

SECTION GOALS

1. Maintain high standard of technical content for each Section meeting program.
2. Work toward an increase in Section membership.
3. Encourage all eligible to upgrade their ITE membership grade. Also encourage eligible affiliate members to apply for ITE membership.
4. Encourage greater participation by Michigan Section members in ITE technical committee work.
5. Undertake a Section technical project.
6. Encourage Section members to make greater contribution of newsworthy items to the MICHIGANITE.
7. Sponsor and otherwise encourage educational opportunities for the membership.
8. Provide increased dialogue between the Section and Student chapters.
9. Work toward greater public awareness of the Traffic and Transportation Engineering Profession.
10. Work toward improved understanding and cooperation among those disciplines responsible for highway traffic and safety.



BILL FEARING PHOTO

Come to think of it, all regulatory signs carry the same kind of secondary admonition by implication—even though invisible to the skeptical and inexperienced.

Wisconsin TRAFFIC SAFETY Reporter

MEET NEW MEMBERS

The following applications for regular membership were approved:

John H. Kiracofe
City Manager/Traffic Engineer
City of Berkley
3338 Coolidge Highway
Berkley, Michigan 48072
William D. Wagoner
City Planner
City of Berkley
3338 Coolidge Highway
Berkley, Michigan 48072

The following application to Commercial Affiliate Membership was approved:

Stephen E. Heinlein
Sales Engineer
Traffic Control Corporation
2550 W. Cermak Road
Broadview, Illinois 60153



Symbols for Safety

Traffic Control Products Division **3M**
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MINNESOTA MINING AND MANUFACTURING COMPANY
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AND SERVICES

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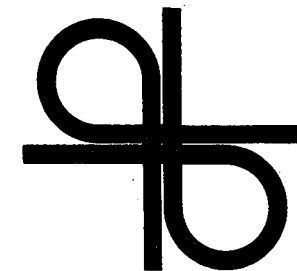
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MICHIGANITE

OFFICIAL PUBLICATION

VOLUME 12 NUMBER 1

WINTER 1977



MICHIGAN SECTION

INSTITUTE OF TRANSPORTATION ENGINEERS

HIGHWAY HAZARD SEMINAR

The Michigan Department of State Highways and Transportation along with the Michigan Office of Highway Safety Planning are sponsoring the seminar "Engineering for Highway Safety; The State of the Art." Mr. F. J. Tamanini of Energy Absorption Systems will be conducting the seminar. Some of the topics covered during Mr. Tamanini's presentation include:

1. Economic Losses; Injuries, Fatalities, Property Damage
2. Identification of Roadside Hazards
3. Breakaway Sign and Luminaire Supports
4. Energy Absorbing Bridge Rails
5. Median Barriers, Concrete, Metal and Wood
6. Cost Effectiveness of Hazard Removal
7. Serviceable Highway Hardware
8. Crash Cushions

The seminar is tentatively planned for March 23, 1977 in Lansing. Additional information and reservations can be obtained from:

Robert Lariviere
Safety Programs Unit
MDSH&T
(517) 373-2310

Robert G. Lariviere

LEBEL OUTLINES STATE AID FOR LOCAL ROAD PROBLEMS

I'm sure that many of you are aware of the various programs administered by the Department of State Highways and Transportation to aid local agencies in local agencies in the identification and resolution of problems on their road systems.

Two of the most popular programs, funded by grants from the Office of Highway Safety Planning, are the "Inventory and Analysis of Traffic Control Devices" and the "Community Assistance Program."

Inventories of traffic control devices have been completed in over 100 counties, cities, and villages in Michigan. The inventory service includes recommendations for the erection, replace-

(Continued On Page Eleven.)



Three of the Michigan Section's 1977 officers are shown here. From the left are Vice-President Gordon E. Melvin, P.E., East Lansing Traffic Engineer; Secretary Gerald M. Holmberg, P.E., Traffic Director, Oakland County Road Commission, and President Jere Meredith, P.E., Grand Rapids Traffic Engineer. See page two for Treasurer David A. Merchant, P.E., FHWA Division Administrator, Section Director William F. Savage, P.E., MDSH&T Electronics Systems Engineer and Past President Richard L. Blost, P.E., MDSH&T Safety Programs Engineer.

MSU-HTSC OFFERS TRAFFIC ENGINEERING SHORT COURSE

Basic and advanced Traffic Engineering short courses, under the direction of Dr. Adrian Koert, Traffic Engineering Specialist for the Highway Traffic Safety Center, Continuing Education Service, Michigan State University with assistance from instructors drawn from the Michigan Department of State Highways and Transportation and from cities and counties in Michigan, are being offered again.

Both courses, looking to the future, will include a review of the metric system in preparation for the changeover.

Courses will be offered at *Central Michigan, Calvin College, Western Michigan, Eastern Michigan, and Oakland University.*

There is no charge to participants for tuition or for luncheons. Course costs are being paid by a grant from the Office of Highway Safety Planning, Michigan Department of State Police, and the U.S. Department of Transportation, Federal Highway Administration. Contact Dr. Koert at MSU if you are interested.

MICHIGAN SECTION ITE 1977 SCHEDULE

DATE	PLACE	HOSTS
Jan. 20	Lansing	Neve, Umbs
March 3	Troy (Technical Session)	Beaubien, Smith
April 15	Ann Arbor (Ladies Night)	Carrier, DeCorte, Henry
May 19	Saginaw/Bay City (Golf, Student Papers)	Blair, Johnson
Sept. 8	Grand Rapids (Golf)	Jones, Perez
Nov. 3	District Meeting (tentative)	
Dec. 8	Detroit (Technical & Business)	Crane, Michalski

MICHIGANITE

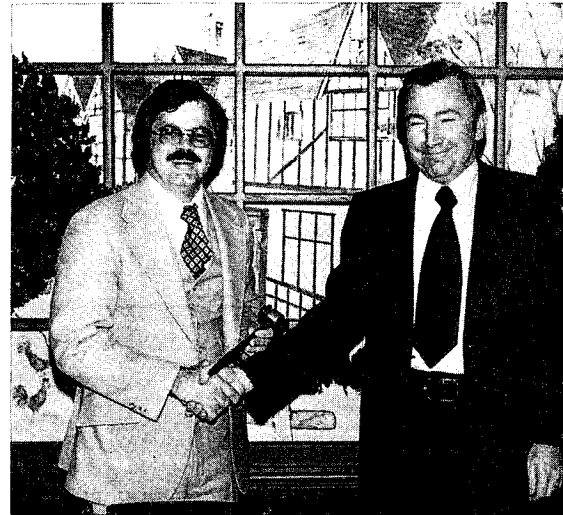
Official Publication
Michigan Section

310 Veterans Memorial Building
151 West Jefferson Avenue
Detroit, Michigan 48226





1977 Section Treasurer Dave Merchant (left) and Section Director William Savage. (See picture cutlines on Page One.)



New Michigan Section President Jere Meredith accepts gavel and handshake from outgoing President Richard Blost.



December Technical Session Co-Chairmen Alan Richardson (left) and Herb Crane introduce topics at the afternoon meeting.



The 1977 ITE Board of Directors. With next year's Institute President Edward A. Mueller are, front row from the left: Neilon J. Rowan, District 5; Leo E. Laviolette, District 7; Vice President William Marconi; Mueller; Immediate Past President W. David Gwynn; ITE Executive Director Thomas W. Brahms; James L. Pline, District 6; George L. Crawford Jr., District 4; second row from the left: Bruce B. MacDonald, District 1; Chairman of the ITE Technical Council Elmer N. Burns; Chris D. Kinzel, District 6; H. Nathan Yagoda, District 1; Arthur C. Gibson, District 3; C. Edwin Vick Jr., District 5; and AOD Representative D. Arthur Reese Jr. Clifford J. Evans, District 8, was not present; District 2 director Louis E. Keefer was elected after the photograph was taken.

A-SQUARE BROWN BAGGERS

In Ann Arbor, the ITE student Chapter at the University of Michigan has continued its program of weekly meetings, alternating invited guest speakers and field trips with student presentations at noon-hour brown bag gatherings.

Assisted by Chapter advisor Donald E. Cleveland, the group has arranged seminars with Michigan ITE Past President Stan Cool and current President Dick Blost, among others, to discuss the transportation engineering profession, its practice, and current applications of interest.

Field trips to the Ann Arbor Transportation Control System, hosted by Tom Urbanik, and to the General Motor Technical Center in Warren, hosted by Dick Rothery and his staff, kept student members aware not only of the newest techniques in transportation, but even of some that haven't yet advanced to the drawing board.

The Chapter encourages Student Members to make presentations, both to inform the group of their work and interests and also to give them practice in organizing and presenting their work to an audience.

Since there is a large proportion of foreign students in the Chapter, these student brown-bag meetings become an international affair, with discussions based on experience gained in Michigan and around the world as well.

Art Cole, Student Chapter President

MICHIGAN SECTION ITE TREASURER'S REPORT

September 9, 1976 - January 3, 1977

Balance as of September 9, 1976 \$1,207.27

Receipts:	
1975 Dues	\$ 5.00
1976 Dues	104.00
Hospitality Fund	444.40
September Meeting	360.50
December Meeting	626.00
Michiganite Ad	62.75
District III Meeting	87.00
Total Receipts	\$1,689.65

Expenditures:	
Richard Blost -	
Annual Meeting	\$200.00
Grand Rapids -	
September Meeting	350.00
Hospitality Fund	50.00
Laver Memorial Fund	100.00
Topinka's -	
December Meeting	517.09
City of East Lansing -	
postage	46.80
Gordon Melvin -	
postage	86.89
Total Expenditures	\$1,350.78
Balance as of January 3, 1977	\$1,546.14*

*Balance includes \$580.55 in Hospitality Fund.

*Balance includes \$300.00 promised as loan to National ITE.

Gerald M. Holmberg
Treasurer



OLIVER J. CARRIER

Michigan Section of ITE (and transportation engineers generally) lost a true friend and loyal member last December with the death of Oliver J. Carrier.

Ollie, as he was known to his many friends, was born September 2, 1899 in Washburn, Wisconsin, raised in Cobalt, Ontario and moved to the Detroit area in 1921 with his new bride, Ethel.

After several years in the sales representative field he became the Eagle Signal manufacturer's representative in 1940.

In 1945, he joined with Joseph A. Gable to form the present firm of Carrier & Gable, of which he was past president. He associated with city, county and state highway personnel in the field of traffic safety for 37 years and was also a member of the International Municipal Signal Association.

He is survived by his wife, Ethel Marie and four sons - Dr. Oliver J. Jr., Joseph R., Paul J., and Gerald W.; 23 grandchildren and two great grandchildren. Jerry and Paul are with the Carrier & Gable firm.

MICHIGAN SECTION DUES AMENDMENT PASSED AT ANNUAL MEETING ARTICLE IV - FEES, DUES AND ASSESSMENTS

Section 4.1 Michigan Section entrance fees and annual dues shall be as follows:

	Annual Dues
Institute Members	
Student, Honorary and	
Life Members	None
All Others	\$8.00
Michigan Section Affiliates	
Students	None
All Others	\$8.00

LEBEL OUTLINES STATE AID FOR LOCAL ROAD PROBLEMS

(Continued From Page One.)

ment, relocation, and removal of traffic control devices to conform to the 1973 Michigan Manual of Uniform Traffic Control Devices. The Department actually conducts the inventory for smaller agencies and trains personnel in larger agencies to conduct their own inventories.

The Community Assistance Program provides engineering expertise in the identification, analysis, and correction of high accident locations on the local road system. A recent evaluation of six locations studied through this program revealed a 37 percent reduction of accidents following implementation of recommendations by engineers associated with the Community Assistance effort.

Both of these programs include assistance in securing federal funds to implement our recommendations. The 1976 Highway Act does provide funding of projects recommended for implementation through these programs.

If your community is not aware of or has not participated in either of these programs, we would be very happy to assist you in the identification and solution of your traffic engineering problems. For more information contact either the Traffic and Safety or Local Government Division of the Michigan Department of State Highways and Transportation, P. O. Box 30050, Lansing, Michigan 48909.

William T. Lebel
Acting Safety Programs Engineer
Traffic and Safety Division
Michigan Department of State
Highways and Transportation

1977 COMMITTEE ASSIGNMENTS I.T.E. DISTRICT III

NATIONAL: *Constitutional Amendments* - Stanley D. Cool, Michigan. *Resolutions* - John C. Niehaus, Ohio. *U. S. Policy* - Robert D. McMillen, Ohio. *Equal Opportunities Project* - Tapan K. Datta, Michigan. *Technical Council, Department 3* - Tapan K. Datta, Michigan.

DISTRICT: *Membership Admissions Committee* - James Cpx, Indiana, Chairman; Delmar Kloeker, Indiana; James A. Davis, Ohio; Robert Titus, West Virginia, and Roger Smith, Michigan. *Technical Committee* - Robert Wert, Ohio, Chairman; Alan Richardson, Michigan and Roger Cain, Indiana. *Membership Recruitment Committee* - William J. Fehribach, Coordinating Chairman

**TRAFFIC ENGINEERING SERVICES
CO-ORDINATING COMMITTEE**

On May 1, 1975, a committee entitled, "Traffic Engineering Services Coordinating Committee", was organized in the Office of Highway Safety Planning (OHSP). Chairman Tom Krycinski, Chief of Program Planning and Development, and responsible for the traffic engineering portion of OHSP's state-wide Highway Safety Program, noted the initial primary purpose of that group as being: "to coordinate the activities of the various agencies involved in the area of traffic engineering services in order to minimize duplication of efforts while expediting the number of traffic control device inventories and accident analyses which can be completed." At the time, the OHSP desired to accelerate the progress of the statewide traffic control device inventory which was being conducted by the Department of State Highways and Transportation.

The Committee's functions have greatly expanded since that first meeting and an important "Traffic Engineering Around Schools Subcommittee" was established which resulted in the formation of an ITE Technical Committee by the same title. This subcommittee is primarily charged with assessing the present status of traffic engineering responsibilities in this area and establishing guidelines for school administrators. A broad range of representation exists on the committee and includes the Automobile Club of Michigan (AAA), Department of State Highways and Transportation (MDSH&T), private traffic engineering consultants, Institute of Transportation Engineers, State Police personnel assisting with traffic engineering functions, the Federal Highway Administration, the Michigan Municipal League, Traffic Improvement Association of Oakland County and the County Road Association. The last representatives add an important aspect of local involvement and input into the planning and program management area for traffic engineering activities in the State. This committee has been essential in promoting the advancement of the statewide traffic control devices inventory; AAA has been key in this effort since it supplied actual manpower.

Committee meetings are held every two months and any of the committee members shown on the list attached may be contacted for direct input to the meetings for such things as suggested agenda items. Any and all constructive suggestions are welcomed.

Thomas R. Krycinski, P.E.
Chairman, TES Committee

TRAFFIC ENGINEERING SERVICES COORDINATING COMMITTEE MEMBERS

Mr. Thomas R. Krycinski, P.E.
Chief, Program Planning & Development
Office of Highway Safety Planning

Mr. Richard Blost, P.E.
Safety Program Unit Engineer
Traffic & Safety Division
MDSH&T (Rep. ITE)
517/373-2326

Sgt. Joe Bouchard
Safety & Traffic Division
Michigan State Police
(Rep. 402 Project w/ dept.)
517/373-2823

Mr. Stanley D. Cool, P.E.
Reid, Cool & Michalski, Inc.
Traffic & Transportation Engineers
29623 Northwestern Highway
Southfield, MI 48076
(Rep. private consultants)
313/356-3515

Ms. Susan L. Oaks
Program Analyst
Office of Highway Safety Planning
Department of State Police
(Presently on leave of absence)
517/373-2930

Sgt. Miller Richter
Safety & Traffic Division
Michigan State Police
(Rep. 402 project w/ dept.)
517/373-2823

Mr. Ursel Savage, Community
Assistance Engineer
Traffic & Safety Division
MDSH&T
(Rep. 402 project w- dept.)
517/373-2310

Mr. Roger Smith, P.E.
TIA of Oakland County
2510 South Telegraph Road
Bloomfield Hills, MI 48013
313/334-4971

Mr. Rudy Umbs, Safety & Traffic
Operations Engineer-Coordinator
Federal Highway Administration
315 W. Allegan Street; P. O. 10147
Lansing, MI 48901
517/373-2094

Mr. Robert DeCorte
Traffic Engineer
Safety & Traffic
Automobile Club of Michigan
Auto Club Drive
Dearborn, MI 48126
313/336-1407

Mr. Ed Dore
Michigan Municipal League
500 South Capitol
Lansing, MI 48933
517/489-3485

Mr. Mort Fenner
Highway Traffic Technician
Traffic & Safety Division
MDSH&T
(Rep. 402 project w/ dept.)
517/373-2310

Mr. Dave Groenleer
Kent County Road Commission
1500 Scribner Avenue, N.W.
Grand Rapids, MI 49505
(Rep. County Road Association)
616/451-2724

Mr. Robert Lariviere, P.E.
Highway Traffic Engineer
Traffic & Safety Division
MDSH&T
(Rep. 402 project w/ dept. MALI)
517/373-2310

Mr. John Michels, P.E.
Federal Aid Safety Engineer
Local Government Division
MDSH&T
(Rep. Categorical Programs)
517/373-9570

REPORT OF TECHNICAL COMMITTEE

The Section Technical Project to study traffic generation was proposed to the Section membership in the form of a questionnaire soliciting participation last spring. The results of the questionnaire in terms of responses were four replies indicating interest in the project. Due to this disappointing show of interests, the Technical Committee did not proceed with the planned appointment of a Project Committee. If the Section membership is interested in some other topic for study, e.g., "Turn on Red", please let the Technical Committee know of your area of interest.

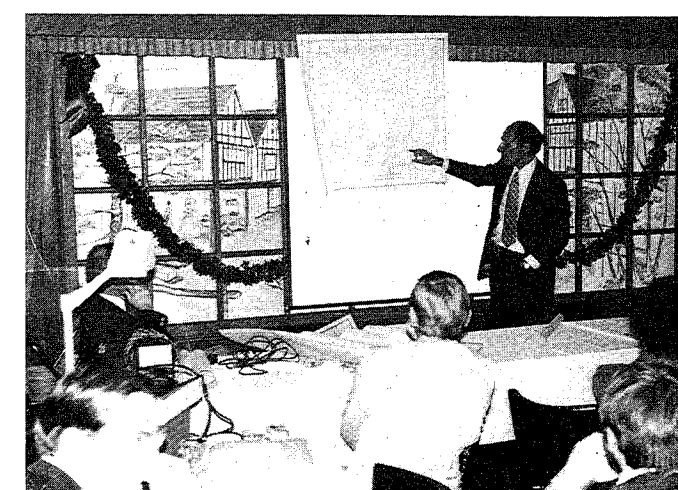
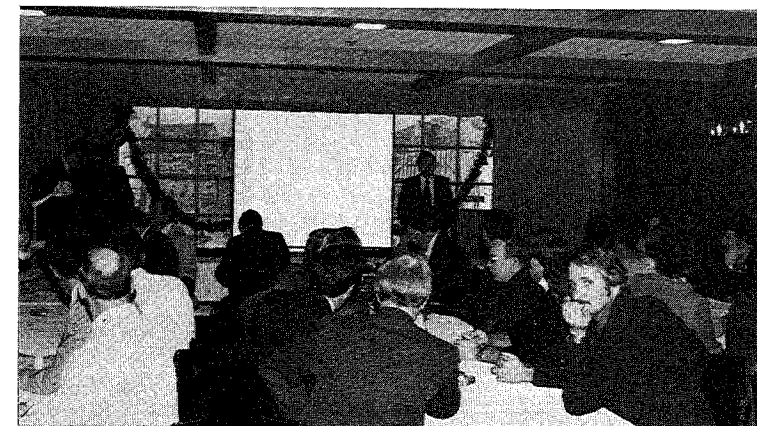
Mr. L. Ellis King has left Wayne State University to assume duties with the University of North Carolina at Charlotte and therefore is no longer part of the Section Technical Committee. Although Mr. King was only on the Committee one year, he provided valuable input into Committee matters. Mr. Herb Crane continues this year on the Committee.

On October 21, 1976 the District Technical meeting took place at Fort Wayne, Indiana. The meeting, hosted by the Indiana Section, was extremely well taken care of by the Section. Programs of the meeting were mailed to all members of the Michigan Section. Messrs. Don Orne, Tapan Datta, Tom Maleck and Dave Merchant appeared as speakers. The attendance figure for the meeting was 90 with 17 from Michigan, 22 from Ohio, 48 from Indiana, 2 from Illinois, and one from New York.

Coming up is the December 2, 1976 Section Technical Meeting at Detroit. Mr. Crane and I are presently planning the program.

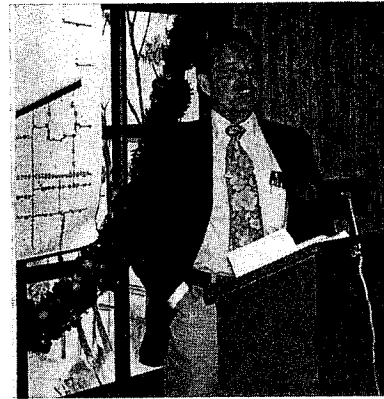
Alan Richardson
Chairman, Technical Committee

**TECHNICAL SESSION
AND
ANNUAL MEETING
IN DECEMBER
DRAWS GOOD CROWD**





DOUG DYKEHOUSE



JACK WILSON



BOB JOHNSON



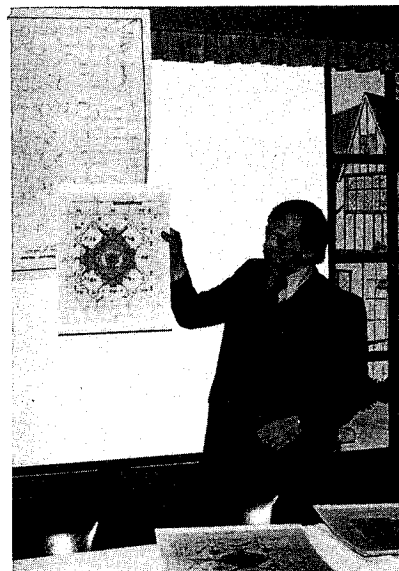
ED WUJIK



RUDY UMBS



ROGER SMITH



RON GAGNON



BILL WAGONER



MEL PLACILLA

MICHIGANITE

Official Publication
Michigan Section
of the

Institute of Transportation Engineers

The following persons have agreed to serve as assistant editors. Each will have a definite area of editorial and reportorial responsibility. Any member having material for publication should contact the editor listed below who is concerned with the activity of his interest:

Federal	David Merchant
State	Bob Rigotti
County	Gerald Holmberg, Chairman
Cities	Ray Severy
Universities	Tapan Datta
Consultants	Stan Cool
Vendors	Dave Bacon

Address communications regarding the Michiganite to the Editor:

W. Howard Cox
310 Veterans Memorial Building
Detroit, Michigan 48226
313-962-3202

Prepared by the
Traffic Safety Association of Detroit

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BLOST REPORT CONCLUDED

Don Orne discussed Michigan's efforts to prioritize our traffic engineering needs with respect to funding allocation. He explained our past and present programs and proposed for thought a new system now in the initial stages of development here in the Michigan Department of State Highways and Transportation, which will allow for a more equitable distribution of funds with respect to safety needs.

During the evening hours a crab feast/bull roast was served with the crabs being placed family style in a pile on each of the tables throughout the auditorium. This event was very well attended with I would guess about 1,100 in attendance including wives and children. All appeared to have a good time while a dixieland band played in the background. At this event I had a nice discussion with Bill Marvin (previously with the Traffic and Safety Division of the Highway Department and now with AAA), and he wanted to be sure and extend a hearty welcome to all of his friends here in the Michigan area.

Tuesday morning all of the committees associated with the technical council had an opportunity to meet and discuss their committee's activities. As chairman of committee 4E-A on experimental traffic control devices I conducted a meeting with about 10 interested individuals attending. The meeting, I believe, was fruitful in that some definite objectives were set which should allow for completion of a draft report by January 1, 1977.

Tuesday afternoon I went on a tour of the Baltimore Paint Company Plant located in Baltimore. Of interest at this facility is the production of paint utilized for striping of our roadways. I guess I had visions of such a facility being fully automated; however, much to my surprise many of the operations were being manually completed. Basically it appeared that the production of paint consists of a mixing operation with sacked raw materials being mixed with a liquid solvent in large tanks to produce paint. The plant has a capacity to produce about 12 million gallons of paint per year and about 60 percent of their production consists of traffic striping paint. The remaining 40 percent is known as trade production and is produced under many different labels for business throughout the country. It was also interesting to tour their lab facility where many of the different tests relating to paint were either described or performed. One such test involving dry time was quite simple in that it consisted merely of

allowing a weighted rubber roller to roll over a glass plate covered with paint. If the roller did not pick up any of the paint, the paint was generally assumed to be dry or "nontrackable" in nature with respect to time.

The elections were held and, as you know, the president for the coming year will be Edward Mueller and the vice president will be William Marcony.

Next year's meeting will be the 4th World Congress of Transportation Engineering and will be held in Mexico City, October 2 - 6, 1977. An initial peek into the activities associated with this meeting indicates that it will be exciting with many expecting to attend on the basis of a vacation type activity while at the same time attending the meeting. Various members of Michigan section over the next few months will be contacting travel agencies and airlines in an effort to establish a package price or perhaps a charter arrangement for those wishing to attend from Michigan. As soon as pricing information and other details concerning this matter are available, we will advise you all either through a general meeting or a mailing. It is also envisioned that an extension side trip to Acapulco will be undertaken although details have not yet been worked out.

I believe this year's annual meeting was successful. The technical activities were beneficial and the tours were interesting. I would like to extend my appreciation and thanks to all members of the Michigan section for contributing this year, for the first time, \$200 instead of \$100 toward your president's attendance at the annual meeting.

Richard L. Blost



District III Director Art Gibson (left) reminisces with Past ITE President Al Malo.

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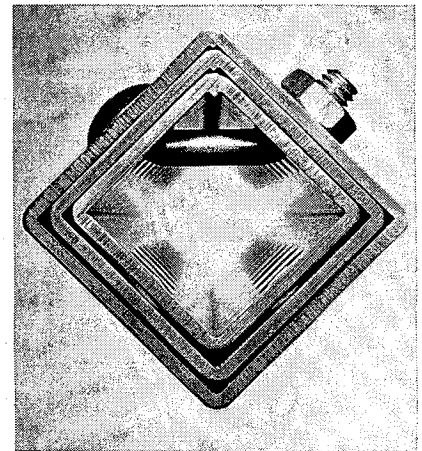
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PAST PRESIDENT BLOST'S COLUMN FINALLY GETS PUBLISHED

My report for this month concerns attendance at the 46th Annual Meeting of the Institute held this year at Baltimore, Maryland, during August 15 through 19. I arrived in Baltimore Sunday, August 14, and along with most of the Michigan contingency, stayed at the Holiday Inn "downtown" in Baltimore which was about two blocks from the Baltimore Hilton headquarters hotel. About 30 Michiganites attended the meeting as follows:

Mr. and Mrs. Gerald Holmberg
 Mr. and Mrs. Jerry Meredith
 Mr. and Mrs. John Gray
 Mr. and Mrs. John Robbins
 Mr. and Mrs. Robert DeCorte
 Mr. and Mrs. Tom Krycinski
 Mr. and Mrs. Jack Wilson
 Mr. and Mrs. Art Gibson
 Mr. and Mrs. Robert Hicks
 Mr. and Mrs. Gerald Carrier
 Mr. and Mrs. Paul Carrier
 Mr. and Mrs. William Taylor
 Mr. Tom Urbanik
 Mr. Robert Carroll
 Mr. Donald Orne
 Mr. Gerald Blair
 Mr. Tapan Datta
 Mr. Adrian Court

Others you may remember from Michigan in the past in attendance were:

Mr. and Mrs. William Marvin
 Mr. Walter Youngblood
 Mr. Milt Haywood
 Mr. Conrad Dudack

Baltimore, a city of about 800,000 people, appears to have had much urban renewal development in the last few years. Many new buildings are in evidence and a modern governmental and private sector complex in the CBD area is connected with an overhead skywalk system. The harbor area was about five blocks from the Holiday Inn allowing for a tour of the U.S. Frigate Constellation which is the oldest ship of the U.S. Navy now afloat. The ship was authorized for construction in 1794 and completed in September of 1797 and of course has been tagged as the bicentennial flag ship.

I attended the district and section officers breakfast Monday morning with ITE president D. W. Winn presiding. New definitions for transportation engineering and traffic engineering as approved by the Institute are as follows:

"Transportation Engineering is the application of technological and scientific principles to the planning, functional design, operation and management of facilities for any mode of transportation in order to provide for the safe, rapid, comfortable,

convenient, economical, and environmentally compatible movement of people and goods."

"Traffic Engineering is that phase of Transportation Engineering which deals with the planning, geometric design, and traffic operations of roads, streets, and highways, their networks, terminals, abutting lands, and relationships with other modes of transportation."

On Tuesday evening Jerry and Paul Carrier treated the entire Michigan delegation to a very enjoyable dinner at the Harbor Inn Restaurant in the city of Annapolis which is located about 25 miles from downtown Baltimore and contains many of the governmental buildings such as the governor's mansion. These buildings have a very striking architecture when compared with most governmental buildings. The military academy itself is arranged somewhat like a university. The buildings and streets, however, have a very quaint quality not unlike a gigantic Mackinaw Island. Needless to say the evening was very much enjoyed by all and I overheard many nice comments concerning this excursion and we all extend our appreciation to the Carriers for their hospitality.

Wednesday morning I attended the annual business meeting. Some of the more pertinent points that I can remember concerned comments that the financial aspects on a national basis are balanced which is good; however, a chart of members over the past several years indicates that membership for the past two years appears to be at somewhat of a plateau. As a result, it was announced that there will be a drive to obtain new members on a national scale. More details on this item will apparently be developed later. Another new item which I feel is significant is the development of an incentive system concerning technical council committee membership. It appears that those members of committees which are successful in producing a final acceptable committee report will be eligible for a \$10 award which may be used to purchase ITE publications. In addition, for the year all such reports will be placed into competition and the winning committee report selected. John Upchurch has been appointed as new Chairman of Technical Affairs for the Institute.

Tom Brahm, Executive Director of the Institute, indicated that a memorial fund in memory of Kenneth H. Lauer has been established to improve the capability of headquarters staff. The

fund now stands at \$1,375. This item will be considered by the Michigan section relative to our own contribution at our September board meeting. Mr. Brahm also indicated that a slide presentation has been prepared which is available to the sections which explains in detail the organization and operation of a technical council. We will attempt to obtain this program for presentation at one of our general meetings some time this year. (This was shown at the recent Fort Wayne ITE meeting.)

Following the breakfast meeting, I attended the opening session with Hugo Liem, Traffic Engineer of the city of Baltimore presiding. The mayor of Baltimore was present to see that the session got off to a good start. Several awards were then presented including the technical council award, past presidents' award, and the Ted Matson memorial award. It may be of interest to note that the latter award went to Bruce D. Greenshields, whom many of you know for his many contributions to the field of traffic engineering particularly relating to signal timing methods.

I attended a keynote luncheon at which Asaf H. Hall, Administrator, Federal Railroad Administration, gave a talk concerning federal programs relating to railroad operation. I also attended, along with about 150 others, a technical session entitled "Transportation and Systems". One of the more interesting aspects of this session concerned a panel discussion on maintaining acceptable service and safety levels with budget constraints. Mr. Robert J. Nolan, Chief, Bureau of Traffic Engineering, New Jersey Department of Transportation, says that the traffic engineer is being squeezed each day by three items; namely, the increase for service at an increase in cost with decreased funds available to him. With respect to traffic signals, he indicated that an extension of service may be obtained at reduced cost by extending group relamping periods from six or nine months to perhaps 12 months in addition to increased routine maintenance time intervals on controllers from perhaps 12 months to 18 months. He also indicated that it may be possible to continue to repair older controllers; although one must be careful in this area since repair cost can rapidly approach the cost of a new controller particularly when replacement parts are considered. With respect to signs, he indicated that New Jersey was experimenting with the sand blasting of signs allowing sign blanks to be reused.

MINUTES OF MICHIGAN SECTION I.T.E. EXECUTIVE BOARD MEETING NOVEMBER 19, 1976

Executive Board Members Present:

Richard Blost
 Jere Meredith
 Gordon Melvin
 David Merchant
 Stanley Cool

Others Present:

Arthur Gibson - District III Director
 Tapan Datta - Wayne State University Student Chapter Advisor

The meeting was called to order by President Blost at 10:00 a.m. in the conference room of Reid, Cool and Michalski, Inc., Southfield, Michigan.

A list of members who have not paid their 1976 Section Dues was submitted by the Treasurer for review by the Board. No official action was taken by the Board but several members said they would contact some of them on the list.

David Merchant and Gordon Melvin were appointed to the Audit Committee for 1976.

The following applications for Regular Membership were approved:

Douglas J. Dykhouse
 Traffic Engineering Department
 509 Wealthy Street, S.W.
 Grand Rapids, MI 49503
 Melford J. Placilla, III
 Traffic Engineer
 55 Wessen Street
 Pontiac, MI 48051

The following application for Technical Affiliate Membership was approved:

Herbert G. Parker
 Superintendent of Transportation
 55 Wessen Street
 Pontiac, MI 48051

The following application for Commercial Affiliate Membership was approved:

Maxwell H. Corbin, Jr.
 Regional Manager
 Prismo Universal Corp.
 950 Spring Grove Lane
 Worthington, Ohio 43085

Jere Meredith reported that all arrangements have been made for the December 2, 1976 Technical Session and Annual Meeting.

Tapan Datta submitted a report and recommendations on the Section - Student Chapter Relationship. There was considerable discussion on the recommendations including the possibility of appointing a Committee for Student Chapter Activities. The report was received for study and consideration at a future meeting.

The proposed meeting schedule was approved subject to final action at the January Board Meeting.

The dues increase amendment was discussed and it was generally agreed that some type of exhibit and handout should be prepared for the Annual Meeting. President Blost will contact Jerry Holmberg about the exhibit and handout.

Officer Guidelines, compiled by Stanley Cool from material submitted by each Officer, were accepted with thanks to Stan for his time and effort on this project. Copies of the Officer Guidelines will be supplied to each incoming officer and will be available to the membership on request.

President Blost appointed William Lebel, Stanley Lingeman and Robert Rigotti as the Tellers Committee for the Election of Officers for 1977.

The Secretary was authorized to purchase 2 reams of letterhead stationery and to have new certificates printed to recognize service to the Section by the President.

The next Board Meeting was set for 10:00 a.m. on Thursday, January 13, 1977 in the conference room on the second floor of East Lansing City Hall.

There being no further business, the meeting was adjourned.

Gordon E. Melvin
 Secretary

MINUTES OF MICHIGAN SECTION I.T.E. TECHNICAL SESSION AND ANNUAL MEETING DECEMBER 2, 1976

The afternoon technical session was called to order by President Blost who welcomed those present and introduced Alan Richardson, the person responsible for the technical program.

Ron Gagnon presented a film on construction of the Renaissance Center. Stan Gross then talked about the external transportation needs of the Renaissance Center and answered questions. Ron Gagnon followed with a discussion of the internal transportation needs in the Renaissance Center.

Roger Smith gave an excellent presentation on the services provided by the Traffic Improvement Association of Oakland County.

The remainder of the technical session consisted of Michigan Section Members presenting short subjects as listed:

Dick Beaubien - Passing Lane Ordinance
 Bob Johnson - Traffic Engineering in Bay City
 Bill Wagoner - Small City Traffic Engineering

Mel Placilla - Temporary Signing For Large Events at Pontiac Silver Dome Stadium
 Ed Wujcik - Stop Signs on Major Streets
 Jack Wilson - Critical Path Coordination of City Projects
 Doug Dykhouse - Grand Rapids Traffic Survey Van

The technical session was adjourned.

The Annual Business Meeting was called to order by President Blost. Thanks were extended to Alan Richardson and Herb Crane for the fine technical session. Those present were asked to stand and introduce themselves. President Blost announced that Michigan Section Member Tom Urbanik would soon be moving to Texas and acknowledged his past service to the Section.

The final call for ballots for election of 1977 Section Officers was made and all ballots were given to the Tellers Committee.

President Blost announced that copies of the Officer Guidelines, Section By-Laws and Section Charter were available to all interested members.

Tapan Datta reported on Student Chapter activities and said speakers from the Section Membership were needed to speak at Student Chapter Meetings.

The Audit Committee reported that the Treasurer's books were in good order and the balance was correct.

President Blost announced that the proposed amendment to Section 4.1 of Article IV of the Section By-Laws which would increase the annual dues from \$5.00 to \$8.00 was now before the members for discussion and action to amend. The proposed amendment was amended by adding the words "to be effective starting with the 1977 dues".

The Tellers Committee reported the following Officers were elected to serve for a period of one year starting January 1, 1977.

President - Jere Meredith
 Vice President - Gordon Melvin
 Secretary - Gerald Holmberg
 Treasurer - David Merchant
 Director - William Savage

It was moved, seconded and approved that the Tellers Committee report be accepted and that the ballots be destroyed.

There being no further business, the annual meeting was adjourned.

Gordon E. Melvin
 Secretary

**KRYCINSKI: TAKE ADVANTAGE
OF FEDERAL 402 PROJECTS**

I wish to take this opportunity to discuss 402 federal projects in the State of Michigan. Essential ongoing state-wide projects include the Accident Locator Index System commonly referred to as MALI and the Traffic Engineering Services Program for Cities and Counties. Both of these are being jointly accomplished through the Departments of State Police and State Highways & Transportation.

MALI requires accurate recording of intersections and distances between intersections referred to as road indexing and this function is being handled by Mr. Richard Blost, Safety Unit Supervising Engineer of the MDSH&T. As they are ready to handle each county, they will be in touch with you. Input into the system will provide enforcement and engineers with needed crash data and information for good management of highway safety-related activities such as the Categorical Programs which are directly administered by the MDSH&T.

The Traffic Engineering Services project can provide training for your community or county as well as overall administration enabling you to conduct a traffic control devices inventory - a necessity if you are to update your signs under the Highway Safety Act of 1976. It will also provide you with a traffic crash analysis team to study your community's high crash locations for possible traffic engineering improvements. Both services are provided at no charge to you. Mr. Richard Blost should be directly contacted by either phoning him at 517/373-2326 or writing him at the Traffic and Safety Division of the MDSH&T, State Highways Building, 425 West Ottawa, P. O. Box 30050, Lansing, MI 48909.

In conjunction with these activities the Office of Highway Safety Planning (OHSP) is directly funding distance measuring instruments and financial assistance for attendance at traffic engineering-related short courses at such sites as Eagle Signal School and Northwestern University. Assistance is available on a 70% federal - 30% local hard cash split. Application blanks or further information can be obtained by directly contacting me.

As in the past, OHSP will continue to provide in-state training through both MSU and WSU. For program dates and details, you may contact Dr. Adrian Koert by writing 62 Kellogg Center, Michigan State University, East Lansing, MI 48824 or phoning him at 517/355-3270; and you may contact Dr. Tapan K. Datta by writing the Depart-

**MICHIGAN NOW HAS 1,666 MILES OF FREEWAYS;
MORE ARE SCHEDULED TO BE OPENED THIS YEAR**

Lansing - (Jan. 11) Opening of the final 26 miles of I-275 this month increases Michigan's freeway network to 1,666 miles and completes the first of three major freeway links scheduled for opening this year.

Traffic is expected to begin moving late in the year on the full 10.2 miles of I-696 (Reuther) Freeway between I-75 and I-94 in Macomb County and the final 10.5-mile leg of I-96 (Jeffries) Freeway between I-275 just west of Livonia and M-39 (Southfield) Freeway in Detroit. Both are in their final stages of construction.

The State Highway Commission, reporting on its freeway program, said completion of I-275 leaves only 76 miles to go on Michigan's 1,181-mile segment of the nationwide Interstate freeway system. The state network is 93.5 per cent complete.

I-275 runs on a north-south course for 38 miles through Monroe, Wayne and Oakland counties and duals with I-96 for the northern eight-mile segment ending at Novi. The new freeway provides a western by-pass of metropolitan Detroit.

Other portions of Interstate still to be completed are the mid-section of I-475 (Buick) Freeway in Flint, I-69 from Charlotte north and east to Perry via Lansing and the mid-section of I-696 through south Oakland County.

Projects scheduled for 1977 include:

- 3.3 miles of the US-31 Freeway from the Indiana line north to US-12, just south of Niles in Berrien County. Construction also will start on two bridges over the St. Joseph River as work begins on the freeway connector between Indiana and I-94 east of Benton Harbor.
- Five miles of US-31 in Oceana County, taking it from its northern terminus to Monroe Road near Pentwater.
- 2.2 miles of the I-94 Business Loop into St. Joseph and Benton Harbor.
- Three miles of US-131 Freeway, extending it north from its terminus at M-46 to the Montcalm-Mecosta county line.

ment of Civil Engineering, Wayne State University, 667 Merrick, Detroit, MI 48202, or phoning 313/577-3787.

All of these programs are provided for your benefit, and we urge you to take advantage of them by inquiring.

Thomas R. Krycinski, P.E.
Chief of Program Planning
and Development
Office of Highway Safety Planning
7150 Harris Drive
Lansing, MI 48913
PH: 517/373-2930

• Final contracts on the last 5.8 miles of M-14 Freeway from the Washtenaw-Wayne county line east to the interchange with I-275 and I-96 west of Livonia. Work is continuing on a 6.5-mile segment from its present terminus at M-153 (Ford Road) east to the Washtenaw-Wayne county line, with the full freeway scheduled for opening in late 1978 or the summer of 1979.

• 7.9 miles of M-21 Freeway from M-53 south of Imlay City east to Capac Road in Lapeer and St. Clair counties. It is the first project on the final 40.5 miles of Freeway to be built between M-24 south of Lapeer and existing M-21 at Wadhams west of Port Huron.

• Substructures on the high-level bridge to be built over the Saginaw River at Zilwaukee, replacing the bascule bridge now in service on I-75. Contracts also will be let to widen a total of 2.9 miles of I-75 to six lanes beginning at the north and south interchanges of I-675 serving Saginaw. The rest of I-75 between US-23 south of Flint and a point north of US-10 at Bay City already has been widened except for the section between the I-675 interchanges where the new bridge is to be built.

• Modernization of all M-39 (Southfield) Freeway in Wayne and Oakland counties, including concrete median safety barriers and new lighting fixtures on the barrier. Similar work has been completed on I-94 (Ford) and US-10 (Lodge) freeways.

• A \$6.2 million safety upgrading for 35.4 miles of US-23 from the Ohio line north to I-94 and for 31.7 miles from I-96 north to I-75 south of Flint.

Freeways opened to traffic in 1976 included:

- 9.2 miles of US-31, extending it north from M-20 in Oceana County to Polk Road between Shelby and Hart.
- 12.2 miles of the north bound lanes on US-131, making it a full freeway from its terminus south of Cadillac south to Luther Road near Ashton in Osceola County.
- 2.5 miles of I-96 (Jeffries) Freeway in Detroit, extending it west from Grand River Avenue to M-39 (Southfield) Freeway.

• 8.5 miles of I-96-I-275 from Novi south to the interchange of the two freeways near Livonia.

Work also is nearly complete on the widening of I-75 to six lanes from the Ohio line north to US-24 in Wayne County and on the reconstruction of I-94 from west of Rawsonville Road near Ypsilanti east to I-275, also in Wayne County.

**SMITH REPORTS SIGNIFICANT RESULTS IN OAKLAND
COUNTY'S 3-YEAR TRAFFIC ENGINEERING PROJECT**

Oakland County's comprehensive Traffic Engineering Project, initially reported in the Fall, 1975 MICHIGAN-ITE, has yielded significant results in its first year and a half.

The three year project, funded by the Michigan Office of Highway Safety Planning, applies the "Three Plus" Highway Safety Standards on a county-wide basis, viewing Oakland's total highway and street network as a single system rather than a mass of fragmented sub-systems.

It is administered by the Traffic Improvement Association of Oakland County (TIA), whose task forces recognized the need for such an effort several years ago.

The project concentrates on the following standards of the Highway Act of 1973: 1. Identification and Surveillance of Accident Locations, 2. Highway Design, Construction and Maintenance, 3. Traffic Engineering Services, and 4. Pedestrian Safety (as it relates to traffic engineering).

Project Director, Roger J. Smith said that at its midway point, the project has, among its accomplishments:

- *Developed a comprehensive form for assessing total traffic engineering performance.*
- *Completed a photologging of every mile of the county's 4,600 miles of highways and streets - a program which ultimately will provide a computerized inventory of every traffic sign in the network.*
- *Converted the county's accident locating system to the new state location index program - MALI - by creating a street index from the same photolog.*
- *Provided in-service training for many authorities having traffic engineering responsibilities in the county.*
- *Produced an outstanding publication entitled "Setting Realistic Speed Limits," which was designed for and distributed to elected officials who frequently do not understand that unrealistically low speed limits create more problems than they solve.*

The traffic engineering performance survey instrument was developed jointly by Dr. Tapan Datta, consultant to TIA, and the TIA staff. Mr. Smith said it is believed to be the most comprehensive ever developed and is expected to see widespread use beyond Oakland County's borders. Thirty of 61 public agencies in the county were profiled by the survey document.

Twenty-nine of 33 public road agencies in Oakland County eligible for the sign inventory project have signed up

for the program.

The subsequent sign inventory, developed from photologs, will enable the County Road Commission and all participating communities to qualify for federal funding to replace or repaid signs which are non-standard or sub-standard.

Initial sign inventory summaries were completed during October and given to the local agencies for their use in completing final replacement project applications, Mr. Smith said.

Mr. Smith said conversion of the county's accident location system to MALI has been completed. As a result, the index is now fully computerized and location profiles will no longer be manually produced by TIA.

The in-service training sessions for authorities with traffic engineering responsibilities have included a July 14 seminar dealing with local street traffic controls, pedestrian, and school crossing problems, at which 75 percent of the participants were Oakland County authorities, and a series of sign placement seminars for some 80 sign crew personnel in the county.

In addition to the publication on speed limits produced for elected officials, TIA has developed and/or reproduced and distributed more than a half dozen technical publications covering a host of specific problems for which members of the Comprehensive Traffic Engineering Project's so-called "Early Bird" group indicated an urgent need.

The group is dubbed Early Birds because of its ongoing schedule of early morning sessions.

Mr. Smith said that, as a result of the Early Bird sessions, the need has been recognized for additional technical support data, management systems, and publications. TIA staff and its consultants are currently working on a series of technical papers covering such subjects as identification of hazardous locations and analysis of high accident locations.

The Early Birds also are engaged in projects dealing with computerization of collision diagrams, establishing criteria for prioritizing needs and the assignment of traffic engineering responsibilities.

"The mere fact of bringing our traffic authorities together every couple of weeks or so and learning of their needs and having them collectively focus their attention on their traffic engineering responsibilities is, in itself, of significant worth," Smith said.

"Many local traffic engineering problems are resolved as spinoff benefits of these sessions."

COMMITTEES

Membership Recruitment
Roger Smith, Chairman
Glen Etelmaki
David Bacon

Nominating
Richard Blost, Chairman
Stanley Cool
John Gray

Technical
Alan Richardson, Chairman
Herb Crane
Snehamay Khasnabis

Legislative
William Lebel, Chairman
David Groenleer
Richard Beaubian

Hospitality
Gerald Carrier, Chairman
Herb Henry
Robert DeCorte

Public Relations
Jim Neve, Chairman
Robert DeCorte
Weldon Borton

Traffic Safety
Rudolph Umps, Chairman
Charles Maltese
Snehamay Khasnabis

Program
Vice President
Meeting Host

IMS A Liaison
Bob Addy

State Representative
Gordon Melvin, V.P.

Student Chapters Liaison
Roger Smith, W.S.U.
John Robbins, U.M.
Tom Maleck, M.S.U.

Smith said the Oakland County project is designed to serve two major purposes.

"It is on one hand aimed at bringing about a measurable reduction in the county's traffic accident losses through the acceleration of projects in the "Three Plus" Standard areas needed to create a safer driving environment," he said.

"Of equal importance, it will be of value to traffic engineering authorities beyond our borders."

All planning, procedures, problem identification techniques and evaluation approaches are being documented completely to provide a traffic engineering management systems guidebook which can be used elsewhere, he said.