

"May I ask where you studied engineering?"

MICHIGAN SECTION ITE TREASURER'S REPORT September 3, 1977 - January 3, 1978		MICHIGAN SECTION ITE TREASURER'S REPORT January 3, 1978 - February 9, 1978	
Balance as of September 3, 1977	\$1,363.56	Balance Forward 1-3-78	\$1,041.41
Checking Account	\$861.82	Savings Acct.	\$514.36
Savings Account	501.74	Checking Acct.	527.05
Receipts:		Receipts:	
Dues	\$124.00	Dec. 8 Technical Session and Dinner Meeting	\$549.50
Dinner Meetings	672.00	Dues 32 @ 8.00	256.00
Advertising	104.25	Dues 1 @ 10.00	10.00
Hospitality Fund (AAA)	100.00	Total Receipts	\$815.50
Total Receipts	\$1,000.25	Expenditures:	
Interest on Savings Account	12.62	Dec. 8 Technical Session and Dinner Meeting	\$551.57
Expenditures:		Office Supplies	11.81
Dinner Meetings	\$684.07	Stamps	26.00
Director's Travel	50.00	Printing	5.56
President's Travel	200.00	Membership Cards	20.23
Postage (Holmberg)	170.95	Total Expenditures	\$615.17
Printing Michigan ITE	230.00	Balance on Hand 1-3-78	\$1,041.41
Total Expenditures	\$1,335.02	Checking Account	\$527.05
Balance on hand 1-3-78	\$1,041.41	Savings Account	514.36
Checking Account	\$527.05	Checking Acct.	727.38
Savings Account	514.36	Hospitality Fund Balance	\$74.48
Hospitality Fund Balance	\$74.48		
David A. Merchant, P.E. Treasurer		William T. Lebel, P.E. Treasurer	

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Tom Krycinski
Stanley Gross

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Stanley Cool
Richard Blost

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MICHIGANITE

OFFICIAL PUBLICATION

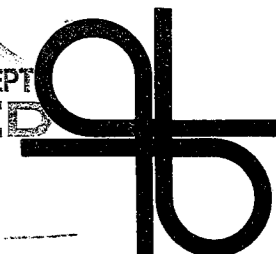
VOLUME 12 NUMBER 1 SPRING 1978

MICHIGAN SECTION

INSTITUTE OF TRANSPORTATION ENGINEERS

CITY OF TROY
PUBLIC WORKS DEPT
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MAR 30 1978



PRESIDENT'S COLUMN

First, I would like to thank the membership for giving me the opportunity to serve as President of the Michigan Section. It is an honor and a pleasure to represent an organization that means a great deal to me and I can't think of any other group of people I would rather be associated with.



MELVIN

Before looking ahead at this year's activities, I would like to sincerely congratulate Jere Meredith for the excellent leadership he provided last year as President and for his dedicated service through the succession of offices prior to that. He deserves the gratitude of the entire membership. His knowledge and guidance will be most welcome as he completes his last year on the Executive Board. Thanks again Jere.

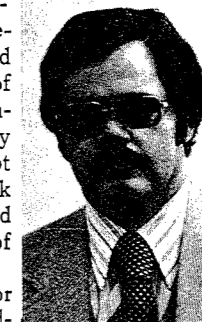
Well, we certainly picked a spectacular day for our first meeting of 1978. Those of you that missed the meeting should know we had a substitute program titled "Emergency Snow Removal" featuring the Army Corps of Engineers. Seriously, the winter weather conditions that forced cancellation of the January meeting and raised havoc with the December meeting prompted the Board to reconsider the schedule of events for this year. It was decided to have an additional meeting in June and hold the Annual Meeting on November 16th instead of in December.

In looking ahead at goals and objectives for this year, one predominate thought keeps coming back. To me, the greatest single value of membership in the Institute of Transportation Engineers is the opportunity it affords to form a personal association with other people in the same profession. These relationships, that almost invariably begin and develop through attendance at Section Meetings, are the fibers that hold the Michigan Section together and, in my estimation, make it one of the finest Sections of the Institute. It is my intention to encourage greater membership attendance at Section Meetings and your help, on an individual basis, will be needed to achieve that goal.

- Gordon E. Melvin

PAST PRESIDENT'S COLUMN

The Section should be commended for its recent financial contribution to a very worthy cause, my trip to the 47th Annual Meeting of ITE in Mexico City. The trip was delightful in every way and Mexico City is beautiful and full of contrasts. Aside from the meeting, the things that stand out most in my mind are: the enormous amount of vehicular traffic and the limited use of signals; the reasonable prices of nearly everything except telephone calls back to the States; and the hospitality of our Mexican hosts.



MEREDITH

Registration for the meeting exceeded all expectations and was truly international with more than 1,100 members and guests from six continents participating. Michigan attendees included Mr. and Mrs. Art Gibson, Mr. and Mrs. Bill Taylor, Mr. and Mrs. Gordon Melvin, Herb Henry, Jerry Carrier, Tapan Datta, Bob Carroll and, of course, me. We were uniquely honored by the presence of the President of Mexico, Jose Portillo, at the opening session. I am told that this was the first time the Institute had ever enjoyed the attendance of a head of state. The technical session had an international flavor, with all presentations simultaneously translated in English and Spanish, and speakers from several different countries. Nearly every major area of transportation engineering was covered in the program.

The year has ended and with it my term in office, my only regret is that it went by much too fast. I have enjoyed serving the Section and realize that not all our goals were met, but we did make some progress. In closing, I want to thank the many members whose contribution during the year made my job easier.

- Jere Meredith

The Michigan Section of the Board of Direction has determined that the Section will undertake another section technical project and has chosen the subject of hospital access and generation as the topic. Stanley Cool, President of Reid, Cool & Michalski, Inc., has been appointed Chairman of this technical committee.

Stan and a few volunteers have already begun work on the project but there is need for additional members to assist this committee. If you are interested in serving your profession by working with this committee, please contact Stan.

KRYCINSKI REPORTS ON ENGINEERING ACTIVITIES

As a point of information for all members, the following engineering-related programs will be funded by the Office of Highway Safety Planning through grants from the Federal "State and Community Highway Safety Program" (402 Program) from October 1, 1977 to September 30, 1978:

1. Computerized sign inventories.
2. Manual sign inventories conducted by local governmental units, themselves, as long as it is done with an expansion of staff or through a consultant within a year.
3. Sign replacement equipment such as post pounders, post pullers, air compressors, cutting torches, lifting devices, etc.
4. Attendance at specialized training courses such as Northwestern University's short course.
5. Traffic engineers.
6. Areawide traffic engineering studies, utilizing consultants.
7. Road network surveillance equipment such as automated traffic volume counters, manual hand-held traffic counters, stop watches, hand-held radar units, if utilized for engineering special studies, distance measuring instruments, etc.

All of these "402" type activities can be funded on a one-year, 70% federal - 30% local reimbursement basis except for traffic engineers. Traffic engineers can be funded on a three-year basis on a sliding federal participation basis. That is, the first year would be on a 70% federal - 30% local basis, the second year on a 50% federal - 50% local basis and the third

See Krycinski page 3

MICHIGANITE

Official Publication
Michigan Section

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



Mr. Richard Beaubien
City of Troy
500 West Big Beaver
Troy, MI 48084



LEBEL REPORTS ON TRANSPORTATION AND SAFETY LEGISLATION

A large volume of legislation has been introduced in recent months which proposes to regulate the transport of hazardous materials (notably gasoline). The various bills would reduce speed limits; establish cargo maximums, impose partial or full prohibition from freeways or all roads, initiate inspection procedures, and define new drivers license procedures for operators of these trucks.

Unfortunately, all of this interest has exposed how little is known about the problem and how some solutions would only aggravate the situation. One school of thought, for instance, proposes total or partial banning of double-bottom tankers on all roads or at least from freeways. However, preliminary data indicates that the accident rate for single-bottom units is comparable. Assuming that a proportionate increase in single-bottom transport of hazardous materials resulted, total accidents might well increase!

Similarly, banning tankers on freeways might generate an even greater problem on surface roads and streets less equipped to accommodate truck traffic. The proposal to limit loads would probably increase the number of partially loaded tankers, although there is speculation that the "surge" effect in partially loaded tankers may be a significant contributor to these types of crashes.

The problem is not simple, as I am sure you realize. The state is proceeding slowly, working toward inspection and certification of tankers and improved driver licensing controls to ensure that both tanker unit and driver

meet minimum standards. At the same time the Department of State Police is collecting accident data in an attempt to isolate accident characteristics which can be addressed by operational limits.

The Department of State Highways and Transportation is contracting with the University of Michigan to study certain design characteristics of tankers with an eye toward improved standards of design.

On other matters, *Senate Bill 915* which mandates a 25 mph speed limit through most school zones with pedestrian activity, is proceeding smoothly through committee hearings. The bill exempts state trunklines.

Legislation has been introduced (*House Bill 5508*) which would permit road agencies to require the upgrading of driveway to current standards if use of the property changes. This action would be particularly helpful in strip commercial areas where properties often change ownership; but because the drives remain the same, road agencies are unable to enforce present day driveway design standards.

Lastly, many of you may be aware of a new law, *Public Act 19 (Enrolled Senate Bill 282)*, which provides for enforcement of handicap parking spaces on both public and private property. The bill itself does not require designation of such parking spaces, only addressing enforcement. The state construction code does, however, mandate handicapped parking spaces in lots associated with new construction.

— Bill Lebel

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:

Chairman Gerald Holmberg

Federal David Merchant
State Bob Rigotti
Counties Alan Richardson
Cities Robert Johnson
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

MICHIGAN SECTION

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TRAINING COURSE OUTLINES POSITIVE GUIDANCE CONCEPTS

A 3-day training course on "Positive Guidance in Traffic Control" was conducted at Lansing Community College on November 8 through 10, 1977. The course, sponsored by the Federal Highway Administration through the National Highway Institute and the Office of Traffic Operations, was attended by some 40 individuals from various federal, state, county, and local transportation agencies.

The Positive Guidance approach integrates the traffic engineering and human factor technologies to produce an information system matched to driver performance capabilities under varying traffic operational facilities and conditions. It is a process designed to provide high-payoff, short-range solutions to safety and operational problems at relatively low cost. Positive Guidance is based on the premise that a driver can be given sufficient information to avoid accidents at hazardous and inefficient locations.

Highway system failures range from simple delays through traffic conflicts to actual accidents. Many of these are the result of failures by drivers to select appropriate speeds and paths. Positive Guidance helps eliminate these system failures by providing information which will increase the probability that drivers will select the proper speed and path for the operating conditions of the highway.

Since few hazardous locations are identical, each must be individually analyzed to develop appropriate solutions. The Positive Guidance process is a tool for both the problem analysis and the solution development.

The step-by-step Positive Guidance methodology consists of the following six functions:

- Data Collection at Problem Locations
- Specification of Problems
- Definition of Driver Performance Factors
- Definition of Information Requirements
- Determination of Positive Guidance Information
- Evaluation

Some important concepts to come out of the course were those of driver expectancy, information load, and information handling zones. Drivers expectancy relates to the readiness of the driver to respond to events, situations, of the presentation of information. Information load involves physical characteristics of the sight and how evenly they are distributed along the driver's path. Information handling zones consist of approach, nonrecovery, and hazard zones and correspond to the nature of the tasks the driver must perform while approaching, going through, and leaving the site.

The instructors for the course, Harold Lunefeld of the Office of Traffic Operations and Bob Halstedder of the Institute for Research, used a variety of instructional techniques and training aids to enhance the participants' interest and learning opportunity. Instructional techniques included lectures, case study walk-throughs, work shops, and open forum discussions. Training aids included videotaped presentations, slides, transparencies, and prepared work sheets. Each attendee also received the Users' Guide to Positive Guidance.

The first two days of the course were devoted to the principles of Positive Guidance as well as some actual case study walk-throughs. On the final day, the participants had the opportunity to engage in a Positive Guidance workshop using a rural site case study. At the conclusion of the course, FHWA Division Administrator David Merchant awarded certificates to each of the course participants.

There was a great deal to be learned from the course concerning the human factors' branch of the traffic and safety profession. The participants seemed to benefit from the new ideas presented as evidenced by the many lively discussions that occurred. If the participants from the various jurisdictions can now make use of any of the key concepts presented to improve the safety and efficiency of just a few troublesome highway locations, the 3-day session will be well worth the time invested.

CALGARY, ANYONE?

The Michigan Section has received an invitation to attend the Third Annual Conference of the Canadian District of the ITE which will be held May 31 to June 2, 1978 in Calgary, Alberta. For those interested in attending or acquiring more information write to ITE Canada 1978 Conference, Transit Dept., City of Calgary, P.O. Box 2100, Calgary, Alberta, Canada T2P 2M5. Att: E. Orford.

Welcome To Our New Members:

DAVID D. PERKINS
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DENNIS A. RANDOLPH
Goodell-Grivas, Inc.
KARL L. KLEITSCH
Washtenaw County Road Com.
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City of Battle Creek
DUANE BERGE
City of Traverse City
JOHN MCKOSKEY
Traverse City Police Dept.
GARY W. SMITH
Reid, Gool & Michalski

CEMENTING RELATIONSHIPS?

A CONCRETE APPROACH

Dick Blost reports that he attended a nameless student chapter of ITE which was promoting the following bumper sticker:

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Traffic Engineering Consultants

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■ TRAFFIC & TRANSPORTATION ENGINEERING SERVICES ■

DETECTORS CAN IMPROVE SAFETY OF TRAFFIC-ACTUATED SIGNALS

Drivers are often indecisive in approaching a signalized intersection. If a vehicle is being operated at high speed, and a green signal changes to yellow, driver indecision may lead to maladaptive behavior, such as an abrupt stop, acceleration through amber, running the red light, or vehicle skidding, possibly resulting in an accident. Accordingly, research was undertaken to integrate and advance the current state-of-the-art for the placement of vehicle detectors at high-speed (at least 35 mph), isolated, traffic-actuated intersections to improve traffic safety and efficiency.

The research framework was *first*, to bring together basic information on available detection systems; *second*, to develop a field test and evaluation model; and *third*, to illustrate the use of the model with actual field tests resulting in a carefully documented case study.

Major outputs of the research are a flow chart for preliminary selection among seven detector/controller configurations and an outline of various procedures that may be used in evaluating alternative advanced detection schemes for local needs.

To obtain additional copies of this three volume report, please send your request to Dr. Wolman, Chief Traffic Systems Division, FHWA, HRS-33, Washington, D.C.

Volume I - Executive Summary
Volume II - A Manual of Theory

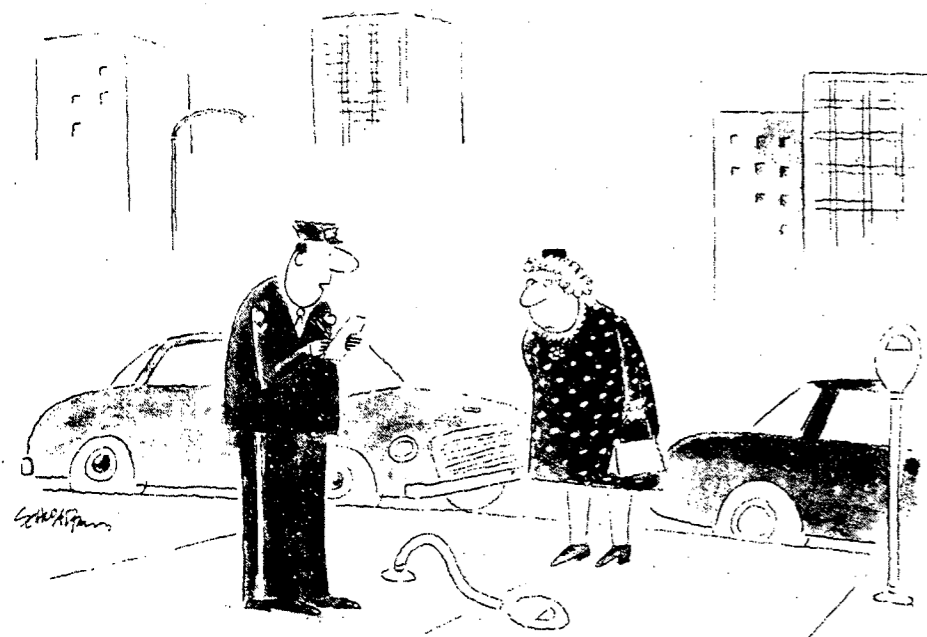
Faulty Stripe Removal Dangerous

Much attention has been directed toward the problem of traffic stripe removal, particularly in highway construction zones. While many methods are presently available to obliterate markings all share the serious shortcomings that they discolor or scar the pavement surface or change its texture. The scars or traces left by these removal methods appear, to a motorist traveling at night and to some extent during daylight hours, as a lane delineation marking which is often indistinguishable from the actual traffic marking. This type of a situation is considered very hazardous and has been identified as a contributing cause in a number of serious construction zone accidents.

This report presents two relatively inexpensive and portable methods of removing traffic markings by burning with excess oxygen. As noted in the forward of Part I, "Discoloration, color or contrast differences between the burned and unburned surfaces can vary from excellent to poor depending upon the type, nature and surface condition of the pavement."

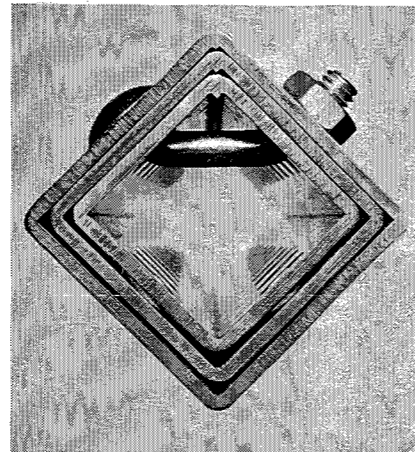
Copies are available from: Mr. Charles W. Niessner, Federal Highway Administration, Implementation Division, HDV-22, 400 7th Street S.W., Washington, D.C. 20590.

and Practice
Volume III - Case Study - Local Field Test and Evaluation



"Sorry, lady. Your meter has expired."

The TELES^{PAR} Idea:



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TELES^{PAR} sign supports are better to begin with. Better because their square shape provides four mounting surfaces instead of two. High resistance to torsional stress. Consistent bearing surface between sign and post. High strength to weight ratio because of the classic box structure. And predictable three-side break-away on impact.

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WAYNE, MICHIGAN 48184
PHONE: (313) 722-1400

Construction Zone Controls

A two volume report titled "Traffic Control in Construction and Maintenance Work Zones" is available free of charge by writing:

U.S. Department of Transportation
Federal Highway Administration
400 7th Street S.W. (TAD 443.1)
Washington, D.C. 20590

The report consists of a discussion of office functions and field functions. The material contained in the report may be useful in the development of guidelines by political jurisdiction but care should be taken to insure compatibility with existing laws, regulations, and MUTCD standards.

KRYCINSKI REPORTS ON ENGINEERING ACTIVITIES

Continued from Page One

year on a 30% federal - 70% local basis. It is expected that from the fourth year on the position would be maintained at a 100% local cost.

In addition, we have three activities being administered through state agencies which local government units can make use of at no cost. The first has to do with conducting manual sign inventories. State personnel will come on-site to provide training and administrative capabilities for overseeing inventories conducted by local communities, themselves, with existing personnel. If the community has less than 15 miles of roadway under its jurisdiction, state personnel will conduct the inventory for the community.

Secondly, state personnel will study identified high crash sites and recommend improvements. Both of these activities are on a request basis and Richard Blost of the Traffic and Safety Division of the Department of State Highways and Transportation may be contacted for further information. You may write the Traffic and Safety Division at the Department of State Highways and Transportation, Highways Building, 1st Floor, P. O. Box 30050, Lansing, Michigan 48909 or you may phone Mr. Blost at 517/373-2310.

The third activity is the completion of a statewide crash locator system being accomplished jointly by the Michigan Department of State Police and the Michigan Department of State Highways and Transportation as well as a consultant. You may contact Robert Lariviere at the same address and phone number for further information on that activity, as well as where your county stands on a priority listing being utilized by the consultant.

Last, short courses are being offered through Michigan State University and Wayne State University for traffic engineering-related training. The following people may be contacted on these training programs:

Dr. Adrian Koert, Highway Traffic Safety Center, Kellogg Center, Michigan State University, East Lansing, Michigan 48824, Phone Number 517/355-3270

Dr. Tapan K. Datta, Associate Professor, Department of Civil Engineering, Wayne State University, 667 Merrick, Room 202, Detroit, Michigan 48202, Phone Number 313/577-3787

Dr. James Brogan, Assistant Professor, Department of Civil and



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4035 PARK DRIVE, CINCINNATI, OHIO 45227, 513-244-2313

Sanitary Engineering, Michigan State University, East Lansing, Michigan 48824, Phone Number 517/355-2215.

I would be happy to meet with you or your agency to discuss these activities at your convenience. In addition, for those of you who have already had a grant and are supportive of our State's "402" Program and Federal-aid highway safety funding for off the Federal-aid System which we have enjoyed in the past, I would most strongly urge you to write:

Representative Harold Johnson, Public Works and Transportation Committee, 2347 Rayburn House Office Building, Washington, D.C. 20515 and

Senator Jennings Randolph, Environment and Public Works Committee, 5121 Dirksen Building, Washington, D.C. 20510.

Their Committees are presently working on the Highway Safety Act of 1978. Our office has a suggested letter which you may use for format as well as addresses. Contact me and I will provide you with a copy.

We understand that there is a good change of reinstating a modified version of "Section 405" (Safer Road Demonstration Program) at a 90 - 10 Federal-aid funding level in the HSA of 1978 if there is enough support from your level of operation. It would surely be a plus for highway safety for your community and those traveling your road system. Therefore, I urge you to follow-up on this one.

Thomas R. Krycinski, P.E.
Chief, Traffic Engineering Services

FHWA: UPGRADE TRAFFIC CONTROL DEVICES NOW

"Improving the Highway System by Upgrading and Optimizing Traffic Control Devices" (FHWA-TO-77-1).

This free focuses on those portions of the U.S. road system which are not in compliance with the Manual on Uniform Traffic Control Devices (MUTCD) and proposes that upgrading all systems to MUTCD standards would have significant benefits in improved system efficiency. Several points are raised in support of this position:

1. Information system (traffic control devices) deficiencies can be a significant cause of driver error.

2. Roads with the lowest levels of compliance with the MUTCD show the highest accident rates, and thus would benefit most from improvement.

3. Before and after studies of spot improvement projects have demonstrated positive benefits and reduction in driver error through traffic control device improvements.

4. It is estimated that all systems could be upgraded to MUTCD standards for \$2.3 billion (\$390 million (17 percent) State systems and \$1,863 million (83 percent) local systems).

5. If optimizing the total information system reduced yearly accident losses by 10 percent, a benefit-cost ratio between 10:1 and 20:1 would be achieved.

Based on this analysis, the paper concludes by recommending that emphasis be given to promulgating a systemwide upgrading of all traffic control devices to MUTCD standards and that the information system should be optimized through Positive Guidance.

SUMMARY OF MEMBERSHIP AS OF DECEMBER 31, 1977

Regular Members	99
(Life Members) (9)	
Technical Affiliates	85
(Eligible for Regular) (5)	
Commercial Affiliates	18
Total Membership	202

MEMBERSHIP CHANGES DURING 1977

Membership	Gained	Lost
Regular	2	11
Technical Affiliates	17	4
(T.A. eligible for Reg.)	(5)	-
Commercial Affiliates	2	4
Total	21	19

Net Change in Membership - 2 gained

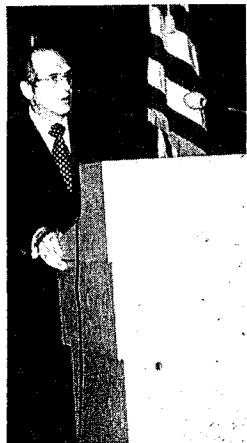


The Michigan Section Technical Session held last December at the Michigan State University Management Education Center in Troy was held on our first big snow storm of the season - Our "Mini-Blizzard", it can be termed, in comparison to what hit us in January. Despite the storm attendance at the joint meeting with the American Society of Civil Engineers was cheerful (?) even if a bit sparse. Some speakers had to leave early.

Technical Chairman Alan Richardson introduced the speakers: Scott Wagner, SEMTA; Bruce Douglas, Peat, Marwick and Mitchell; Gerald McCarthy, MDSH&T; Same Gyderman MDSH&T, and Ed Hines, Chrysler Corp. The Co-Hosts for the meeting were Herb Crane and Dick Beaubien. Election of officers followed the dinner meeting. See masthead for listing of new officers.

Wagner discussed SEMTA's future transportation plans and transit service for the Detroit area. Douglas reported on transit operations in Washington, D.C.. McCarthy discussed Michigan's highways in the future as well as the present. Cryderman described Michigan's transportation needs, and Hines presented a report on the "Calspan/Chrysler Safety Vehicle".

Pictures on these pages were taken at the Technical Session, except for the upperleft corner picture taken at the Executive Board Meeting which took place in the morning prior to the December meeting.

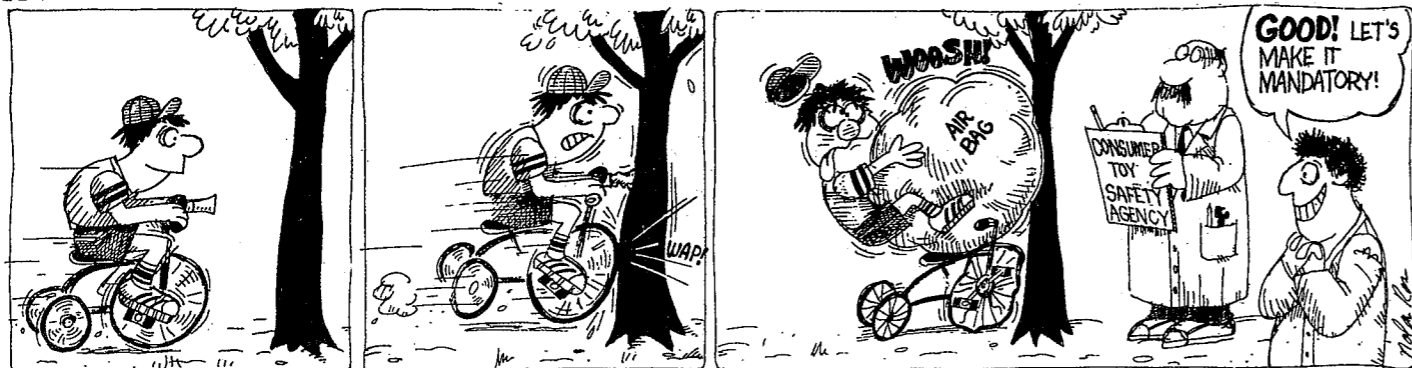


J. CARL McMONAGLE

J. Carl McMonagle, long and well-known nationally by those in the areas of traffic and transportation, died last November at the age of 74. Carl had served as president of the Michigan Section, and District Three director, and was national ITE president 1956-57. For the last 15 of his 21 years with the Michigan Department of Highways he was director of Highway Planning and Traffic Engineering. His 38-year career in highway engineering, transportation planning, traffic engineering and research included more than 15 years with Michigan State University as a professor with both the Highway Traffic Safety Center and the Institute for Community Development. He was a Fellow Life Member of ITE.

ROSS

DETROIT FREE PRESS/JULY 24, 1977



MICHIGAN SECTION I.T.E. 1978 MEETING SCHEDULE

DATE	PLACE	CHAIRMEN
March 16	Southfield (Technical Session)	Beaubien, Smith
April 14	Ann Arbor (Ladies Night)	Henry, Carrier, Robbins
May 25	Saginaw/Bay City (Student Papers)	Johnson, Walther
June 22	(Technical Session - New Products)	
Sept. 7	Grand Rapids (Golf Outing)	Meredith, Groenleer
Oct. 5	Ann Arbor (District III Meeting)	
Nov. 16	Detroit (Technical and Business)	Leighton, Gross