, order or other action, LESSEE may elect to terminate this lease.

REPAIRS, MAINTENANCE, FIXTURES (7) All structures, equipment and materials placed upon the premises by the LESSEE or its predecessor shall remain the property of LESSEE and may be removed by LESSEE at any time prior to or within 60 days after termination or cancellation of this agreement or within a reasonable time after expiration of the term hereof or any renewal. At the termination of this lease, LESSEE agrees to restore the surface of the premises. The LESSEE shall have the right to make any necessary applications with, and obtain permits from, governmental bodies for the construction and maintenance of LESSEE'S sign, at the sole discretion of LESSEE.

PREMISES, ACCESS, CONDITION (8) LESSOR represents that he is the owner or lessee under written lease of the premises and has the right to make this agreement and to grant LESSEE free access to the premises to perform all acts necessary to exercise its rights pursuant to this lease. LESSOR is not aware of any unrecorded rights, servitudes, easements, subdivision or building restrictions, or agreements affecting the premises that prohibit the erection, posting, painting, illumination or maintenance of the sign. LESSOR acknowledges that the terms and conditions of this agreement are confidential and proprietary and shall not be disclosed to any third-party without the written consent of LESSEE. LESSOR agrees not to erect or allow any other obstruction of highway view or any vegetation that may obstruct the highway view of LESSEE'S sign. LESSEE is hereby authorized to remove any such other structure, obstruction or vegetation at LESSEE'S option.

L. Z. Q.

ASSIGNMENT, SUBLEASE, SALE (9) In the event of any change of ownership of the property herein leased, LESSOR agrees to notify LESSEE promptly of the name, address, and phone number of the new owner, and LESSOR further agrees to give the new owner formal written notice of the existence of this lease and to deliver a copy thereof to such new owner at or before closing. In the event that LESSEE assigns this lease, assignee will be fully obligated under this Lease and LESSEE will no longer be bound by the lease. One or more waivers of any covenant or condition by the Lessor shall not be construed as a waiver of a further breach of the same covenant or condition. This lease is binding upon the personal representatives, heirs, executors, successors, and assigns of both LESSEE and LESSOR and shall be construed under the laws of the state of Michigan.

EMINENT DOMAIN (10) In the event of condemnation of the subject premises or any part thereof by proper authorities, or relocation of the highway, the LESSOR grants to the LESSEE the right to relocate its sign on LESSOR'S remaining property adjoining the condemned property or the relocated highway. Any condemnation award for LESSEE'S property shall accrue to LESSEE.

UTILITIES (11) The Lessee will pay all charges made against said leased premises, pertaining to the billboard only, for electricity during the continuance of this lease, as the same shall become due. Lessee shall provide all utility service connections to the Leased Premises and shall pay any hookup charges or connection fees for such utilities and Lessor shall give Lessee access to neighboring lands under the control of Lessor for such purposes.

TAXES (12) LESSOR shall pay when due all real and personal property taxes and assessments with respect to the existing Premises, including the Sign. The LESSOR will send a copy of the tax bill to the LESSOR so that a check can be issued to the LESSOR for the purpose of paying the personal tax bill for the personal property taxes of the billboard sign only. The personal property taxes for the Sign shall remain the obligation of LESSEE. If real taxes rise on the property due to the installation of the Sign, and it can be documented by LESSOR, LESSEE agrees to pay the difference in the tax increase from before the Sign's existence until the end of the Lease term. LESSEE shall have the right to dispute such increase in real property taxes pertaining to the billboard on behalf of the property owner.

NON-DISTURBANCE (13) Upon request by Tenant, Landlord shall obtain and deliver to Tenant from any present or future mortgagee, trustee, fee owner, prime landlord or any person having an interest in the Premises superior to this Lease a written non-disturbance agreement in recordable form providing that so long as Tenant performs all of the terms, covenants and conditions of this Lease and agrees to attorn to the mortgagee, beneficiary of the deed of trust, purchaser at a foreclosure sale, prime landlord or fee owner, Tenant's rights under this Lease shall not be disturbed and shall remain in full force and effect for the term of this Lease, and Tenant shall not be named or joined by the holder of any mortgage or deed of trust in any action or proceeding to foreclose thereunder.

INDEMNITY (14) LESSEE shall, at its sole cost and expense, procure, pay for and keep in full force and effect during the term of this Lease, commercial general liability insurance for the benefit of LESSOR and LESSEE, with limits of \$1,000,000 for each occurrence and \$2,000,000 general aggregate. Within the first one hundred eight (180) days of each option period, the amount of insurance may be increased above the amounts herein specified at LESSEE'S discretion. LESSOR and LESSEE's mortgagee shall each be named as an additional insured under all such insurance contracts. A current Certificate evidencing such coverage and any renewals thereof shall be furnished to LESSOR from time to time. In the event LESSEE fails to maintain such insurance in force, LESSOR may at LESSEE's expense, secure such insurance and the premium paid by LESSOR as additional rent. LESSEE shall reimburse LESSOR within ten (10) days after receipt of written notice by LESSOR to avoid being in default.

LEASE MEMORANDUM (15) LESSOR will execute and acknowledge a memorandum of Lease suitable for recordation.

ADDITIONAL PROVISIONS (16) Landlord does hereby Lease and demise to Tenant, the portion(s) of the Premises which will be described on Exhibit A attached hereto (the "Leased Premises") to build a billboard on the property of which Landlord shall cooperate fully with Tenant in obtaining any necessary permits, licenses or other approvals for Tenant's use of the Leased Premises at no cost or expense to Landlord including without limitation, the application for variances of which enables Tenant to erect, operate and maintain the sign structure(s) on the Premises in accordance with this Lease. Landlord hereby authorizes Tenant to apply to the City of Troy for any such permits, licenses, variance, or other approvals on Landlord's behalf without further consent or authorization from Landlord. Landlord does hereby Lease and demise to Tenant the portion of the Premises particularly identified and described on Exhibit A attached hereto, which Premises will be identified by Tenant within existing Parcel ID # 88-20-26-401-054 with any necessary approvals to be first obtained from the City of Troy or the County of Oakland.

If litigation is necessary the tenant shall have initiated litigation with the City of Troy prior to the first anniversary of the Lease Execution Date in order to obtain permits and licenses authorizing Tenant to erect the sign structure and this Lease shall terminate if either (1) Tenant at any time is not diligently prosecuting the litigation with the City of Troy or (2) the Advertising Date does not occur prior to the third anniversary of the Lease Execution Date.

NOTICES (17) Wherever this Lease requires notice to be served on LESSORS, notice shall be sufficient if mailed by first-class mail with postage fully paid. Notice to Lessees can be completed by mailing by first-class mail with postage fully paid to the following:

LESSEE

International Outdoor, Inc.
28423 Orchard Lake Rd., Suite 200
Farmington Hills, MI 48334
Attn: Latif Z. "Randy" Oram

LESSOR

Michigan Technical Development Corp.
275 W. Girard Road
Madison Heights, MI 48071
Attn: Thomas Kemp

COVENANTS, CONDITIONS AND AGREEMENTS (18) The covenants, conditions and agreements made and entered into by the parties hereto are declared binding on their respective heirs, successors, representatives and assigns. This Lease shall be construed under the Laws of the State of Michigan. If any provision of this Lease or portions of this Lease or their application to any person or circumstances shall, to any extent, be invalid or unenforceable, the remainder of this Lease shall not be affected and each provision of this Lease shall be valid and enforceable to the fullest extent permitted by law.

L.Z.O. 

IN WITNESS WHEREOF, The parties have hereunto set their hands and seals the day and year first above written.

WITNESSED BY:

Lessor: MICHIGAN TECHNICAL DEVELOPMENT CORP.

Lori Smith
Lori Smith

Thomas Kemp
Its: President Thomas Kemp

WITNESSED BY:

Lessee: INTERNATIONAL OUTDOOR INC.

Patrick Dept
Patrick Dept

Latif Z. "Randy" Oram
Its: President Latif Z. "Randy" Oram

EXHIBIT A

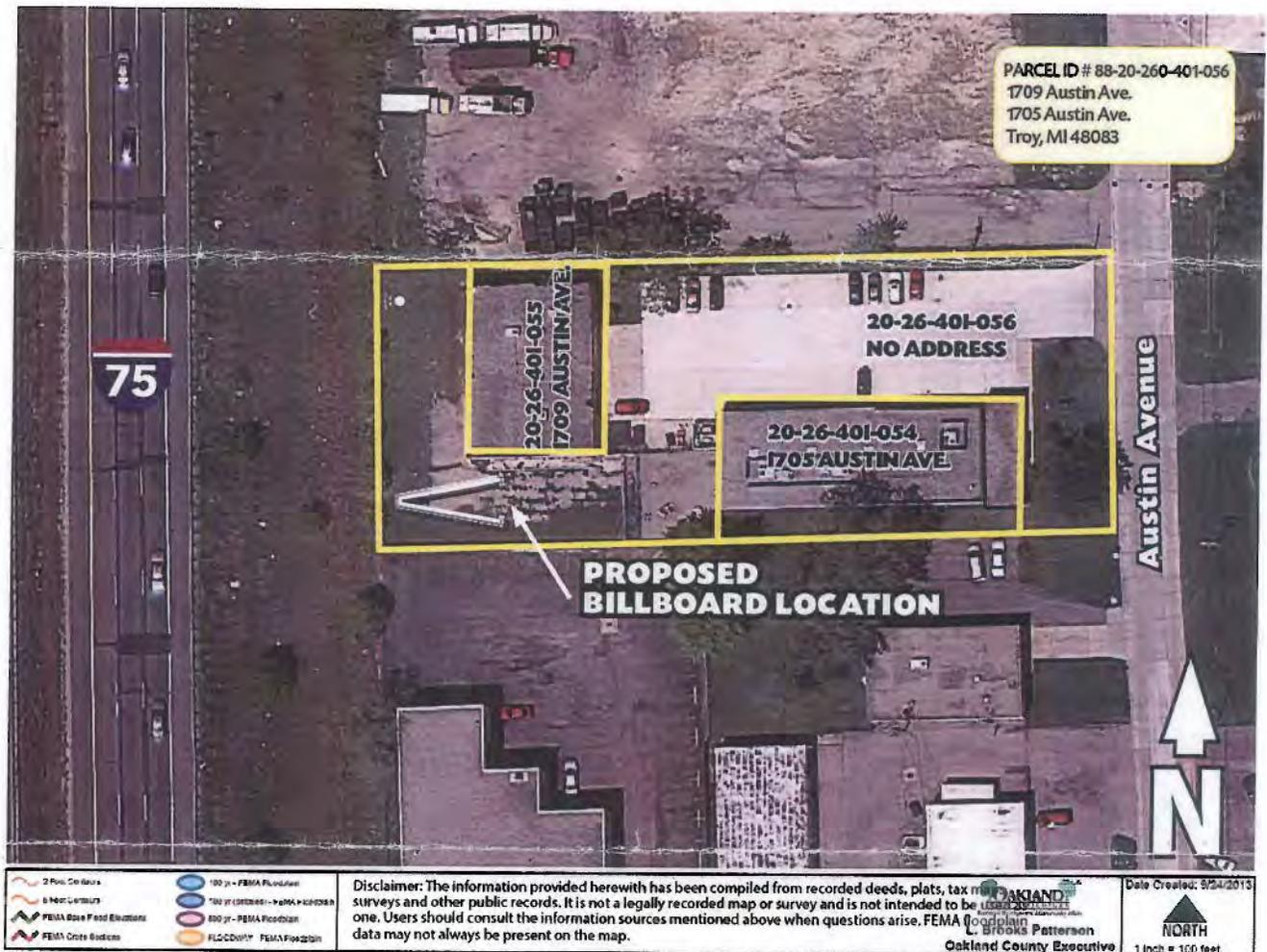
DESCRIPTON OF PREMISES

Owner: MICHIGAN TECHNICAL DEVELOPMENT CORP.

Parcel I.D. # 88-20-26-401-056

Legal Description:

T2N,R11E, SEC 26 OAKLAND COUNTY CONDOMINIUM PLAN NO 1888 AUSTIN CONDOMINIUM GENERAL COMMON ELEMENT ASSESSED WITH ALL UNITS IN CONDOMINIUM L37962 P479 8-14-06 FR 050



Oakland County One Stop Shop 2100 Pontiac Lake Road Bldg 1 West Waterford MI 48328 Phone 48-858-0721 Web www.advantageoakland.com

Initials LZO TK

6. MISCELLANEOUS BUSINESS

A. 2016 MEETING DATES

DATE: October 23, 2015
TO: Building Code Board of Appeals
FROM: Mitch Grusnick, Building Official / Code Inspector
SUBJECT: BUILDING CODE BOARD OF APPEALS 2016 MEETING DATES

The first Wednesday of each month in 2016 fall on the following dates. Noted are potential scheduling conflicts related to the observance of national holidays.

January 6
February 3
March 2
April 6
May 4
June 1 (Monday May 30, Memorial Day)
July 6 (Monday, July 4, Independence Day)
August 3
September 7 (Monday, September 5, Labor Day)
October 5
November 2
December 7

The first Wednesday in 2017 falls on January 4, 2017. Note City Hall is closed on December 30, 2016 and January 2, 2017 to observe the New Year holiday but it appears there would be no scheduling conflict in the notification process of applications.

2016 BUILDING CODE BOARD OF APPEALS REGULAR MEETING SCHEDULE / DEADLINES

REGULAR MEETING DATE	APPLICATION SUBMITTAL DEADLINE	POSTCARD MAILING DEADLINE
Jan 6, 2016	Dec 10, 2015	Dec 21, 2015
Feb 3, 2016	Jan 7, 2016	Jan 18, 2016
Mar 2, 2016	Feb 4, 2016	Feb 15, 2016
Apr 6, 2016	Mar 10, 2016	Mar 21, 2016
May 4, 2016	Apr 7, 2016	Apr 18, 2016
Jun 1, 2016	May 5, 2016	May 16, 2016
Jul 6, 2016	Jun 9, 2016	Jun 20, 2016
Aug 3, 2016	Jul 7, 2016	Jul 18, 2016
Sep 7, 2016	Aug 11, 2016	Aug 22, 2016
Oct 5, 2016	Sep 8, 2016	Sep 19, 2016
Nov 2, 2016	Oct 6, 2016	Oct 17, 2016
Dec 7, 2016	Nov 10, 2016	Nov 21, 2016
Jan 4, 2017	Dec 8, 2016	Dec 19, 2016