

EXECUTIVE BOARD MEETING MINUTES

February 22, 1973

Present: Richard Folkers, President
Roger Smith, Vice President
Stanley D. Cool, Secretary
Richard Blost, Treasurer
Paul Riley, Director
Tappan Data
Howard Cox

The meeting was called to order at 9:10 A.M. in the Conference Room of the offices of Reid, Cool & Michalski, Inc.; Southfield, Michigan. The minutes of the Jackson meeting of January 11, 1973, were approved as corrected.

Minutes of the January Board meeting were approved as corrected. The treasurer's report dated February 18, 1973 shows a balance of \$1,587.20 in the various section accounts, was approved. Expense account for S. Cool in the amount of \$22.70 was approved. The payment of an invoice to City Printing for the MICHIGANITE in the amount of \$91.80 was also approved.

Paul Riley agreed to take the minutes of the Ladies Night meeting March 2 in the absence of Stan Cool, secretary. Plans for Ladies Night were reviewed as were plans for the joint meeting with the Ontario Section April 26 and 27.

Discussion on ways of holding down the meal costs at our Section meetings was held.

The following membership applications were approved:

Jack Wilson, Regular Member
City of Flint

702 W. Twelfth Street
Flint, Michigan 48502

Stephan Holder, Commercial Affiliate
Crescent Electric Supply Co.

4710 W. Saginaw Highway
Lansing, Michigan 48917

William Sharpe, Technical Affiliate
803 Lexington

Royal Oak, Michigan 48073

Jerry Hammand, Technical Affiliate
3011 N. Connecticut

Royal Oak, Michigan 48073

A special meeting of the Board of Directors of the Section called for March 22 at 9:00 A.M. at the offices of Reid, Cool & Michalski, Inc. in Southfield to review the policy, by-laws, and further planning for the joint meeting with the Ontario Section. An attempt will be made to get a picture of the Board at work at that meeting for publication in the MICHIGANITE. (Ed. Note: Not done.) It was determined that we would invite Art Gibson, chairman of the 1974 National Convention to attend our April Board meeting to review the status of the Annual Meeting planning.

AND 44TH MEETING IN DETROIT

'WE'RE GONNA SCORE IN 74'

President Folkers, and Vice President Smith met with our new Technical Chairman for both Michigan Section and the District, Tappan Data, to work on content of the Technical Sessions and possible research projects for the Michigan Section. A few changes were made to the list of committees for the Michigan Section. A corrected list of the committee personnel is attached to these minutes.

President Folkers announced that he is working on the activation of student chapters at all of the area universities and wishes to encourage members of the Michigan

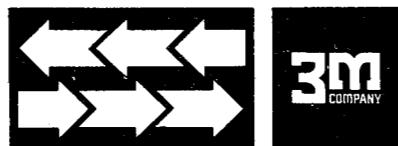
SECTION VICE PRESIDENT PROMOTED

Roger J. Smith, current Vice-President of the Michigan Section of the Institute of Traffic Engineers, has recently been promoted by the City of Southfield to the dual role of City Traffic Engineer and Deputy Director of Public Services. In this new capacity, Roger will act in a supportive position for the Director of Public Services in matters pertaining to highways, water services, sewers, drains, motor pool activities and all general engineering matters in addition to his duties as City Traffic Engineer.



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Section to participate as advisors to the student chapters.

Howard Cox is to send a letter to Dick Blost setting forth billing rates for the MICHIGANITE for the advertisements and professional cards.

Discussion was held on the MICHIGANITE and the desire of the Board to make publication dates firm. The editor is not to wait for articles which have not been received by him in time for publication. All members of the Section are encouraged to get articles in to the editor sufficiently in advance of the publication date so that he has no problems in getting the MICHIGANITE out in time.

Discussion was held on encouraging the expansion of the distribution of the MICHIGANITE to other potential readers around the state. The publications committee has worked up a list of potential recipients which Roger Smith is to forward to Dick Blost for adding addresses so that it can be transferred then to the secretary for the actual mailing of the paper.

The meeting was adjourned at 11:35 A.M.

Respectfully submitted,
Stanley D. Cool
Secretary

MICHIGANITE

OFFICIAL PUBLICATION

VOLUME 8 NUMBER TWO

MAY (SPRING) 1973

MICHIGAN SECTION

INSTITUTE OF TRAFFIC ENGINEERS

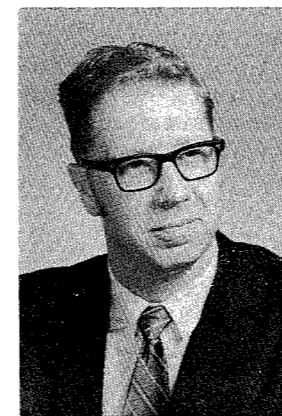


PRESIDENTS COLUMN - ITE

We are in the process of revising our constitution and by-laws; in fact, a special session of the Executive Board was convened on Thursday, March 22, to review these important items. The Michigan Section holds Charter #3 with the D.C. Section holding #1 and the New York Metro Section #2. Even though we are #3, I think we try harder and it shows!

It was very gratifying to see so many people at Al Malo's retirement party. Ken Layer and Kay Mansfield, from National Headquarters were among those present. Ken presented Al with a resolution from the Board of Direction. The following day they met with Art Gibson to review the hotel account for the 1974 Convention in Detroit.

As you are aware, the meeting date is October 21-25, at the Sheraton-Cadillac in Detroit. We should be promoting attendance as much as possible. If you wish to serve on a committee, contact Art Gibson of the Automobile Club of Michigan.



We had an opportunity to discuss some business with Ken too. We should be getting new membership forms in the next couple of months, so we can start our own membership campaign. If you know of qualified people, get them involved by either giving them an Affiliate Membership blank or letting Bill Lebel, the Membership Chairman, and his committee men, Leigh Chizek and Winston Myrie know so they can send the information to the prospective member.

A petition campaign to reduce the recent increase in gasoline tax from 7¢ to 9¢ appears to be moving along too well. We should be fighting this, as it will not affect the bussing of students one way or the other. Yet when the certification takes place, the transit proponents will still get 1/18 of the 7¢ rather than the 9¢, and highway interests will get less than we did before. So if you have the opportunity to talk to anyone on this, advocate not signing the petitions. The discontinuance of collection as soon as certification takes place means that there will not be anymore than 7¢ collected until after the November General Election in 1974.

As part of the Transportation package, bike routes are another consideration for usage of the public right-of-way. Although cyclists are covered under the Michigan Vehicle Code, the specifications for bike routes have not been established. Possibly, we could have something on this subject for our December technical meeting.

The recent "Ladies Night" program was enjoyed by those attending it. The title may have turned off some people because it indicated the speaker would be discussing drugs. He did not talk about drugs but rather the techniques for keeping the lines of communications open between parents and teenagers (or between employee-employer, etc.). It was controversial and would you believe, that for at least ten minutes after he finished, no one got up but just sat there talking among themselves at the tables. Tom Frommeyer, the speaker, did an excellent job!

We have our Michigan-Ontario meeting which appears to be a real winner. Also Dick Blost could use some help for the July 8 picnic. Details on that will be passed along as soon as they are available. This is a new venture and hopefully it will become an annual event.

Richard Folkers
President

43RD ANNUAL ITE MEETING

RADISSON HOTEL, MINNEAPOLIS

AUGUST 19-24

MICHIGAN SECTION - 1973 REVISED MEETING SCHEDULE

Date	Location	Host
April 26-27	Tech. Conf. Joint Meeting with Southwest Ontario Region of the Canadian Section. Proving Grounds Trip	R. Smith R. Folkers
May*	Warren Valley - Detroit	W. Sutherland A. Richardson
June 22, 23, 24	District 3 Meeting at Pokagon, Indiana	
July 8	Family Picnic Lansing	R. Blost R. Pohl W. Savage
August 18-22	43rd Annual Meeting Minneapolis, Minnesota	
September 13*	Grand Rapids	C. Simmons M. Jones
October 11-12	District 3 Technical Conf. Toledo, Ohio	
November 8*	Saginaw	J. Meredith P. Cupal
December 6	Technical Conference Annual Meeting - Detroit	P. Riley T. Freed

*There will be short (20 minutes) technical papers presented at the May 24 meeting by the City of Southfield; at the September 13th meeting by Reid, Cool & Michalski, and at the November 8 meeting by the City of Saginaw.

ITE PRESIDENT ON THE MOVE

Washington, D.C. - President William R. McGrath will participate in more District and Section meetings of the Institute of Traffic Engineers during 1973 than any President in the past decade.

In announcing Mr. McGrath's schedule, Kenneth H. Layer, Executive Director of the Institute noted that his schedule of visits to Districts and Sections during 1973 will be one of the most ambitious in his nearly three years as the Institute's chief executive.

Mr. McGrath attended the organizational meeting of the Institute's largest District memberwise (District 6), in San Diego, California March 24. Under the new Constitution, which became effective January 1, all Districts (there are eight throughout the world) will handle many activities formerly performed by the International Headquarters, including the admission and transfer in grade of applicants for membership.

This transfer of responsibility from Headquarters to the Districts represents a very basic change in the organization's philosophy.

Following the San Diego meeting, Mr. McGrath met with the New England Section in Boston, Mass., March 27.

April 2, Mr. McGrath and Mr. Layer attended the District 5 Board of Direction meeting in New Orleans, La. District 5 is the second largest District in population. It is made up of 11 states from the borders of Texas to Florida and Virginia.

April 4, 5 and 6, Mr. McGrath represented the Institute at the Annual Meeting of the American Road Builders Association. Mr. Dan Hanson, Executive Vice President of the ARBA, is a Fellow of ITE.

April 29 through May 2, President McGrath will preside over the spring meeting of the ITE Board of Direction in French Lick, Indiana. The Board is composed of 15 members. Eleven directors represent the eight Districts of the Institute; one from the Associated Organization Division; plus the President and two Vice Presidents. The Board meets three times each year. Their organizational meeting is always in Washington, D.C. in January; the spring meeting is held in various parts of the country; and the third meeting is during the Annual Meeting in early fall.

May 9 President McGrath and Executive Director Lauer will attend the Annual Meeting of District 1 in Worcester, Mass. District 1 is composed of the New England states, New York and the northern part of New Jersey. Over 675 ITE members reside in this District alone.

June 22-24 both men will travel to Angola, (Pokagon) Indiana to attend the District 3 meeting. This meeting will attract in excess of 200 members and their families.

July 15-18 District 6, will hold its annual meeting; with an estimated attendance of 450 members and wives in Las Vegas. Mr. McGrath and Mr. Lauer will attend and will make major contributions to this meeting.

August 18-25 Mr. McGrath will preside over the 43rd Annual Meeting of the ITE at the Radisson Hotel in Minneapolis, Minn. The 4-1/2 day affair will see 65 papers presented on subjects ranging from the demand for staggered work hours to preferential lanes for special traffic and campus traffic and parking problems.

The advanced planning for this meeting indicates that it will be one of the best attended in the history of the Institute. The Local Arrangements Committee is preparing for well over 1,000 participants.

October 10 President McGrath will meet with District 7 in Halifax, Canada. District 7 is made up of all Canada and has over 300 members from coast to coast.

October 11, Mr. McGrath will be the featured speaker during the Annual Meeting of District 3 in Toledo, Ohio.

MICHIGANITE

Official Publication
Michigan Section
of the

Institute of Traffic Engineers

Section Officers and Executive Board

Richard J. Folkers	President
Roger J. Smith	Vice-President
Stanley D. Cool	Secretary
Richard L. Blost	Treasurer
Paul J. Riley	Director
John R. Gray	Immediate Past President

THE MICHIGANITE is published four times a year - January, April, July and August. Deadline for all copy is the first of the month preceding publication. News stories and articles are solicited. Please send to the editor.

Address communications regarding the Michiganite to the Editor:

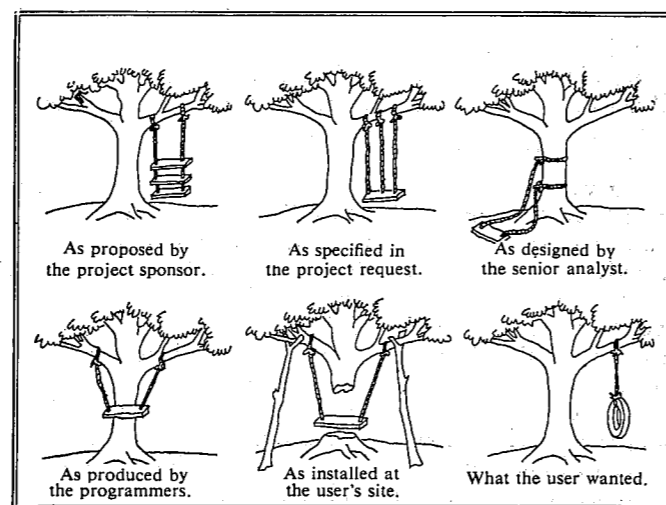
W. Howard Cox
Assistant Managing Director
Traffic Safety Association of Detroit
310 Veterans Memorial Building
151 West Jefferson Avenue
Detroit, Michigan 48226

Prepared by the Traffic Safety Association of Detroit

The Institute of Traffic Engineers, now in its 43rd year, it has 5,000 members in 65 countries. Involved in such areas as education, administration and professional standards, traffic operations and design, and transportation planning, the international organization is served by a Headquarters staff in Arlington, Virginia, a Washington, D.C. suburb.

Note new address:
1815 N. Fort Myer Drive
P. O. Box 9234
Arlington, Virginia 22209

SYSTEMS ANALYSIS IN ACTION



SECTION TECHNICAL ACTIVITIES

Chairman - Tappan Data
Gerald Holmberg
Alan Richardson
William Lebel
Elliot Aitchison
Bill Savage

HOSPITALITY

Chairman - Richard Lauer
Jerry Carrier
Herb Henry

PAST PRESIDENTS COMMITTEE

Chairman - John Gray
Donald Orne
Stanford P. Gross

IMSA LIAISON REPRESENTATIVE - Robert Hartwell

ESD REPRESENTATIVE - Charles Michalski

ENGINEERS CONVOCATION REP. - J. Neve

1974 ANNUAL ITE MEETING (National Appointment)

Chairman - Art Gibson
A. Malo
Robert Larson

LADIES NIGHT MEETING MINUTES

March 2, 1973

On Friday, March 2, 1973, 30 members and ladies joined together at the Holiday Inn of Southfield. After enjoying a social hour and fine meal, Mr. Thomas Frommeyer, Director of Southfield's Social Services Department, was introduced. Tom lead a lively and participatory discussion of parent effectiveness. The basic thrust of the presentation was to demonstrate that with children (as well as with others), communications is extremely important in achieving proper response. Twelve roadblocks to communication were discussed and these include the following:

1. Directing, Ordering, Commanding
2. Warning, Threatening, Promising
3. Moralizing, Preaching, Shoulds & Oughts
4. Advising, Recommending, Sending Solutions or Suggesting
5. Teaching, Lecturing, Persuading with Logic
6. Judging, Criticizing, Disagreeing, Blaming
7. Praising, Agreeing, Evaluating Positively
8. Name-Calling, Labeling, Sterotyping
9. Interpreting, Analyzing, Diagnosing
10. Reassuring, Sympathizing, Supporting
11. Probing, Questioning, Interrogating
12. Withdrawing, Distracting, Sarcasm, Humoring

He indicated that if these roadblocks were used immediately in response to a given solution, further communication with the child may be cut-off or a poor reaction may result.

Mr. Frommeyer's presentation involved each of those present in examining their own set of communication problems and pointed out specific problems and possible remedies. After the program was finished, all remained for another hour in a general group discussion of the concepts and questions raised by the speaker.

Respectfully submitted,
Roger James Smith
Acting Secretary

BEACH AND LARSON HONORED

Frank C. Beach, Planning Engineer for the Oakland County Road Commission and Robert Larson, Director of Transportation Programs for the Wayne County Road Commission were among several County Engineers honored by the County Road Association of Michigan March 14, in Grand Rapids at the Pantlind Hotel.

The inscription on Frank's plaque reads:

Frank Beach, Oakland County Planning Engineer. Frank is recognized for his untiring efforts in the last and most current highway road needs study. Frank, as much as anybody in the state, was responsible for the concept of the urban roads system. Through his efforts, and as a result of the developed concept of the urban roads system, Mr. Beach and his colleagues of the road needs study committee were able to justify and demonstrate a much greater percentage of highway needs for the county road system than ever before. The percentage of county road needs of the total road needs of the state between studies rose from 32% to approximately 44%.

Bob's plaque reads:

Robert Larson, Planning Engineer for the Wayne County Road Commission. Mr. Larson, along with Frank Beach, competently and forthrightly negotiated and researched the road needs in the last and current study over a period of approximately four years. Due to Mr. Larson's overall and comprehensive knowledge of roadways, roadway financing and highway planning, the county road system, and for that matter, all of the highway systems of the state, profited. Mr. Larson has always responded to the Association's call for help in all matters pertaining to planning. As a result of his presence, the Association has consistently and continuously been ably represented.

Both Frank and Bob have served our section and our profession extremely well and deserve our congratulations too for a fine job!

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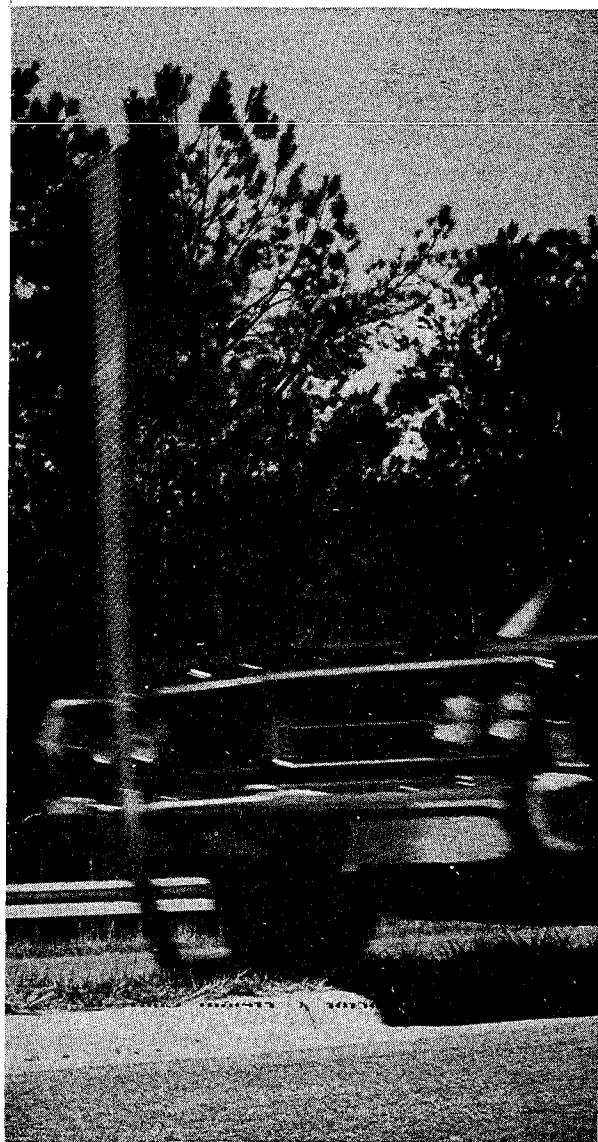
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1973 COMMITTEE APPOINTMENTS

NOMINATING

Chairman - Pat Walder
Earnest Elliott
John Robbins

PROGRAM

Chairman - Roger J. Smith
Co-Hosts of Meeting

LEGISLATIVE (By-Laws and Resolutions)

Chairman - James Neve
Maurice Witteveen
Gordon Melvin

PUBLIC RELATIONS

Chairman - Harry W. Taylor
Joe Harris
William Savage
Frank Ronan

MEMBERSHIP

Chairman - Bill Lebel
Winston Myrie
Leigh A. Chizek

EDUCATION AND PROFESSIONAL DEVELOPMENT

Chairman - Keith Bushnell
William Taylor
Frank DeRose
Adrian Koert

UNIFORM TRAFFIC CONTROL DEVICES

Chairman - Jere Meredith
Weldon Borton
Harold H. Cooper
Bob Wellington
Stanford P. Gross

TRAFFIC SAFETY

Chairman - Max R. Hoffman
Chuck Maltese
Bruce Madsen
Gordon Sheehe
Noel Bufe
Richard Kuzma

ENGINEERING REGISTRATION

Chairman - Frank Beach
David Bacon
Les Akey
Charles Michalski

TRAVEL ARRANGEMENTS - ANNUAL MEETING

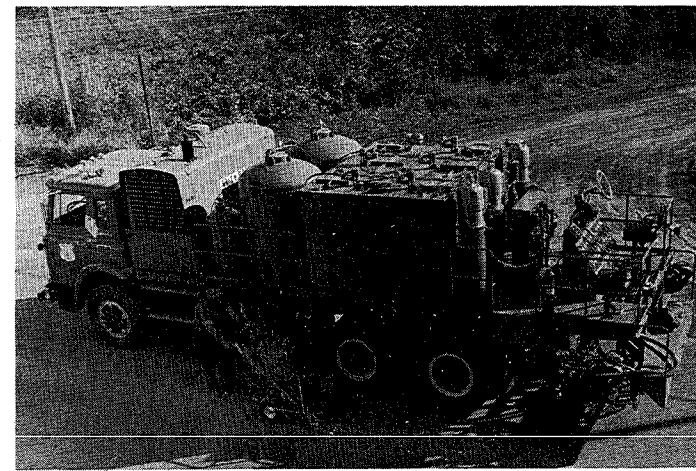
Chairman - David C. Bacon
Arthur C. Gibson

PUBLICATIONS, Editorial Board

Chairman - William Sutherland
Roger J. Smith
Paul J. Riley
Howard Cox

TRAFFIC PRODUCTS EVALUATION

Chairman - Joseph Hobrla
Don Orne
Jean Clinton
Robert Carroll



JANUARY SECTION MEETING

Fifty seven persons attended the Jackson Meeting held on January 17, 1973. The meeting began at approximately 8 PM with the members and guests rising and introducing themselves. Mr. Blost, who chaired the meeting, thanked those in attendance and explained to the members present the absence of the President, Vice President and Secretary of the of the Section.

The Treasurer's report for December, 1972, was given showing a balance of \$1,223.46 in the treasury. It was moved and seconded that the Treasurer's report be accepted. The members were informed that the minutes of the January Board Meeting would be given at a later date.

Mr. Neve introduced the program for the evening which was put on by Mr. Lester Akey and Mr. Gerald Holmberg, of the Oakland County Road Commission. Their topic of discussion was signing, geometrics and signalization of odd numbered lanes.

Mr. Holmberg first discussed a series of slides showing the signing, both overhead and roadside, for "Center Lane for Left Turns Only." Also reviewed was lane assignment signing. A short discussion followed concerning four-lane flares at intersections versus three-lane flares and the use of a case sign at signalized intersections with the legend "Center Lane for Left Turn Only." The geometrics showing the radii and flares for those intersections, as well as pavement marking on the approach lanes, were also discussed as they are used in Oakland County.

Mr. Akey presented a series of slides concerning low-level signals and pedestrian signals. The left-turn operation at Ten Mile Road and Southfield Road was also discussed and a short history of the intersection from normal signal operation to the present signal function was reviewed. A number of questions were raised and a very informative discussion followed.

There was much interest shown by the audience in this type of presentation.

After the presentation was completed, a drawing was held and thanks were given to Pat for the fine selection of gifts. Announcements were again made that dues for the Michigan Section are now being collected and Mr. Blost would be available after the meeting. It was also mentioned that Mr. Malo is retiring as Director of the Department of Streets and Traffic and the Board will prepare a presentation to be given to Mr. Malo.

Thanks were again given to Jim Neve and Pat Walder for hosting an enjoyable meeting.

Respectfully submitted,
Paul J. Riley
Acting Secretary

ONE OF THE WORLD'S LARGEST PAINTERS -

The newest addition to Michigan's Department of State Highway's fleet of pavement marking machines, shown here, is one of the largest paint striping machines ever built and went into service with the advent of pavement marking season this spring. For contrast the hand stripes is shown in foreground.

The machine measures approximately 11 ft. high, 8 ft. wide and 40 ft. long. When fully loaded the unit weighs approximately 44,000 pounds as compared to 27,000 pounds of the previous machines.

The machine was built by the Prismo Universal Corporation according to specifications developed and supplied by the Michigan Department of State Highways.

The machine is designed to apply three colors of paint - white, yellow and black - of either the regular or fast drying traffic paint. In addition, it carries 7200 pounds of glass beads for reflectorizing the paint lines.

The machine is designed to provide maximum production to the pavement marking operations. Its principle features are: 1) Use of fast drying traffic paints, 2) Large capacity, 3) Fast operating speeds, and 4) Application of dual lines. The machine is capable of putting down 80 miles of lines before refilling.

The machine will go into operation in urban areas, on multilane roads and on freeways as soon as weather conditions permit.

J. E. Hobrla
Traffic Services Engineer

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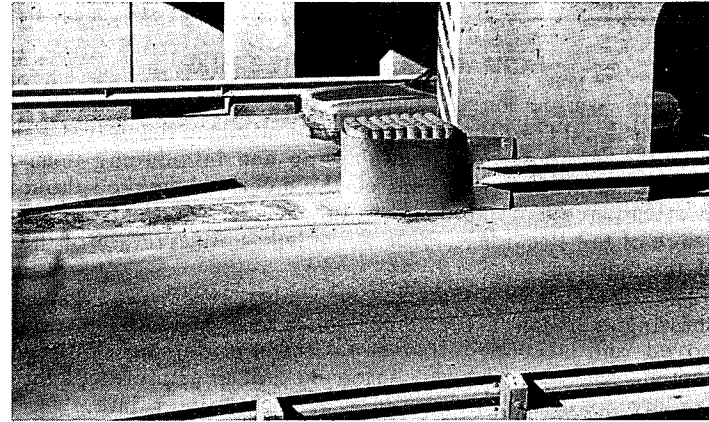
IMPACT ATTENUATORS IN OAKLAND COUNTY

By Winston Myrie



The Oakland County Road Commission has begun a program to shield potentially hazardous locations such as piers, utility poles, and other fixed objects with hydrocell impact attenuating devices. These impact attenuators consist of vinyl plastic cylinders six inches in diameter and thirty-nine inches high; fastened together vertically to form an assembly. The cylinders are filled with calcium chloride solution to prevent freezing, and are designed to allow a controlled escaped of the fluid under impact, providing an effective cushion while the energy of the moving vehicle is dissipated.

These cushion barriers are currently installed at two locations in Oakland County: Big Beaver Road at the Grand Trunk Railroad viaduct (shown here), and Coolidge Road at Judson.



On January 24, 1973, the unit installed on Big Beaver Road was struck by an automobile traveling east on Big Beaver. The driver suffered minor injuries and the vehicle was disabled. Damage to the unit consisted of two punctured cells and a torn protective belting which were repaired within 24 hours. Had the crash barrier not been present, the vehicle would have struck the concrete pier causing more severe injuries to the driver and greater damage to the vehicle.

The Road Commission is quite confident that the hydro-cell devices perform well in reducing damage and injuries to impacting vehicles and their occupants, and plans to expand usage of the units at other similar locations in the County.

HIGHWAY DEPARTMENT FLOATS A ROAD

Lansing - Polystyrene foam, the lightweight material used for insulation, packing material, Christmas decorations and a variety of other products, now forms the road-base of a Michigan highway.

Planks of material known commercially as Styrofoam, were bundled together to form a base up to five feet thick on the approaches of a recently constructed Chippewa County bridge in the eastern Upper Peninsula.

Dow Chemical Co. of Midland, the manufacturer, said thin layers of Styrofoam have been laid in roadbeds in various states as insulation against frost. Never before, however, has it been used for the base of the road itself.

Engineers in the Department of State Highways say use of Styrofoam as a lightweight roadbase opens up the possibility of new methods of construction over muck, peat and swampy areas, prevalent in Michigan.

Chippewa County, in particular, is a roadbuilder's nightmare. What appears to be solid ground is in reality a thick crust over a vast sea of wet clay with the consistency of toothpaste. Roads and roadbuilding equipment and materials can literally sink out of sight unless "floated" on mats of wood or logs.

The first project using Styrofoam was at the site of a new bridge carrying Riverside Drive over the Big Munuscong River northeast of Pickford. Since the wet clay at the site has little lateral holding strength, the old bridge was anchored to nearby trees to stabilize it against river ice action in early spring.

Buoyancy of the Styrofoam will offset the weight of the pavement, reducing to a minimum the pressure on the unstable clay underlying the road.

Use of the material was proposed after Caspian Construction Co. of Caspian began construction early this year

of a new bridge, under a \$127,905 contract.

The two-span bridge, set on pilings 100 feet deep on stable bottom, was designed five feet higher than the bridge it replaced. When the old bridge approaches were raised with gravel, the additional weight forced underlying wet clay through the bridge pilings into the river. The fill was removed and work was suspended pending a solution to the problem.

Possible remedies included lengthening the bridge or excavating wet clay down to a stable base - both expensive procedures.

Thomas Coleman, soils engineer in the State Highway Department, which furnished engineering and technical assistance on the project, suggested polystyrene foam as a substitute for the gravel backfill.

Dow Chemical Co. and state engineers decided to use high density Styrofoam planks 1.5 inches thick, two feet wide and eight feet long, having a compressive strength of 35 pounds per square inch. They were assembled in bundles two feet wide, one foot thick and eight feet long. The Styrofoam base was extended 128 feet out from the bridge in both directions.

The road surface is a layer of sand capped with bituminous material.

Only time can determine the ultimate success of the project, but state highway engineers are confident the Styrofoam material will work.

Many of Michigan's early roads were "floated" over wet clay, swamps and muck with logs, brush and wood. Corduroy roads of wood logs were common in early Michigan, but heavier motorized vehicles forced roadbuilders to excavate and replace unstable muck and soils with sand and gravel - a costly method used on all freeway construction.

TREASURER'S REPORT MICHIGAN SECTION ITE

February 19 - April 18, 1973

Balance as of February 19, 1973		\$1,587.20
Receipts - Checking Account		
Dues	\$324.00	
MICHIGANITE ADV.	25.75	
		\$349.75
Receipts - Savings Account		
Interest	7.17	
March Meeting	212.00	
		\$219.17
Total Receipts		\$ 568.92
Expenditures		
S. Cool - Supplies	22.70	
MICHIGANITE	91.00	
March Meeting	214.20	
Affiliate Mag.	294.00	
Total Expenditures		\$ 621.90
Balance as of April 18, 1973		\$1,534.22*
Location of Funds		
Savings Account	\$737.33	
Checking Account	962.89	
Cash on Hand	129.75	
Total Funds	\$1,829.97	
Checks outstanding	295.75	
		\$1,534.22

*Balance includes \$242.66 in Hospitality Funds

Richard L. Blost
Treasurer

LODGE AND FORD GET SAFETY BARRIER

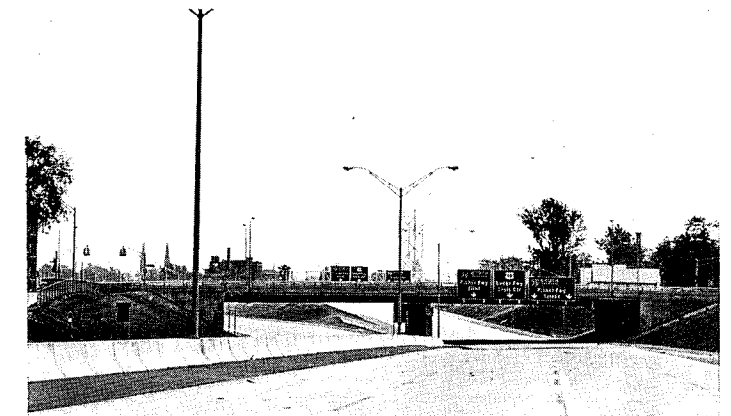
Lansing - Construction of concrete median barriers along the entire length of the Edsel Ford and John Lodge Freeways in Detroit has been authorized by the State Highway Commission.

The commission also approved removal of lighting fixtures from the outside edge of the freeway shoulders and installation of new double-armed fixtures on top of the new median barriers.

The two measures are the first major step in extensive upgrading of Michigan's two busiest freeways, which will take place over the next 3 years, the Commission said. The freeways were built mostly in the 1940's and 1950's and are two of the oldest in the state.

Work on a section of the Ford Freeway from Miller Road in Dearborn east to Warren Avenue in Detroit is scheduled to begin this spring. Additional contracts will be let next year, the Commission said. Cost of the median and light fixture work along the 30 miles of the two freeways is estimated at \$14.7 million.

Concrete barriers have proved safer than metal guardrails in areas where freeway medians are narrow. The sloping, generally convex shape turns errant vehicles back into the



proper travel lane rather than permitting them to jump the barrier into the path of on-coming traffic.

Light poles on the median barriers are much less likely to be hit by vehicles than those installed near the outside shoulders at ground level.

"The new barriers and light fixtures will certainly cut down on the number of traffic accidents and injuries on these two freeways, and this is the important thing," said Commission Chairman E. V. Erickson.

"Experience with these devices on other freeways, such as the new Jeffries in Detroit, also shows they reduce freeway maintenance," Erickson said. "Damaged guardrails and knocked-down light poles not only are expensive to repair but are ugly to look at."

Work on the Ford (I-94) will extend from Miller Road east and north to Eight Mile Road in Harper Woods. Improvements on Lodge Freeway (US-10) will extend from US-25 (Fort Street) north and west to M-39 (Southfield) Freeway.

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EXECUTIVE BOARD MEETING MINUTES

April 19, 1973

Members present: R. J. Smith
A. Gibson
J. Neve
S. Cool
R. Folkers
P. Riley
R. Blost
W. LaBelle
H. Cox

Meeting was called to order at 9:15 A.M. by President Folkers. Mr. Arthur Gibson, Chairman of the 1974 Annual Meeting reviewed the status of planning for that meeting which will be held in Detroit. John Robbins is the chairman of the technical part of the Convention. Executive Board members are encouraged to give suggestions by April 26 (for additional speakers, etc. to John). The technical program for the Convention will be discussed at the National I.T.E. Board Meeting next week in Indiana. General Chairman of the Convention is Mr. Gibson. Assistant Chairman for Technical Affairs is Bob Larson. Assistant Chairman for Administrative Affairs is Alger Malo.

Jim Neve reviewed the draft of the By-Laws for the Michigan Section and the Board and Jim together re-worked the draft and a copy of the draft as approved now by the Executive Board has been mailed to the members.

The minutes of the Ladies Night held March 2, 1973, were approved as were the minutes of March 22, 1973, Board Meeting. The Treasurer's report with a balance of \$1,534.22 in the various section funds was approved.

Plans for the April 26, 27, Michigan-Ontario Meeting were reviewed.

The following expense accounts were approved:

R. Blost	stamps	\$ 0.60
H. Cox	photographic	20.00
J. Neve	Engineers Conf.	7.00
S. Cool	meeting notices	10.40

Membership application of A. Robert Briere; 3108 Audubon St.; Kalamazoo, Michigan 49008, was accepted.

Discussion was held on the MICHIGANITE advertising and professional cards. Letters have been sent to additional potential advertisers seeking further advertisement. Information from our District Director was passed out for perusal by the Board members.

CONSULTANTS MAKE ZOO'S WHO

Lansing - A Southfield consulting firm will devise a new internal parking and traffic movement plan for the Detroit Zoo, the State Highway Commission announced today.

The State Administrative Board approved a \$77,296 agreement April 17 between the Commission and Reid, Cool & Michalski, Inc.

The firm will devise a plan to minimize disruption to auto and pedestrian traffic caused by construction of Interstate 696 Freeway along 10 Mile Road adjacent to Huntington Woods and Royal Oak.

About one acre of zoo property at entrance in the southeast corner of the zoo will be purchased for freeway construction. This will require new parking arrangement and pedestrian and vehicular zoo access traffic patterns, especially as they relate to the freeway.

Freeway construction in the area is scheduled to begin late in 1976.

The new zoo traffic plan is scheduled for completion by next November. Federal aid will provide \$69,566 of the cost and state highway funds \$7,730.

It was announced that Reid, Cool & Michalski, Inc. are moving to 29623 Northwestern Highway, Southfield. The Executive Board meetings will continue to be held in the Reid, Cool & Michalski conference room. Their new office is located on Northwestern Highway between 12 Mile and Inkster Road on the west side of the street. Their new phone number is 356-3515.

The meeting was adjourned at 11:30 A.M.

Respectfully submitted,
Stanley D. Cool

DISTRICT THREE NEWS

May 3, 1973

To: District Board and Alternates
From: C. E. Riser, District 3 Director
Subject: Synopsis of ITE Board of Direction Meeting
April 30 and May 1, 1973

Following are the highlights contained in a brief synopsis of the subject meeting. I would be happy to expand on any item you may desire.

1. Approved new "Membership Admission and Transfer Requirements" Board policy.
2. Approved new "Fees" Board policy.
3. Referred to Constitutional Amendments Committee matter of transfer of Affiliates to other grades of membership.
4. Left to Board discretion the question of non-engineers' transfer requirements to grade of Fellow.
5. Memorialized new membership requirements which have been sent to the District Membership Committee.
6. In 1072, income exceeded expenses by \$207.50.
7. All money borrowed from Fee Fund has been returned (Balance \$70,848.55).
8. President McGrath is continuing District and Section visitations. He will be at Angola and, hopefully, Toledo.
9. Name change:
 - a. Straw vote of membership to be taken soon on following names:
 - (1) International Institute of Transportation and Traffic Engineering (IITTE)
 - (2) Institute of Transportation and Traffic Engineering (ITTE)
 - (3) International Transportation Engineers (ITE)
 - (4) International Transportation Institute (ITI)
 - (5) Institute of Traffic Engineers (ITE)
 - b. If "Institute of Traffic Engineers" receives less than 40% of straw vote, a proposed constitutional amendment will be drawn incorporating name other than "Institute of Traffic Engineers" for presentation to 1973 Annual Business Meeting and for balloting thereafter.
10. 1974 Nominees: For President - Larry Dondanville
For Vice President - Harold Michael
11. ITE will not take a stand on the Freeway thru Overton Park (Memphis, Tenn.) which has been deleted by the Secretary of Transportation.
12. Equal Opportunities Committee has begun work. Article may appear in T.E. magazine and workshop may be scheduled at Annual Meeting.
13. Bill Sacks was appointed Chairman of Safety Study Committee which is involved in revisions to Highway Safety Act. Bill is an Ohio Section member.
14. Historic Committee plans to interview on tape long time Traffic Engineers so that their recollections will be held for posterity.
15. AOD recommended a permanent Research Committee.

16. Committee appointed to study feasibility of training Traffic Technicians. Proposal of Roy Jorgensen and Associates for preparing a "Self-taught" program appears to me to be potentially financially disasterous for ITE. Committee also to study an Operations Seminar.
17. Career booklet is to be updated.
18. ITE Uniformity Committee to be appointed by President McGrath. Members hopefully will also be appointed to the National Advisory Committee.
19. Proposal for the Transportation Handbook was referred back to Director Campbell for revision following Board and Technical Council review.
20. A new membership master file has been created at Headquarters for control purposes. All known membership applications are now being reviewed by appropriate persons or committees. Membership problems believed solved. (Comment: Seeing is believing).
21. Ms. Barbara Moskowitz has resigned. Mr. Ed Jacoby is new Director of Publications.
22. Traffic Engineering Handbook revision: 9 Chapters at printers, 13 Chapters uncompleted, available for sale April 1, 1974.
23. Four, 1973 Fellowships were given, none in District 3.
24. Agreed to co-operate with ASCE in their special conference on Environmental Engineering.
25. President McGrath presented his six point, "Program for the Future".
 - (1) Technicians' Training Program
 - (2) Skills and Interest Survey
 - (3) Job Placement Program
 - (4) Legislative Study Committee
 - (5) Operational Seminar
 - (6) Uniformity Committee

Cost: \$45,000 needed in 1974, \$81,000 needed in 1975. To finance, a vote of membership to increase dues to the following level:

Grade	Present	1974 Proposed	1975 Proposed
Fellow	\$44	\$60	\$75
Member	33	45	55
Member + 10	44	60	75
Associate	22	30	35
Affiliate	44	60	75
Student	5	5	5

Proposal was deferred with the idea of holding a new "goals" conference patterned after "con-con", probably in October. If new programs result from the "goals" conference, dues increase would be necessary to finance them. I am strongly opposed to a substantial dues increase and recorded my vote accordingly. The majority of the Board was not so inclined. I am deeply disturbed by this proposal and have or intend to discuss the matter with each District Board member. Your advice is sought.
26. The Manual of Traffic Engineering Studies is to be updated and reprinted. Messrs. Box and Oppenlander will edit.
27. Annual Meeting planning (1973 in Minneapolis, 1974 in Detroit and 1975 in Seattle) is proceeding on schedule.
28. The 1973 Annual Meeting Hotel will be the Regency-Hyatt House in Atlanta.
29. RTOR legislation in New York is on the Governor's desk for signature. RTOR legislation has passed in Indiana, without signs, and will be effective July 1, 1974.
30. Mr. Stewart Fisher is the 1973 Resolutions Committee Chairman.
31. The 1979 Annual Meeting will be in District 7 (Can-

- ada) and a site selection committee has been established.
32. District 6 may have more than one Section (Western Section) soon.
33. The State of California is establishing registration for Professional Traffic Engineers.
34. Adopted: "A Model Performance Specification for Purchase of Reflective Pavement Marking Paints".
35. To be published in T.E. Magazine: "Tentative Recommended Practice for Selection and Placement of Lighting Poles".
36. The Technical Council is reviewing all publications to keep, revise or discontinue.
37. Technical Council has established a "Bikeways" Committee.
38. Next Board Meeting in Minneapolis, August 16-18, 1973.

If you have any questions on any of the above, I would be happy to discuss them with you.

C. E. Riser, Director
District 3

Ten Easy Ways to Detect a Drunk Driver:

Benchley's Methods Predate Breathalyzer

The late humorist Robert Benchley had an unorthodox way of looking at almost anything, and some of his methods of detecting a drunk driver may have more than a grain in truth in them. Regardless of their veracity, they are certainly amusing and worth sharing, and we quote some of them here:

One of the measures suggested to aid in the reduction of the number of automobile accidents is the prohibition of gasoline sales to intoxicated drivers. Another good way would be the prohibition of liquor sales to intoxicated drivers.

The trouble with the gas prohibition is that the gas-station man is to be the judge of who is intoxicated and who isn't. Short of marrying the driver, how is he going to tell?

How is he going to spot one of those dignified drunks, who pull themselves up to their full height and scowl just before they fall over on their faces? And what about the frolicsome teetotaler who is merely full of animal spirits? (Maybe he shouldn't be sold gas anyway.)

For the aid of the gas-station boys we might list a few infallible symptoms of intoxication in drivers:

1. When the driver is sitting with his back against the instrument board and his feet on the driver's seat.
2. When the person sitting next to the driver gets out at the gas station and says he thinks he'll take a bus the rest of the way.
3. When the people in the back seat are crouched down on the floor with their arms over their heads.
4. When the driver points to the gas tank and says: "A pound of liver, please."
5. When the driver is in fancy dress with a paper whistle in his mouth which he is blowing constantly.
6. If the driver insists that the gas-station man take the driver's seat while he (the driver) fills the tank, first exchanging hats.
7. When the driver goes into the rest room and doesn't come out.
8. When there is a clothesline full of washing draped over the radiator hood.
9. When the driver is alone and is stark naked.
10. When there is no driver at all.