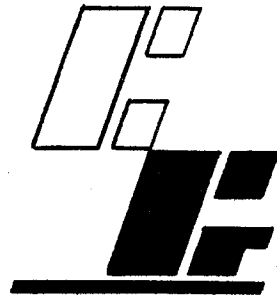


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### RUSSELL E. HARRISON

Russell E. Harrison, P.E., Engineer of Traffic & Safety for the Wayne County Road Commission retired November 16, 1979. Russ has been with Wayne County for 28 years and for the past 20 years in-charge of the Traffic & Safety Division. After graduating from U of M in 1938, he spent his first 13 years as a Traffic Engineer with the National Safety Council, City Traffic Engineer for City of Kalamazoo, Highway Traffic Engineer for the U.S. War Department in France and Belgium, Traffic Engineer with Detroit Traffic Engineering Bureau, and Safety Engineer for Detroit Street Railways. He is a Past President of the Michigan Section and a Fellow in the National. After completing this illustrious career, we wish Russ good luck in future endeavors.

Symbols for Safety

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### PROMOTIONS, JOB TRANSFERS AND OPENINGS

The Michiganite would like to print news of members concerning promotions, job transfers and openings. Lately several members have been promoted or transferred jobs and the news is slowly passed on via word of mouth. We would like to be able to spread this good news.

In the last issue two openings in the City of Joliet, Illinois, were printed. As a service to members and in the interest of keeping talent within the boundaries of the Section, any organization is welcome to acquaint either Howard Cox or Alan Richardson of openings available. News of members may also be sent or phone to Howard or Alan.

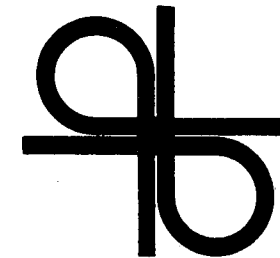
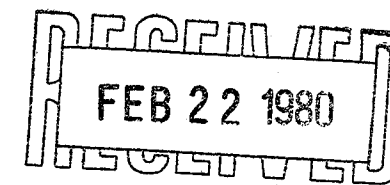
### GRIN AND BEAR IT By LICHTY



# MICHIGANITE

OFFICIAL PUBLICATION

VOLUME 15 NUMBER 1    SPRING 1980



## MICHIGAN SECTION INSTITUTE OF TRANSPORTATION ENGINEERS

### PRESIDENT'S COLUMN

Fifty years ago ITE was formed by a small group of engineers involved in a fledgling field. The country was in the midst of an economic crisis and cities were choking in traffic with no readily available sources of revenue to use in relieving the problem. A major reason for the new organization was the great need to share information on how to better manage and control the traffic systems for which they were responsible. Above all, there was the need to support each other in trying new approaches.



David A. Merchant

Fifty years later, we seem to be back at the same point from which we started; Transportation in the cities is still a problem; Revenues are inadequate for the job at hand; There is a crying for better ways of circulating information on new approaches to transportation management.

There are also major differences. Traffic Engineering is now a recognized profession being practiced on a greatly improved and expanded system and we have learned much about traffic systems operations and management.

There is a continuing problem, however, in learning of new techniques and devices, as well as the need for information on the new constraints of environmental quality and energy conservation. There is much information available. The problem is to develop a means of assuring that those who need the data can obtain it.

One of the major functions of ITE is to serve as an information system that provides this kind of information. At the National level this is done through the technical committee structure, through the *ITE Journal*, and attendance at the Annual Meeting.

Within the Michigan Section, we can further reinforce the system through our technical sessions, our own committee structure, and articles in the Michigan ITE.

I can think of nothing more appropriate for this 50th Anniversary Year

than to continue concentrating on one of the original goals of ITE, providing a means for information exchange.

From my observations these past few years, I believe the Michigan Section has been fairly successful in keeping its membership informed. We will continue to work to become even more responsive to your needs, but to do that we need to know what your problems and interest are. And above all, we need your participation.

I look forward to working with all of you this year.

### PAST PRESIDENT'S COLUMN

I wish to take this opportunity to thank the membership of ITE for a very rewarding four years on the Board of Directors. My association with this year's Board members, Dave Merchant,



Bill Lebel, Bob DeCorte, and Alan Richardson has been a special experience, and I wish them, along with our newly elected treasurer, Dick Beaubien, a successful 1980, our 50th anniversary year.

Rather than reflect on the past, I wish to offer some challenges for the future. As noted, 1980 is our 50th anniversary and it is appropriate to set some special goals:

- 1) Plan a special event in 1980 as Michigan's contribution to our 50th anniversary.
- 2) Expand your committee structure to involve more members-possibly develop Technical Committees similar to the National Committees.
- 3) Support your Michigan Section by attending as many section meetings as possible and meet your fellow transportation specialists to discuss mutual problems.
- 4) Share your observations and solutions of transportation problems with fellow members, by publishing them in the Michiganite.

I'm sure you agree that meeting these four goals will make 1980 a special year for the Michigan Section.

- Gerald Holmberg

### MOTORISTS RESPOND WELL TO TRAFFIC CONTROL SYMBOL SIGNS

In a recent human factors research-test study conducted by the AAA Foundation for Traffic Safety, motorists demonstrated a high comprehension of traffic directions aimed at them via the use of traffic symbol signs. On the other hand, a very poor understanding of meanings of traffic control pavement markings suggests that motorists could be getting into traffic difficulties because of confusing or misunderstood communications provided on our streets and highways.

In releasing the results of the nationwide research film test program, the AAA-FTS expressed concerns about the apparent misunderstanding by motorists of the important symbol SCHOOL and SCHOOL CROSSING signs as well as the use of orange colored background traffic signs which warn motorists of the need for extra caution when driving in construction zone areas.

Other important results of the study showed that older drivers consistently experienced less accurate understanding of traffic control devices than all other drivers, which may indicate a need for up-dating older drivers on the changes and recent innovations in traffic control devices.

The least understood traffic control devices used in the research-test program were the pavement markings, particularly the single solid yellow stripe. This was particularly important when shown in rural driving situations which have important implications to all motorists in decisions relating to passing maneuvers.

Results of the Foundation study are being referred to professional groups involved in developing national traffic control standards. AAA Clubs will also utilize the data in communicating with members and other drivers to increase understanding of those specific control device situations which showed confusion or less accurate understanding.

# MICHIGANITE

Official Publication  
Michigan Section

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



Richard Beaubien  
City of Troy  
500 West Big Beaver  
Troy, Michigan 48084



THIRD CLASS

**COMMITTEE CHAIRMEN**

The following individuals have been elected chairmen of the various Section committees for 1980:

- Technical – David Litvin
- Membership – Bob Northrup
- Nominating – Gerald Holmberg
- Legislative – Tom Reel
- Hospitality – Jerry Carrier
- Herb Henry
- Public Relations – Weldon Borton
- Transportation Projects – Richard Cunard
- Child Safety Restraint Project – Richard Cunard
- Program – William Lebel
- IMSA Liaison – Jack Hoving
- Student Chapter Liaison – Tom Maleck, Chairman, MSU; John Robbins, UM; Dave Perkins, WSU
- Professional Advisory Panel to State Safety Commission – David Merchant
- Past President's – Gerald Holmberg

**NEW SECTION MEMBERS**

- Lt. Harmon L. Agar (IA)  
Dearborn Heights Police Department
- Paul M. Duffy (CA)  
Sales Representative  
Cincinnati, Ohio
- Richard A. Overmyer (CA)  
Vice President & General Manager  
American Signal Industries, Inc.  
Gatesmills, Ohio
- Mike Isaacs (CA)  
Sales Representative  
3M, Lansing, Michigan
- Scot M. Wagner (RM)  
Transportation Engineer  
SEMATA, Detroit
- Thomas A. Cesari (RM)  
Oakland County Road Commission  
Pontiac, Michigan
- Michael J. Labadie (RM)  
Oakland County Road Commission  
Pontiac, Michigan
- Warren W. Willis (IA)  
Oakland County Road Commission  
Pontiac, Michigan



DeCorte



Richardson



Lebel



Beaubien

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Director, Traffic Department  
Oakland County Road Commission  
(313) 858-4832

**MICHIGANITE**  
Official Publication  
Michigan Section  
of the  
Institute of Traffic Engineers

Address communications regarding the Michiganite to the Editor:

**W. Howard Cox**  
313-962-3202  
Traffic Safety Association of Detroit  
310 Veterans Memorial Building  
Detroit, Michigan 48226  
Prepared by the  
Traffic Safety Association of Detroit

ANNUAL MEETING/TECHNICAL SESSION  
NOVEMBER 15, 1979  
VETERANS MEMORIAL BUILDING  
DETROIT, MICHIGAN

An informative technical session commenced at 1 p.m. (See abstracts, summaries and reports elsewhere in this issue.)

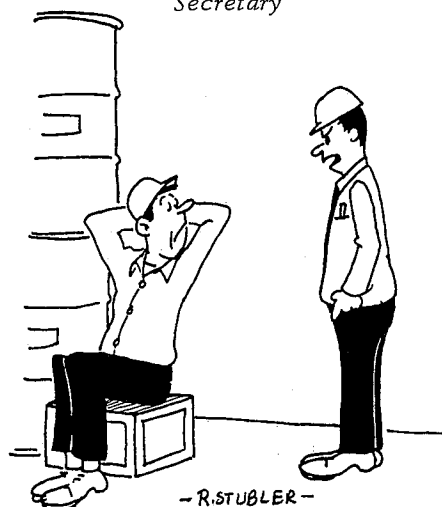
The technical session adjourned at 5:40 p.m. and was followed by a social hour in the penthouse until 6:45 p.m.

Following a tasty dinner the annual meeting was conducted:

1. Results of the election of officers were announced:  
President – David Merchant  
Vice President – William Lebel  
Secretary – Robert DeCorte  
Treasurer – Richard Beaubien  
Director – Alan Richardson
2. Mr. DeCorte briefly outlined the financial status of the section. (See treasurer's report elsewhere in this issue.)
3. Committee reports for the membership, legislative, and public relations committees were offered.
4. President-elect Merchant presented outgoing President Holmberg with a certificate of appreciation.
5. The proposal to add a new director (who would be an affiliate) was discussed. The proposal will be submitted to the full membership within 15 days.

Following the awarding of door prizes, the meeting was adjourned at 8:30 p.m.

William T. Lebel, P.E.  
Secretary



“Smith, I think I know what they did with the lead when they took it out of the gasoline.”  
- R. STUBLER -

**WORKSHOP HIGHLIGHTS  
CROSSING GUARD STUDIES**

A discussion of engineering studies that must be conducted before adult crossing guards can be placed on school corners was the highlight of eight regional workshops conducted recently by the Automobile Club of Michigan throughout the State of Michigan.

The Automobile Club acted as a resource to the Michigan Department of Education which received funds from the Office of Highway Safety Planning to conduct the workshops. These workshops were to assist police officers in their new responsibility of the adult crossing guards.

A new law states that the crossing guards must be eighteen years old, be the responsibility of the local law enforcement agency, have four hours training initially, and two hours additional training each year, wear a reflective vest and hold a Stop sign.

Until this law was passed, there were no regulations for adult crossing guard attire, training or placement.

The 197 persons who attended the eight workshops represented 183 police and sheriff departments, including the Michigan State Police. There were also representatives from the Michigan Department of Transportation.

Capers Harper of the Automobile Club, a retired police officer, described the details of the law, and Robert DeCorte, the Automobile Club Traffic Engineer, discussed ten criteria that can be used to help officers to determine if adult crossing guards are needed:

1. A gap study
2. Sight distance
3. Grades/ages of students
4. Pedestrian volume
5. Vehicle volume and turning counts
6. Vehicle speeds
7. Truck traffic
8. Dark/light conditions
9. Zoning (residential, commercial, industrial)
10. Special (construction, shopping centers, emergency)

The discussion included where School Crossing and School Advance signs must be posted, as well as where crosswalks and “SCHOOL” should be painted on the pavement.

The workshops concluded with a discussion of an outline that could be used by police departments to train adult crossing guards.

After questions were answered, each police department received hand-held Stop signs and reflective vests for their adult crossing guards. These were distributed by the Automobile

Club and paid for by a grant from the Office of Highway Safety Planning through the Michigan Department of Education.

**RIGHT TURN ON RED STUDY**

A National AASHTO Task Force was appointed in August, 1978, to study the safety and delay aspects of allowing right turns on red at signalized intersections. Questionnaires were sent to all states and many large cities requesting accident information at intersections both before and after turns on red were allowed. The states and cities were also requested to conduct studies measuring delay savings resulting from the legislation.

The study showed that although right-turn and left-turn accidents increased after turns on red were allowed, the decrease in rear-end and other types of accidents resulted in a reduction from 12.6 to 11.9 accidents per intersection. All these changes were statistically significant at the 90 percent confidence level or higher. Pedestrian accidents remained unchanged in the before and after periods.

It was found that the average right-turn vehicle saved six seconds with right turn on red. Also, approximately 23 percent of the right-turning vehicles turned on red and this did not vary with pedestrian volumes up to 100 per hour.

The study concluded that RTORS not only reduced vehicle delay, emissions, and fuel consumption, but it appears that the maneuvers also reduced total intersection accidents. It is therefore suggested that:

1. All states consider allowing left turns on red from one-way

**MICHIGAN SECTION ITE  
TREASURER'S REPORT**  
January 9, 1980

Balance Forwarded 12-7-79		\$2,202.87
Savings Account	\$2,115.37	
Checking Account	87.50	
Receipts:		\$ 133.99
Michiganite Ads	\$ 70.00	
Interest on Savings (2 Quarters)	63.99	
Expenditures:		\$ 3.50
Officers Photo for Newspaper (W. Borton)	3.50	
Balance on Hand 1-9-80		\$2,333.36
Savings Account	\$1,817.95	
Checking	133.36	
Hospitality	382.05	
		Richard F. Beaubien Treasurer

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to one-way streets. (Michigan is one of five states that also allows left turns from a two-way to a one-way street.)

2. All agencies review those locations where RTORS are now prohibited and reevaluate the need for these prohibitions.

**NEXT MEETING**

Dinner Meeting  
February 14, 1980  
Farmington Holiday Inn  
Host – Ralph Magid

**1979 FINANCIAL STATEMENT;**

**BUDGET – APPROVED (1-9-80)**

	1979 Budget	1979 Actual	1980 Budget
<b>Receipts:</b>			
Dues	\$1,900.00	\$1,970.00	\$2,000.00
Michiganite Ads	400.00	399.00	400.00
Bank Interest	50.00	64.01	50.00
Cash Reserves			300.00
<b>Total</b>	<b>\$2,350.00</b>	<b>\$2,433.01</b>	<b>\$2,750.00</b>
<b>Expenses:</b>			
Scholarship Fund	\$ 50.00	\$ 50.00	\$ 50.00
Annual ITE Meeting	200.00	200.00	200.00
Postage & Supplies	500.00	684.23	700.00
Michiganite Printing	1,000.00	788.80	800.00
Student Paper (50, 25, 25)	50.00	50.00	(75, 25)
District III Director	50.00	50.00	50.00
New Programs	300.00	188.96	
Section Project-Child Restraints			400.00
Student Support Services			200.00
Meeting Subsidies	100.00	251.95	200.00
Miscellaneous	50.00	63.23*	50.00
<b>Total</b>	<b>\$2,350.00</b>	<b>\$2,327.17</b>	<b>\$2,750.00</b>

\* Bank Charges

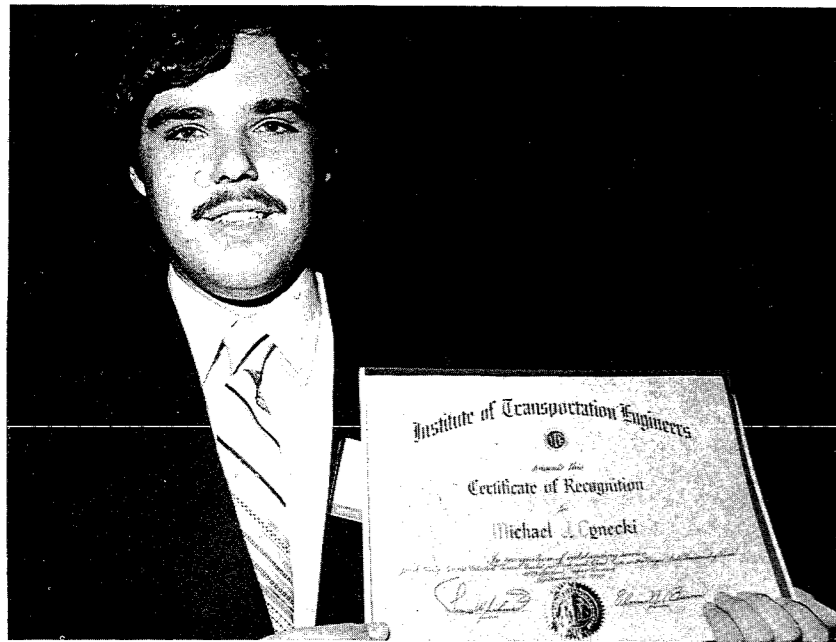


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Michael J. Cynecki, who was the Michigan Section student paper award winner in 1978, was honored last fall as the winner of the 1979 student paper in national competition. He was presented with the certificate he holds at the 49th annual meeting in Toronto.



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50<sup>TH</sup> YEAR



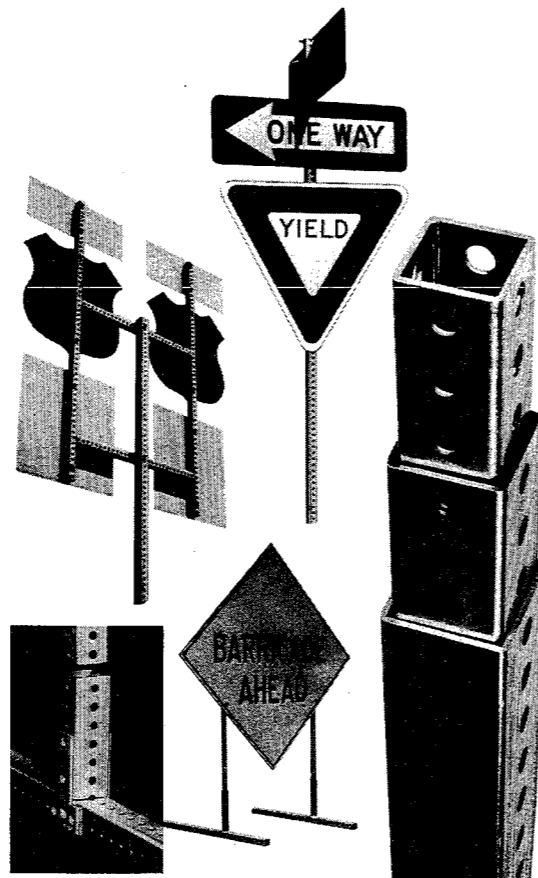
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## NEWS FROM FHWA

This summer the Michigan Section of the Institute of Transportation Engineers' Technical Project "Traffic Safety Planning on School Sites" received national distribution by the Federal Highway Administration.

In the July 2, 1979 transmittal Bulletin, FHWA's Associate Administrator for Safety wrote that:

"Traffic Safety Planning on School Sites provides guidelines which may be used to help provide a safe and efficient traffic movement on school sites. The booklet considers all forms of traffic entering and leaving a school area: pedestrians, buses, parents, faculty, service and study vehicles, bicycles, and emergency vehicles. Important recommendations in this booklet include sidewalks adjacent to schools, adequate physical space for all modes of transportation found on the site, and separation to the extent possible of the physical routes provided for each mode of transportation."

The Federal Highway Administration makes numerous educational items such as our Technical Project Report available to the public upon request, including research reports, technical visual presentations, and training courses.

One of the most recent is a slide-tape presentation on liability, which is a timely subject in the midst of the seemingly endless number of law suits being lodged against transportation agencies. Other training courses which are currently being developed deal with the AASHTO Barrier Guide, replacement of highway safety features, and both the planning and evaluation aspects of prioritized Safety Improvement Programs.

If you are interested in receiving more information as to courses available or specific information relating to any one of them, contact FHWA Division office at (517) 373-2094.

Michigan's Safety Improvement Program has long been one of the most successful nationwide. According to the latest figures compiled for a Report to Congress, Michigan ranks third among all States in the cost per accident reduced (\$1,900 per reduction) and seventh in the benefit accrued for the dollar spent (overall time of return on investment of less than five years).

This data becomes even more important when we combine these figures with the fact that Michigan's fatality rate consistently runs well below the national average.

For these accomplishments congratulations are in order to everyone who is involved with traffic and safety on Michigan's roadway system.

## Summary, cont. from pg. 4

Mr. Gary Smith of the Southeast Michigan Council of Governments (SEMCOG) made a slide presentation on the Transportation Systems Management (TSM) Element for Southeast Michigan. The TSM Element is the short-range portion of the regional transportation plan.

In evaluating the existing transportation system and actions to improve the transportation system, the following conclusions were noted:

1. A significant portion of the roadways in the urban portion of Wayne, Oakland and Macomb counties are congested in the peak hours. Similarly, the SEMTA and DDOT systems are approaching capacity in the peak periods.

2. Funding constraints will prohibit major highway construction or major expansion of the transit system in the short to medium time frame.

3. Alternatives to the highway and conventional transit system — such as ridesharing, paratransit, work rescheduling, and parking management — have the potential to play a greater role in meeting regional transportation needs, but presently are not utilized to a great degree.

4. In order to reduce fuel consumption and improve air quality in Southeast Michigan, it is necessary to make maximum use of actions such as improved transit and ridesharing which reduce auto demand.

5. However, since over 90% of travel in the region is by private auto and since the applicability and potential impact of actions which reduce auto demand are limited, actions which improve the highway network must be relied upon to a great extent in order to attain improvements in fuel consumption and air quality.

6. Actions most cost effective in reducing auto demand are ridesharing programs, programs to increase bicycle use, off-peak transit fare reductions, and CBD parking surcharges.

7. Actions most effective in improving the highway system are programs to re-time signals, signal interconnection, on-street parking removal, and computerized signal systems.

8. There is a shortage of traffic engineering and other support personnel in Southeast Michigan which hinders effective response to traffic and transportation problems.

Mr. Smith concluded by stating that a set of regional TSM policies have been developed. Detailed, local-level

## LEGISLATIVE REPORT

Seat belt legislation, particularly mandatory child restraint usage continues to be supported by the Michigan Section. Our Transportation Safety Committee, chaired by Rich Cunard, has spearheaded this effort through a public information booth in the Oakland Mall this past August. This very successful activity will be repeated in 1980 at other malls around the state.

In addition, the Michigan Section adopted the following resolution in support of Senate Bill 400 which mandates use of child restraints:

- Once past the first critical days of life, injuries suffered while riding in automobiles are responsible for the deaths of more young children than any single disease or other type of accident.

- In Michigan during the two years of 1977 and 1978, 45 child passengers under the age of five years were killed and an estimated 24,000 to 32,000 more were injured. In the same two-year period, 92 children between the ages of five and 15 years were killed while riding as passengers, and an additional 18,000 were injured.

- Accident studies have indicated that the use of child restraints can almost eliminate the chance of serious or fatal injury to children riding in cars. These studies have also indicated that the use of seat belts by the children in the five to 15 year age group reduces the chances of fatal injury by at least 80 percent and the chance of serious injury by 64 percent.

- Given the dimensions of this threat to the health of our children, the proven effectiveness of the countermeasures, and the fact that children must be dependent on adults for protection, we are convinced that the most reliable method of getting parents to adequately protect their children is through the enactment of restraint usage legislation.

- Therefore, the Michigan Section of the Institute of Transportation Engineers recommends that the legislature vote to enact Senate Bill 400.

A copy of this resolution was sent to the bill's sponsor, Senator George Hart, advising him of our support and willingness to assist in the compilation and presentation of facts in support of this proposal.

— William T. Lebel

TSM plans are to be prepared by transportation operating agencies and local governments. Together these local-level TSM plans and TSM policies will form the regional TSM Element of the regional transportation plan.

## MEMBERS SPEAK OUT AFTER DINNER MEETING FOLLOWING THE TECHNICAL SESSION



### SUMMARY OF PRESENTATIONS MI SECTION - TECHNICAL SESSIONS NOVEMBER 15, 1979

Dan Morrill, Director of Operations for the Southeastern Michigan Transportation Authority, spoke on what Transportation Engineers should be doing about public transportation. Mr. Morrill encouraged the ITE to take more of an interest in public transportation and to provide more programs attractive to members involved in the public transportation field. He felt the ITE should be taking an active role in establishing public policy on public transportation.

Gary Smith from the Southeast Michigan Council of Governments described the Transportation Systems Management Recommendations for the Detroit Region. These recommendations resulted from a study by SEMCOG of transportation deficiencies in the Detroit Region. The SEMCOG study evaluated the effectiveness of different alternatives for improving transportation in the Detroit Region and made specific recommendations on the most cost effective techniques for improving transportation. One of the most cost effective techniques which emerged from the study was signal optimization. The study also recommended an increase in traffic engineering staff for the Detroit Region.



Gary Krause from the Southeastern Michigan Transportation Authority described a new program for van pooling in the Detroit Region. SEMTA has assumed the role of broker to organize van pools for the Town Center Area in Southfield. This is an eighteen month demonstration program intended to bring together employees from different small employers in the same general employment area.

cont. on pg. 3



### PAVEMENT MARKINGS EXPERIENCE

By: Bill Leighton

Administrators, Engineers, and Researchers are faced continually with many highway traffic pavement marking problems, on which much information already exists either in documented form or in terms of undocumented experience and practice. Unfortunately this information often is fragmented, scattered, and unevaluated.

The Pavement Traffic Marking materials and application operations and serviceability of materials presents a major problem to most agencies responsible for maintenance.

In recognition of the safety and operational benefits of painted center lines, crosswalks and lane lines, we in Detroit have attempted to increase the durability and drying time of traffic paint as well as obtain a less expensive paint. Although durability has been improved, we still must paint in the Spring and complete a second round in the Fall to maintain proper markings for traffic.

In addition, cones are required for conventional paint which results in many hazardous problems for our workers as well as vehicular traffic.

With increased operation demands on our streets we began conducting experiments with a variety of materials. The demands for better traffic services have added requirements for public convenience and safety, such as, reflectorized paint, faster drying paint, and improved application equipment.

We now have our own equipment to apply hot extruded thermoplastic - a 500 pound capacity kettle.

Cold plastics or preformed plastic tapes have been limited to special applications in Detroit. We have several locations throughout the City where new asphalt pavement has been completed and various brands of cold plastics have been installed on the new surfaces.

We are also experimenting with in-laid plastic applied to newly laid asphalt surfaces and find it advantageous. The film is firmly imbedded into the new asphalt during the resurfacing operation itself. The area on E. Jefferson between Griswold and Beau-bien adjacent to the Renaissance Center was just completed.

Thermo-applied pavement marking powder requires a special striping machine for its application. The material is heated and applied with compressed air. The material dries instantly, we use it on our high volume intersections, pedestrian crosswalks, stop bars, etc.

The material should not be applied on pavement surfaces that have been previously treated with concrete curing compounds, paint or other materials. The surface must be clean and free of foreign materials. The material cost is about 8 to 10 times that of traffic paint for the same 10 - 15 mil dry thickness. However, savings of time, gasoline and safety of workers and public are not included in the cost factor.

Our experience with raised markers have been limited in Detroit. In all experiments we have encountered difficulties. The raised markers were damaged or removed by snow plows.

One of the greatest needs in the improvement of traffic paints and thermoplastic marking materials is improved adhesion.

The steady increase in traffic volume is making it much more difficult for painted traffic lines to give the desired service. Scaling, abrasion, and accumulation of dirt are major reasons for restriping, although the type of deterioration varies with the pavement type.

The substrate is the key to longevity of pavement marking materials, use of new or old concrete or asphalt pavement is the deciding factor in the material to be used for a particular location.

Controlling factors in selecting paints are safety and costs. For our high volume routes we require fast drying paints.

*Instant Dry* - Less Than 30 Sec.

*Quick Dry* - 30 to 120 Sec.

*Fast Dry* - 2 - 7 Min.

*Conventional* - 30 Minutes

The wet paint thickness is usually 15 mils - bead rates vary from 4 to 6 pounds per gallon.

In 1973 we were faced with an austerity program that resulted in a loss of personnel. To offset the loss of manpower we contracted out all of our downtown pavement marking to a contractor specializing in thermoplastic application.

Hot thermoplastic extruded type was applied on all crosswalk as well as all laning in our loop area. The hot thermoplastic material lasted 3 to 5 years with repairs being required at utility cuts made during emergencies; water main or sewer blow ups or in locations where street surfaces were in poor condition.



### SUMMARY OF PRESENTATIONS ITE TECHNICAL PROGRAM NOVEMBER 15, 1979

#### NEW ENVIRONMENTAL REGULATIONS FOR HIGHWAYS

By: R. H. Jones

The 1978 Council on Environmental Quality (CEQ) regulations were developed to implement Section 102 of the National Environmental Policy Act of 1969 (NEPA). Section 102 of NEPA requires environmental considerations be given careful attention and weight in all decisions of the Federal Government and that an interdisciplinary approach be used in the planning and decision making process.

The Department of Transportation (DOT) has issued DOT Order 5610.1C to implement the new CEQ regulations and supplements it as it applies to DOT programs. A revised Federal Highway Administration (FHWA) FHPM 7-7-2 is expected to be finalized shortly and will be effective as of November 30, 1979. It applies to all Federal-aid highway project actions. This will result in some modifications to our present procedures including revision of the State's (and local agency) Action Plan and project development processes.

Revised FHPM 7-7-2 when it is issued will contain a number of new terms as well as more formalized processes for documenting FHWA and other agency involvement in the development and processing of environmental documents. Such new terms include "Scoping", "Categorical Exclusions", "FONSI's", "Cooperating and Lead Agency", "Notice of intent", etc.

"Scoping" is required for preparation of an EIS and is part of the early coordination and consultation required with other agencies. Scoping meetings may be requested in the "Notice of Intent".

"Categorical Exclusions" is a new term for non-major actions. A "FONSI" (Finding of No Significant Impact) will



be prepared in lieu of our former Negative Declaration.

"Cooperating Agencies" will be other Federal agencies who are requested to assist in the development of an EIS. Such agencies should include those who have a permit or review responsibility in conjunction with the action.

A "Lead" agency or "Joint-Lead" agency is the Federal agency or Federal/State or local agency responsible for preparing the environmental document.

"Notice of Intent" will be published in the Federal Register by FHWA when an EIS is to be prepared.

More important, the revised FHPM 7-7-2 requires that the FHWA prepare Wetland and Floodplain findings in conjunction with the development and processing of environmental documents.

The requirements for documentation of FHWA's direct involvement and coordination with other agencies in such matters as Section 4(f) (Parks) and Section 106 (Historic and Archeological Resources) will be imperative.

It will also be important that mitigation measures described in the environmental document are in fact followed up in design and during construction.

The new regulations mean that we will now need to do our "homework" on all Federal-aid project actions more effectively than has been done in the past. Much can be accomplished during the early coordination and consultation stage.

Better documentation will be required in our environmental documents when wetland, floodplains, Section 4 (f) or historic or cultural resources are involved. This will aid in supporting the necessary "Findings" to be prepared by FHWA.

FHWA's involvement should be requested early especially when an EIS is to be prepared or coordination and consultation with other agencies on historic or cultural resources or Section 4(f) is required. FHWA will need your continued cooperation and assistance in implementing the new regulations on future Federal-aid projects.



### EXPERIENCE WITH PAVEMENT MARKINGS IN SAGINAW I.T.E. TECHNICAL MEETING

November 15, 1979

Presentation by: Mr. Roger K. Walther  
City Traffic Engineer

Since 1971, Saginaw has had increased experience in the use of plastic and pliant polymer pavement markings. This approach has provided markings of increased durability and general year-round visual effectiveness. Experience has been generally and for the most part favorable with some applications exhibiting current useful lives in excess of 8 years. Saginaw is continuing to test and evaluate the effectiveness of extended life pavement marking materials with the use of lane line, legend and crosswalk applications.



Ted Perez, Superintendent of the Parking Services Division in the Grand Rapids Department of Transportation, described his experiences in operating parking structures in the City of Grand Rapids. He pointed out how the operation of the parking structure varies depending on the class of driver to be served. The employees who park everyday, for example, are treated differently from shoppers who park in a structure on an infrequent basis.

Bill Leighton from the City of Saginaw described their experience with different types of pavement markings. There was general agreement that maintenance of pavement markings was most difficult on concrete surfaces. Thermoplastic pavement markings gave the best service when placed on a new asphalt surface. Mr. Leighton noted that the City of Detroit has decreased its use of paint over the past several years and is now using a variety of marking materials.

