In St. Louis, they write a lot more than a ticket for drunk driving.

Posting bond used to be the main worry of motorists arrested for drunken driving here. No more. "Quite frequently, when they're arrested, their primary concern is, 'Is my name going to be in the paper?" says traffic safety Sgt. Richard Swavek. The State Police have a computer since late last year, has been publishing a daily list of drunk-driving suspects in its area, starting with such small towns as Ann Arbor. "Everybody looks at it," says Sgt. Swavek. "It's like a gossip column." R.B.-M.'s Campaign

Margaret Charleville, founder of R.B.-M. (For Responsible Incarcerated Drivers in Michigan), helped persuade the State Police to publish drunk-driving arrests. Her daughter had been killed by a drunken driver. "Some of my friends have told me," she says, "We don't take that one drink for the road anymore."

"I'm sure publishing the names does a lot of good," says Sgt. Donald Havelid, director of a St. Louis County program aimed at drunken driving. "No one wants his name associated with a criminal offense."

A Lot of Mad People

"We've made a lot of people mad," says George Ilenberg, executive editor of the Globe-Democrat, says of drivers whose names have been published by the paper. "I appreciate it. They're aware they've done a wrong."

Still, other citizens object to the practice of printing suspects' names. "I don't like it," says Charles Toot, president of the local bar association. "Under our system people are considered innocent until proven guilty. I think the damage to a person's reputation is greater than the danger effect."

Globe-Democrat believes it may be the biggest newspaper that routinely publishes names of motorists arrested for drunken driving. However, some smaller newspapers also publish such news. And in Lake County, Ill., last month, the Waukegan News-Gazette started printing the names of drivers whose licenses have been revoked or suspended because of drinking.

Hall Street Journal 7/12/82

SAFETY BELT BILL STALLED IN HOUSE

MANDATORY SAFETY BELT USE LEGISLATION (HB 5567) will probably not be considered again until sometime in early November, according to Chairman of the House Insurance Committee Norman McHale. Following a committee hearing on the proposal on September 1st, McHale was quoted by the AP as saying, "I don't see it coming up again until after the election."

Although indications were that a majority of the committee supported the bill, it was clear that a "behind the scenes" move to "tie-one" a companion bill (HB 5568) which would reduce insurance rates by 10% helped to stall a vote on the seat belt bill. Members were probably understandably hesitant to move the principal bill to the House floor at this time.

The Michigan Coalition for Safety Belt Use, of which the Michigan Section is a member, over the last several weeks had enlisted the support of a number of its members in providing information relevant to HB 5567 and many were in attendance at the Committee hearings. Testimony in support of the bill was offered by Rep. Dave Hollister (D-Lansing), the Michigan suppliers - Robert Norton, MD, Great Lakes Coastal Chairman; Richard H. Austin, Secretary of State; Don Moonie, University of Michigan Medical School, Co. Del. William Hatanger, Michigan State Police; and Philip Helmslee, Director of the Office of Highway Safety Planning. Three persons also spoke in opposition to the measure.

By Thomas K. Reel

"TECHNICAL ASSISTANCE AVAILABLE FOR TRANSIT 7F"

The promotion of traffic signal timing improvements to facilitate traffic flow, and thereby reduce fuel consumption and travel time, has been a frequent concern of FHWA during the past few years. Signal timing improvements are not only acceptable methods for improving traffic flow, but also are becoming popular and best available means to achieve this goal. Because of this increased focus on implementing the Washington Office of Traffic Operations has assumed the role of providing technical assistance in the use of this program to any agency which requests such help. To meet these needs, a Systems and Spray Team has been established in the Headquarters Office. This ties will provide both technical assistance and training in the use of TRANSIT 7F program documentation under the sponsorship of the Office of Traffic Operations.

Requests for this assistance should be made through the Washington Office of Traffic Operations by contacting Morris Hoevel at 517-377-1842 in Lansing.

By M. A. Hoevel
JUNE MEETING AT SCHULERS

Another successful dinner meeting of the Michigan Section of the Institute of Transportation Engineers was held on June 17, 1982, at Schuler's Restaurant in Marshall. The Court Yard, a light and airy private dining room, was the site of the gathering. (Neither did Shaken.)

After an excellent dinner of Boston Scrod and Hot Carmel Pie for dessert, Bob Carroll made a very interesting presentation called "Get in the Groove." This consisted of several slides and Bob's description of reflectorized pavement markings that he has just installed on a demonstration highway. The one thing on this project that Bob is using is a saw to cut grooves so the reflectorized markers are just below the pavement level.

By Ken Underwood

SCANDI IS WORKING

In the 16 months that the Surveillance Control and Driver Information System (SCANDI has been in operation in Detroit, it has saved motorists one and one-half million dollars even though the system on 32 miles of Detroit freeways is not fully operational. SCANDI also assisted thousands of motorists in trouble.

According to Herb Grove, Supervising Engineer, Freeway Operations, Michigan Department of Transportation, who heads up the project, the savings are as follows:
- $249,800 vehicle-hours of time saved
- $71,400 gallons of fuel saved
- $130,000 in avoided property loss
- $73 potential accidents eliminated
- $720,000 in reduced air pollutants eliminated

The equivalent cost savings of the above are estimated at $2.5 million.

Also the Michigan State Police (Post 29 patrols all Detroit freeways) estimate that the 2,300 motorists per day who seek information such as calling for assistance on the 72 Motorist Aid Telephones on the 15 miles of the Ford Freeway, or calling for friends or relatives to bring gasoline or change a tire, provide the service of having one extra car patrolling the freeway. The equivalent value of this patrol is estimated at nearly $1,500,000 for the 16 months. In addition to the Motorist Aid Telephones, the system has four closed circuit television cameras in operation with six more on schedule. There are also nine overhead changeable-message signs to provide information on traffic diversion and for control during special events at the Civic Center. These are all operational in connection with the loop detectors in the approach and exceptional ramp controls.

Reprint from M of Michigan Newsletter

DISTRICT III ADVANCE NOTICE

The 1982 ITE District III Annual Meeting and Technical Session will be held on October 21 and 22, 1982, at the Holiday Inn in downtown Fort Wayne, Indiana. Technical sessions are scheduled for Thursday afternoon and Friday morning. After the 4:00 p.m. District III Annual Meeting there will be a cocktail party sponsored by the Indiana Committee, Contractors and Suppliers.

There will also be an equipment display room available to any vendor from District III. Vendor van contact: Steve Hardsey, 1204 N. Main, Crawfordsville, IN 47933 (317-836-9427) to arrange for space.

The Michigan ITE is published quarterly by the Michgan Section of the Institute of Transportation Engineers. It is distributed to more than 7,000 members and over 100 cities and counties in Michigan. Address communications regarding the Michiganite to the Editors Robert V. DeCorse, 3441 Emerson Drive, Canton, MI 48107.

The Michigan Section of the Institute of Transportation Engineers

MICHIGANITE

Official Publication of the Michigan Section
Institute of Transportation Engineers
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MICHIGAN SECTION ITE, TREASURER'S REPORT

Balance: May 12, 1982
$4,110.47

Receipts:
Bank Interest $ 89.67
$ 89.67

Expenses:
Michigan Printing $ 903.00
Mr. Pleasant Meeting 50.00
Marshall Meeting 21.08
Misc. Printing 301.63
ITE Contribution 100.00
$1,342.36

Balance: August 30, 1982
$2,358.63

Treasurer, Thomas R. Krzyzinski, P.E.

MARKETPLACE

* * *

402 FUNDED ACTIVITIES

Although highway safety activities in the engineering arena of our profession are quite limited by comparison to the past, there are some funded areas which are still evident from time to time. These areas are still the upgrading equipment, traffic engineers (only one available for the entire state), and traffic engineering equipment (with an emphasis on traffic counters). Additional traffic engineering training will be provided, mostly through Michigan State University.

For further information on the training please contact:
Dr. Adrian Hurst
Traffic Safety Program
Kellogg Center
Michigan State University
East Lansing, MI 48824
Phone: (517) 432-3370

The other grants would normally be available on a J.O.
federal - J.O. matching basis. For further information please contact:
Mr. Gary Holben
Office of Highway Safety Planning
Department of State Police
111 South Capitol Avenue, Lower Level Lansing, MI 48913
Phone: (517) 373-8011

By Thomas R. Krzyzinski, P.E.
MICHIGAN SECTION ANNUAL MEETING

It’s time to make plans to attend the annual meeting and technical program which will be on Thursday, November 18, 1982. This event is going to be held in downtown Detroit. As a great variety of subjects will be covered, including the Detroit People Mover, rural highway safety, prospects for transportation funding in Michigan, public control for snow emergencies, and a new computerized traffic counting program. For the evening, we have scheduled dinner at the Chrysanths, and a tour of the Chrysanths Brewery to help you wind down from a grueling day.

The technical program is as follows:
- 9:30 - 10:00 a.m. - Registration
- 10:00 - Noon - Technical Session
- Noon - 2:00 p.m. - Lunch and Annual Meeting
- 2:00 - 6:00 p.m. - Technical Session
- 6:00 - 9:00 p.m. - Dinner and Social Hour
- For further information on the technical meeting, one-half (0.5) Continuing Education Unit (CEU) will be awarded; the CEU Program is being offered through the University of Michigan, Office of Michigan State University.

By: Joseph A. Nason

SUMMARY OF SECTION TECHNICAL REPORT

The Michigan Section Technical Report is being prepared for submission in early 1983. The section's activities involving recent legislation and public information relating to children restraints in the subject of this report. Section members, in cooperation with other groups, have gathered nine (9) public information brochures on children's restraints at Michigan Shopping Malls. In conjunction with this report, section members have prepared literature: distributed press releases and newspaper articles. With forty-four (44) interested state residents, the areas of the section, through the guidance of Bill Lebel and others, successfully lobbying the State Senate and House of Representatives pass the Michigan Child Restraint Law. This requires any child less than four (4) years of age to be safely restrained while riding in a motor vehicle.

Public Act 177 went into effect on April 1, 1982. Less than 20% of the children in this age group were buckled in prior to the legislation. The law's intent is to reduce risk to children riding in motor vehicles. Facts presented by the Section showed that motor vehicle accidents were the major reason for death among children aged four or less and all other types of disease and accidents. Section President Opper testified at legislative hearings for the new law. The Section members have agreed to work on this formal report includes: Richard DeCesare, Richard Gunard, Samuel A. Haller III, Kenneth Shackman, Robert L. Torrance, Donald Kertesla, Donald Randolph, and Snehmye Khansabi.

Other members interested in working on this report are urged to contact project chairman Jonathan Crane. By Jan Krenke

TAX REDUCTION FOR EDUCATIONAL EXPENSES

Treasury regulation L.162.5 permits an income tax deduction for educational expenses paid for a student's travel, meals, and lodging. Under new tax laws, students can deduct tuition fees, books, and supplies only if they or their parents are: (1) maintain or improve skills required in one's occupation or other trade, (2) meet more stringent requirements of an employer or a law imposed as a condition to reemployment, or (3) meet requirements of a law which is the primary reason for the student's attendance at the educational institution. Consult your tax advisor for details.

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TWO FHWA HIGHWAY SAFETY RESEARCH EFFORTS

Following is a synopsis of two research reports which were completed by FHWA in December 1980. In each case the report is available for a small fee from the National Technical Information Service, 5205 Port Royal Road, Springfield, Virginia 22151.

A. Summary of the Urban Utility Pole Accident Problem - Report No. FHWA/DC-80/117 (GTS 815) Objective - This study was undertaken to deter- mine the extent of the utility pole accident problem in urban/suburban areas and to identify factors which influence the frequency and severity of accidents. Methodology - In order to assess utility pole accidents, a list of cases was compiled for the years 1976 to 1978. Data were analyzed for nine factors: traffic volume, vehicle speed, age of pole, weather conditions, road surface, time of day, location, type of pole, and number of incidents. Results - This study found that 5% of all traffic accidents occurred at utility poles. Of these accidents, 60% were single vehicle accidents. The highest accident rate was found for vehicles traveling on rural roads. In addition, the study found that older poles were more likely to be involved in accidents than newer poles. The study also found that accidents were more likely to occur during the day than at night.

B. Analysis of the Utility Pole Accident Problem - Report No. FHWA/DC-80/117 (GTS 815) Objective - This study was undertaken to deter- mine the extent of the utility pole accident problem in urban/suburban areas and to identify factors which influence the frequency and severity of accidents. Methodology - In order to assess utility pole accidents, a list of cases was compiled for the years 1976 to 1978. Data were analyzed for nine factors: traffic volume, vehicle speed, age of pole, weather conditions, road surface, time of day, location, type of pole, and number of incidents. Results - This study found that 5% of all traffic accidents occurred at utility poles. Of these accidents, 60% were single vehicle accidents. The highest accident rate was found for vehicles traveling on rural roads. In addition, the study found that older poles were more likely to be involved in accidents than newer poles. The study also found that accidents were more likely to occur during the day than at night.

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Traffic & Transportation Engineers Services
ROADSIDE SAFETY PROGRAM REDUCES FATALITIES

The Michigan Department of Transportation ad-

vises a program addressing roadside safety along all

state highways in Michigan. This activity focuses on

removal, relocation, or shielding of fixed-objects along

existing highways in an effort to develop a forgiving

roadside environment. Typical projects include removing

guardrail and flattening side slopes, extending cutvert

away from the road edge, and eliminating concrete head-

lights. Other projects improve guardrail endings and

connections to bridge structures, replace older style

bridge railings with newer guardrails, improve roadside

safety, relocate signs onto bridges or on roadway bases,

and add breakdown areas. These efforts have resulted in

an annual average reduction of nearly 40 percent in freeway-fixed

object fatalities (from an average of 90 per year in 1973-1975
to 60 in 1978-1980). This record was established during a

period when total fixed-object accidents increased by 760

(T33 percent) and the population increased by 5 percent.

The largest improvements were associated with bridges

where fatal accidents were reduced by 5 percent and guardrail

where fatal accidents were reduced by 20 percent.

In addition, bridge side fatal accidents were reduced by 60 percent and fatal accidents involving

highway signs by 50 percent. Since roadside improvements

on most of Michigan’s freeways have been completed,

such efforts to be done on the non-freeway system.

This task will be continued on the 7,700 mile

non-freeway system as funds and other resources allow.

Representative Woodford’s July report to the State

Safety Commission

VANPOOLS PROVING THEIR WORTH

Vanpools in Michigan have provided more than

nine million passenger trips in the last five

years, saving millions of gallons of gasoline, according to a recent report from the Governor’s office.

“Everyone benefits from ride-sharing,” Governor

William Milliken said. “Energy supplies are conserved, air quality is improved, peak-period traffic congestion

is reduced, parking facility needs are fewer and commuting costs are reduced.”

The total number of vanpools in Michigan has grown to

approximately 500 since 1977 when the State Employees

Vanpool Program was initiated. The vanpools serve 10,000 public and private employees and save approximately

$2.5 million annually in gasoline expenditures.

The State of Michigan, through the Michigan Depart-

ment of Transportation (MDOT), has developed a com-

prehensive statewide program for vanpools, vanpools and public transportation services.

MDOT launched the vanpool program in February

1977, with three vans and 31 passengers. It is now

the largest of its kind in the state, with more than

1,500 employees on board, carrying some 875 employees
to and from their jobs in 79 vans. The supportive

program received a President’s Award for energy

conservation in 1980. Sixteen private employers in

Michigan also sponsor their own vanpool programs.

Michigan, one of the first states to offer a comprehensive disadvantage porque

nationality in the number of state-run and privately sponsored

pool vans with 500 now operating.

Milliken said that MDOT’s promotion of all forms of

ride-sharing can be credited with limiting the large number of Michigan residents who share in carpooling—

536,000.

Reprint from TSA of Michigan Newsletter

WHY PEOPLE RACE TRAINS TO CROSSINGS... AND loose

Nearly a thousand people die in the United States each year when their cars hit trains at grade crossings. A psychologist who has studied this problem observes that people may know that they are in a crossing, but they do not think it is dangerous. When they reach the crossing, they often experience a "fight or flight" reaction, in which they feel either rage or panic and try to escape. This can lead to tragic accidents.

The solution, according to the psychologist, is to make people aware of the dangers of crossing. "If people realize the risk, they will be more careful," he says. "We need to educate people about the dangers of crossing, and to make sure that they are aware of the consequences."

The psychologist’s advice is supported by a study of motorists near New York City. The study showed that motorists who were given a warning sign at the crossing were less likely to try to cross than those who were not given the sign. This suggests that making people aware of the dangers can help to prevent accidents.

The psychologist’s advice is also supported by a study of drivers near Los Angeles. The study showed that drivers who were given a warning sign at the crossing were less likely to try to cross than those who were not given the sign. This suggests that making people aware of the dangers can help to prevent accidents.

The psychologist’s advice is supported by a study of drivers near Chicago. The study showed that drivers who were given a warning sign at the crossing were less likely to try to cross than those who were not given the sign. This suggests that making people aware of the dangers can help to prevent accidents.

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STOP THE WORLD — I want to get off!

EDITOR’S NOTE: This article, reprinted from the December 1982 issue of 802 magazine "Electronics," is about how we write. And, more specifically, how members of the "other world" (academics) write as contrasted to "real world" practitioners. Though the author uses humor to make his points, nonetheless he has a serious and vital message for everybody in the civil engineering profession.

THE TITLE OF THE MAGAZINE you are reading is CIVIL ENGINEERING, a world that seems to exist solely for you. If you are among the uninstructed, the fact that "world-wide" is in the singular may bother you. It should not, for there are two worlds in civil engineering — the "real" world and the "other" world.

These two worlds are not equally populated. Of the combined population of both, the "real" world has 95 percent. The "other" world has five percent.

Other-world people (whom I will henceforth call OMP) have little to do with actual, day-to-day civil engineering work. However, they make themselves known by writing profusely about civil engineering. Real-world people (whom I will call RWP) do the actual work. Writers of the real world never take time off. They are busy working. Even when they do get a little free time they spend it in reading about civil engineering. But all there is to read is the OWP writing. The RWP cannot understand much of it.

AVOIDING PROFESSIONAL EMPRASSMENT

As an example, dear Dr. Gillingham, you should let your OWP realms know of the necessity for less paper. If you would write less, as I have said 1 + 1 = 3, OMP, however, wouldn’t think too much of it that way. For you do not intend to let the profession down. You will go at it this way:

\[
\text{Line 1} + \text{Line 2} = \text{Line 3} \quad \text{or} \quad \text{Tm}^k = \text{Tm}^{k+1}
\]

However, even this would be too simple for the OWP. They would go further and express it in this manner:

\[
\text{Line 1 (Line 2) = Cosh AvE X Tm-k}
\]

Now, however, would be too simple for the OWP. Even this line 1 + 1 = 2 is in a way that is not professionally embarrassing. All this makes it tough on the RWP. They can’t get any information because they can’t understand the writing.

The OWP keep on writing though. Their writings are then placed on shelves, where they are not used as references for other OWP writing, which are in turn placed on shelves. The result is that the RWP, when they want to find out anything, still do

BROOM HILDA

Come on, Lion Tiger, you know you need to be Ihrened. The Paw prints are all over you. All the other animals have been. And now it’s your turn. So, let’s get you cleaned up.

FAMILY TECHNICAL WEEKEND

Dr. Jim Gillingham introduces his friend, a 15-foot python!

11pm: The light includes three blue strobe lights mounted in a black circle that surround the red flashing light. Two of them are mounted on a crossbar below the standard crossbar railroad warning sign.

27th February 2018: The only location where the installation is being used. Additional locations around the state are being considered for this installation. The number of accidents over the past six years is the most important location selection criteria. The Arizona DOT, led by Dr. James Gillingham, a professor from Central Michigan University, presented a program on reptiles that was superb. He held the kids (and adults) spellbound with a demonstration of his friends. By the end of his program which included an African turtle, a Cuban frog, a lizard, and several snakes, even those who cringe at the thought of being in the same room with a snake were striking a 10-foot python with mild abandon. Every time one touched the snake, all of the animals and the program was not only entertaining but educational as well.

The entire weekend, being totally unrehearsed, was an absolute success. The weather was perfect and the water refreshing. Each evening a continental breakfast was held in the Hospitality Room to assist those who had the motivation to get up and set their morns humming. Golf, swimming, tennis, sunbathing, and racquetball were the planned orders of the day.

Everyone had a great time and is already looking forward to next year’s meeting. Those of you who did not attend this year mark it on your calendar now for 1983. You will have a great time.

By Jim Anderson and Jim Gillatin

STRAIGHT THRU ON RED AFTER STOP

A committee of the Florida State Legislature gave serious consideration in its 1982 session to a bill that would have changed the meaning of a red traffic signal sign posted on the "early morning" hour. The bill (House Bill #2020) proposed to allow the movement of through traffic at an intersection on a red signal light to continue through a steady red signal indication between the hours of midnight and 6:00 a.m.

Opposition to the bill from the traffic engineering profession in Florida was strong. Testimony against the bill was given by the Florida Section of ITE and by the Florida Urban Traffic Engineer's Council.

The bill died in committee. A copy of the Florida Section of ITE Newsletter dated April 1982 will give you the full story.

DELINQUENCY STUDIES

The State of Montana has completed recent studies on selective and special delinquency configurations. One study censused and classified all significant delinquency configurations available. The other study review design of object markers looking a color and marker pattern such as stripes, chrome and various colors. The results of these studies contact W.G. C. Cook Program Development Division, 2727 Prospect Avenue, Helena, Montana 59620, telephone (406) 449-3995.
HEAD RESTRAINTS EFFECTIVE

Head restraints in passenger cars have significantly reduced the frequency of whiplash injuries in rear impact crashes, according to a report released by the National Highway Traffic Safety Administration.

The report, which analyzes the benefits and costs of head restraints in current model passenger cars, is part of a government-wide review of existing federal regulations.

The report concludes that the benefits of head restraints outweigh the costs, and that head restraints are effective in reducing whiplash injuries.

The report recommends that all new passenger cars be equipped with head restraints.

The report also notes that head restraints are effective in reducing the risk of head, neck, and spinal injuries in rear impact crashes.

The report is available for download on the National Highway Traffic Safety Administration website.

**WELCOME**

We are happy to announce the following new members of the Michigan section of ITE:

- Richard Dames - City of Lansing
- Jerry Veldman - Surface Systems, Inc.

**WE'VE MOVED**

Pleased to announce our new address and phone number:

**OFFICE OF HIGHWAY SAFETY PLANNING**
111 S. Capitol Avenue, Lower Level
Lansing, MI 48913
Phones: (517) 373-4011

**McCarthy Moves**

Dan McCarthy, Energy Absorption Systems, Inc's Area Manager, has recently moved to Carlsbad, California. He will continue to represent "Energy" in Southern California. We wish him continued success. Picture below, Dan says good byes to a client in Carlsbad, holding a tube from the newly installed "wall of water".

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**1982 MEETING SCHEDULE**

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Event</th>
<th>Host</th>
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<tbody>
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<td>Nov. 18</td>
<td>Detroit</td>
<td>Section Annual Mtg.</td>
<td>Cunard/Marson</td>
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**Kunde and Hornbeck Promoted**

Kurt Kunde and Dwight Hornbeck of the MDT have recently been promoted to lead workers in their respective units. Kurt will be coordinating the Department's Traffic Operations Program to increase capacity and safety (TOPICS) and is responsible for traffic control in the city with the safety community. Dwight has replaced Bob Nast in the electrical devices unit and is primarily responsible for traffic signal system optimization. Congratulations and best wishes for the future are extended from ITE to both Kurt and Dwight.

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**People in the news...**

Agony clutched my mind. I am a statistician. When I first got here I felt very much alone. I was overwhelmed with grief, and I expected to find sympathy. I found nothing but hate. I only thousands of others whose bodies were as badly mangled as mine. I was given a lunatic asylum as a category. The category was called "Traffic Fatalities."

Time Faiy -- the day I was brought out of the school day. How I wish I had taken the bus! But I was too cool for the bus. I remember how I weaved the car out of the line. "Special favor," I placated "all the kids drive."

When the 2:30 bell rang, I threw my books in the locker. I was free until that time. I walked to the parking lot -- excited at the thought of driving a car and being my own boss. Free!

I couldn't explain how the accident happened. I was guarding off -- going too fast. Taking crazy chances. But I was enjoying my freedom and having fun. Then last I remember I was passing an old lady who seemed to be going awfully slow. I heard a deafening crash and then I was in a hospital bed. I didn't know what happened. My whole body seemed to be turning inside out. I heard myself saying "Hey, don't pull that sheet over my head."

Suddenly, I awakened. It was very quiet. A police officer was standing over me. Then I saw a doctor. My body was mangled. I was saturated with blood. Pieces of jagged glass were sticking out all over. Strange efft... "Hey, don't pull that sheet over my head."

I couldn't be dead. I'm only 10. I've got a date tonight. I'm supposed to grow up and live a wonderful life. I haven't lived yet. I can't be dead.

Later I was placed in a drawer. My folks had to identify me. Why didn't they have to see me like this? Why didn't I have to look at Mom's eyes when she faced the most terrible ordeal of her life? Dad suddenly looked the very old man! I could see the man in charge. "Yes, he is our son."

It was a weird experience. I saw all my relatives and friends walk toward the casket. They placed me in the casket with the flowers and the bills and the eyes I've ever seen. Some of my buddies were crying. A few of them sobbed as the drake walked away.

"Place me in the car... make me up!" Get me out of here. I can't bear to see. I'm dead. Dad was broken up. My grandparents are so broken with grief they barely walk. My brother and sister are like zombies. They move like robots, in a haze. Everyone, no one can believe I'm not dead. Please, don't bury me! I'm not dead! I have a lot of living to do. I want to look and run and jump and yell. I want to sing and dance. Please don't put me in the ground. I want to live. I want to live. I want to be the most careful driver in the world. This one is more chance. Please, God, I'm only it.
ORDER OUT OF CHAOS

BUCKLING UP BEGINS AT WORK

THE TRAFFIC ENGINEER AS A REAL ESTATE BROKER

The darkened meeting room grew very quiet. On file, Michigan State Police detectives have just emitted an alert - re-lives an auto accident he witnessed during an ice storm 10 years ago. He told them he had been driving his car, and how he still has nightmares about the accident.

"We've got something in our hands," said the detective. "It's the only thing we've got to go on."

Buckling Up begins at Work

The Michigan State Police have begun investigating a series of auto accidents that have occurred in recent weeks. They believe the accidents are linked to the use of seat belts.

The investigation began last week when a series of fatal accidents occurred in the Grand Rapids area. The police believe the accidents were caused by the use of seat belts, which they say can cause severe injuries in auto accidents.

"It's a dangerous situation," said Detective Tim Jones. "We've got to get to the bottom of this."
SHORT CYCLE LENGTHS AT LARGE INTERSECTIONS

Several intersections on the City of Lincoln Computer Traffic Control System are major intersections of two, four-lane, and six-lane streets. The 7000 series of changes is intended to reduce the cycle length of the traffic control system.

The future of the U.S. Intersate Highway System is threatened by Congress unless the Federal Highway Administration makes major changes in the allocation of funds between states and localities. The Federal Highway Administration, which currently has about $1 billion to spend on highways, is not in a position to allocate funds to the states. The future of the Interstate Highway System is uncertain, and the need for additional funds is critical.

DOT INSPECTOR GENERAL REPORTS SAVINGS OF $518 MILLION

The Department of Transportation achieved savings of $518 million through audits and investigations in the six month period ending March 31, 1981, according to Secretary of Transportation, Drew Lewis.

Investigations into bid-rigging in DOT-funded highway construction projects during the period resulted in 60 indictments, 38 convictions, the imposition of $3.5 million in fines, and the disqualification of 18 companies and individuals from bidding on DOT-funded projects. The total savings includes:

- $146 million in recaptured and reprogrammed funds from unneeded obligations and reduction or elimination of payments and costs that would have been paid by the government.
- $64 million as a result of costs questioned as ineligible.
- About $5.5 million in fines in cases involving violations of federal laws.

GM STUDIES SUICIDES IN AUTO ACCIDENTS

General Motors scientists believe that some of the 50,000 people killed each year in U.S. car crashes are actually suicides in autos, and that these deaths occur primarily among those who do not have cars. The company is conducting a study to determine the extent of this problem.

STATE GETS OK TO SET ENGINEER STANDARDS FOR HIGHWAY REPAIR

Design criteria for repair work done on highways was made much more flexible and federal control minimized under a Federal Highway Administration rule. The change applies to resurfacing, rehabilitation, and repairs of federal-aid highways, or highway construction projects on federal land. It gives the states and localities more flexibility in decision-making.

DESIGN TEMPLATES AND GUIDE NOW AVAILABLE THROUGH IITE

The highway design templates and aids for grade intersections design guide developed by the American Association of State Highway and Transportation Officials (AASHTO) is now available at no charge to AITE Headquarters.

Tuning Vehicle Templates: A set of seven 11x14" templates printed on 10 m/l transparent mylar to assist in creating and evaluating geometric design using AADT Templates.

The English System Set and the Metric Set each contain 10 templates covering the full range of design vehicles and scales.

3-Centered Curve Set: Three centered curves are recommended by AADT for geometric design of right-turn movements in order to provide sufficient maneuver widths to accommodate standard design vehicles. The set of 36 11x14" templates is printed on 12 m/l transparent mylar with non-shrinking inks and 1/10" lines.

- Includes highway user manual.
- The set includes 12 templates of each of the following scales: 1", 2", 3", 4", 5", 6", 7", 8", 9", 10", 11", 12".

3-Centered Curve Set Template (LP24) $335

Planning and Design Guide: At Grade Intersections: An instructional text presenting theory, design and construction of at grade intersections and their practical application. Approximately 650 pages with over 200 illustrations.

Planning and Design Guide (LP25) $85

For all orders, add for postage and handling: 10% under $100, 5% over $100, 25% for surface mail to all other countries.

THE MYSTY By Jack Elliott

WHY DO PEOPLE TURN TO SUGAR TO FULFILL THE HUNGER WITHIN ME? TO KEEP ME FROM HAVING TO FACE MYSELF? TO ESCAPE FROM MY PAST? TO FEED THE空 Down with the sugar rush.空

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