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. Tannenbaum of Energy Absorption Systems will be conducting the seminar. Some of the topics covered during Mr. Tannenbaum’s presentations 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 will be tentatively planned for March 23, 1977, in Lansing. Additional information and reservations can be obtained from:

Robert L. Lattimer
Safety Program Unit
MDSHT&T
(517) 375-2310
Robert G. Lattimer

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 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, replacement, and modification of traffic control devices.
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 Blust, 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 Rothey 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 these students the opportunity of 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 experiences in Michigan and around the world as well.

An En Co., Student Chapters President

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.

Ollice, as he was known to his many friends, was born September 2, 1899 in Washburn, Wisconsin, raised in Coesb, 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

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 in 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 recommendations. The 1976 Highway Act does provide funding for 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 Local Governmental 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


DISTRICT: Membership Admissions Committee—James Cap, Indiana, Chairman; Delmer Kloecker, Indiana; James A. Davis, Ohio; Robert Titus, Michigan; Technical Committee—Charles N. McGinnis, Ohio, Chairman; Richard Richardson, Michigan and Roger Cane, Ohio. Membership Recruitment Committee—William J. Fehr, Michigan, Coordinator;
Traffic Engineering Services Co-Ordinating Committee

On May 1, 1976, a committee entitled, "Traffic Engineering Services Co-Ordinating Committee," was organized in the Office of Highway Safety Planning (OHSP), Chairman Tom Kryński, Chief of Program Planning and Development, and responsible for the traffic engineering portion of OHSP's statewide Highway Program. The initial primary purpose of that group was to coordinate the activities of the various agencies involved in the area of traffic engineering services. In order to minimize duplication of effort, various agencies were identified and the number of traffic control devices inventory and accident analyses which could 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 Among 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 pinpointing the advancement of the statewide traffic control devices inventory. AAA has been key in this effort since it supplied actual materials.

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 unscheduled agenda items. Any and all constructive suggestions are welcomed.

Thomas R. Kryński, P.E.
Chairman, TES Committee
Mr. Richard Blysz, P.E.
Traffic Program Unit Engineer
Traffic & Safety Division
MDSH&T (Ref. ITE) 417/373-2236
Mr. Bob Bouchard
Sgt., Traffic & Safety Division
Michigan State Police
(Ref. 402 Project w/ dep.) 417/373-2822
Mr. Stanley Celito
Traffic Control Engineer
Traffic & Transportation Services
Southfield, MI 48075
(Ref. private consultants) 313/382-3191
Mr. Robert DeCorte
Traffic Engineer
Traffic & Safety
Automobile Club of Michigan
Auto Club Drive
Dearborn, MI 48125
313/384-1407
Mr. Ed Dore
Michigan Municipal League
500 South Capital
Lansing, MI 48907
313/486-2863
Mr. Mont Fauster
Highway Traffic Technician
Traffic & Safety Division
MDSH&T 417/373-2708
Mr. Doug Granville
Kent County Road Commission
1390 S. Huler Avenue, N.W.
Grand Rapids, MI 49501
(Ref. County Road Association) 616/241-2242
Mr. Robert Lippigset
Traffic Engineer
Traffic & Safety Division
MDSH&T 417/373-2708
Mr. John Michalski, P.E.
Federal Aid Safety Engineer
Local Government Division
MDSH&T 417/373-4970
BLOT REPORT CONCLUDED

Don Oote discussed Michigan's efforts to prioritize the traffic engineers' needs with respect to funding allocations. He explained the opportunities to proceed and presented programs for a new traffic system now in the initial stages of development here in the Michigan State Department of 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 held at our hotel was served with the crabs being placed family style in a pile on each of the tables throughout the auditorium. There was so much food and the attendees were well attended with 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 Murnan (previously with the Traffic and Safety Division of the Highway Department and now with AAA), and he wanted me to add a hearty welcome to all of his friends here in the Michigan area.

Tuesday morning all of the committee associates with the technical council had an opportunity to meet and discuss their committee's activities. As chairman of committee 6E on experimental traffic control devices I conducted a meeting with about 10 interested individuals attending. The meeting was most productive 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 consisted of a mixing operation with prepacked raw materials being mixed with a liquid solvent in large tanks to produce paint. The plant has a capacity to produce 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 test was generally assumed to be dry or "uncontrackable" 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 Marcomy. Next year's meeting will be the 46th Congress of Transportation Engineers and will be held in Mexico City, October 2-6, 1977. An initial look 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 congress. Various members of the 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. Bost
MINUTES OF MICHIGAN SECTION
I.T.E. TECHNICAL SECTION
ANNUAL MEETING
December 2, 1976

The meeting was called to order by President Blotz who introduced Alan Richardson, the person responsible for the technical program.

The traditional installation of the system concerned city council membership. It appears that those members of commitment are successful.

A final acceptable committee report will be eligible for a $10 award which will be presented at a future meeting.

In addition, for the year all such projects will be placed on the agenda and the winning committee report selected. John Upchurch has been appointed as the new Chair of Technical Affairs for the Institute.

Tom Brumba, Executive Director of the Institute, indicated that the first major project in memory of Kenneth H. Laid has been established to improve the capacity of headquarters staff for a safe, rapid, comfortable, convenient, economical, and environmentally acceptable movement of people and goods.

"Traffic Engineering is that phase of Transportation Planning which deals with the planning, design, construction, and operation of streets, sidewalks, and highways, their networks, terminals, urban and rural areas, and public transport systems..." (Op-3726)

On Tuesday evening Jerry and Paul Cather treated the entire Michigan delegation to a very enjoyable evening at the Harbor Inn Restaurant in the city of Muskegon and invited 25 miles from downtown Baltimore and contains many of the governmental buildings such as the governor's mansion. These buildings have a very striking architectural style when compared with most governmental buildings. The military academy itself is arranged somewhat like a university. The buildings and street, however, have a very quaint quality not unlike a greek island or Mackinac Island. Nevertheless the evening was very much enjoyed by all and we observed many niceties concerning this area and I think the entire area. It is exactly what we need to do to correct that which is needed to do to correct the complaints that seem to be at a plateau.

The technical session was held at 10:00 a.m. in the conference room of Reid, Cool and MacNally, Inc., Southfield, Michigan. The program for the week was well attended and several sessions were well attended.

The next Board Meeting was set for February 10, 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
MICHIGAN HAS 1,646 MILES OF Freeways, MORE ARE SCHEDULED TO BE OPENED THIS YEAR

Traffic Tensions Rise in Michigan as Freeway Construction Moves Ahead

I wish to take this opportunity to discuss the #42 Federal Projects in the State of Michigan, essential ongoing state-wide projects including the Interstate Highway System, the Interstate Highway System in the City of Detroit, and the Interstate Highway System in the County of Wayne.

Table: Federal Projects in Michigan

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<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Location</th>
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<tr>
<td>Interstate Highway System</td>
<td>Largest network of highways in the state</td>
<td>Entire state</td>
</tr>
<tr>
<td>Detroit Metropolitan Interstate Highway System</td>
<td>Special projects in and around Detroit</td>
<td>Detroit area</td>
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</tbody>
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Michigan's freeway network continues to expand, with over 1,646 miles of freeways currently in use. The state is scheduled to open more freeways in the upcoming years, raising concerns about traffic congestion and its impact on the environment.

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