STATE MAY POST BEST FATALITY RECORD SINCE EARLY 40s

Early indications are that 1983 may well be one of the safest years on record in terms of traffic accident deaths in Michigan. As of January 24, the Department of State Police, Traffic Services Division, had recorded 1,310 fatalities for 1983. This figure represents a comparison of 1,013 fatalities reported in 1982. These figures are preliminary and may change as complaints are received or data becomes available.

The initial estimate is optimistic and the actual number of fatalities may be higher. A better idea of the death toll will not be available until April 1, 1984, when the State Police officials are estimating that the death toll may be about 15 to 20 percent lower than 1983 total. In any case, it is likely that there will be at least 70 fewer fatalities recorded for 1983, which would be a reduction of about 5 percent. Figures on injuries and property damage crashes will also be available by this time.

The last year that the fatality figure dropped this low was in 1945 when 1,150 traffic deaths were recorded. However, at this time the mileage death rate (fatality per 100 million miles) was 0.11 much higher than the rate of 0.07 posted in 1983. The 1983 figure is expected to be 0.06, which would be the lowest rate ever recorded.

According to H.B. 4205, which would pass the Senate by April 1, 1984, the traffic safety bill will be introduced in January. As of January 24, 1,473 fatalities had been reported compared with 1,487 in January 1983. In this case, the history is not the same as the state has experienced a decrease in fatalities.

What are the other major factors? The traffic safety bill would also encourage the police to continue to recommend the relative recent emphasis on the drunk driving problem coupled with an increase in seat belt use are the two predominant reasons for the improved fatality picture. This is not to ignore, however, the contribution of ongoing safety programs in the areas of alcohol education, driver education and traffic engineering.

The above article is reprinted in its entirety from TSA Newsletter with permission of Tom Reel, its editor.

MICHIGANITE

VOLUME IX NUMBER 1

SPRING 1984

OFFICIAL PUBLICATION OF THE MICHIGAN SECTION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

ITE “CALL FOR ACTION” ON SAFETY BELT BILL

As an active ITE member, your help is needed once again to promote adoption of H.B. 4205—titling seat belt use by all front seat passengers.

Presently, fifty-four votes are needed for passage of H.B. 4205. And, while the word out of Lansing is that 48 to 50 House members have indicated they will vote "yes" when the bill again reaches the House floor, we are still very close to securing the necessary votes. But...there is still a strong perception on the part of legislators that the public, the “voters” if you will, are strongly against this measure.

Mr. Tom Reel, working through the Michigan Coalition for Safety Belt Use, says that the volume of mail to legislators on H.B. 4205 has dropped off considerably during the past several months. “Legislatively, they aren’t hearing much one way or another on this, but many still seem to feel that most people are opposed to the seat belt bill—and largely due to the ‘freedom of choice’ issue,” Reel said.

“Just a few short, positive letters right now would certainly boost our lobby effort,” he added.

Thus, we are again urging all ITE members to send a time to their legislators (House and Senate) urging their “yes” vote on H.B. 4205. These should be one or two short paragraphs in personal handwritten style. This type of letter has the greatest impact. Let’s do it! (For further reference, see the H.B. 4205 Fact Sheet inside this issue.)

by Tom Reel

RISK REDUCTIONS WITH SAFETY BELTS

frontal crashes
- fatalities
head 800
neck 1000
chest 1000
abdomen 300
feet 50

serious INJURIES
head 75
neck 100
chest 250
arms 50
legs 100

reprinted from University of Michigan Transportation Research Institute
PRESIDENT'S COLUMN

The ITE/NSMA Family/Technical weekend will soon be upon us, so make your reservations soon. This Holiday Inn in Mt. Pleasant is one of the finest locations in Michigan to host a family weekend. The facilities offer swimming, golf, tennis, racquetball, shuffleboard, game room and much more. As usual, an continental style breakfast will be available each morning to begin your day and the Inn has guaranteed sunshine and loads of fun.

To make your reservations for July 27-28, call 1-800-288-8800 or the Inn directly at 517-772-2205. Block of rooms is being held for the event but are filling fast. Call now to guarantee your room and enjoy a weekend of relaxation and fun in the sun.

by Tim DeWitt

TREASURER'S BUDGET FOR 1984

Receipts

Dues $2,100.00

Michigan Ads 3,190.00

Bank Interest 175.00

Reserves 255.00

$5,690.00

Expenses

Postage $750.00

Supplies 100.00

Printing Michiganites 2,400.00

Printing Notices 400.00

New Programs 100.00

President's Expenditures 500.00

Technical Rep. Expenses 100.00

Plaques/Awards 125.00

National ITE 100.00

District III 1,650.00

$4,650.00

LIFE SAVERS CONFERENCE

Tentative plans are being made by the Office of Highway Safety Planning for a Life Savers Conference to be held at Boyne Mountain on November 7, 8 and 9 of this year. This statewide conference will be modeled after the national Life Savers Conference with workshops and general sessions concentrated on alcohol-related and safety restraint-related topics. It is the first statewide conference of its nature with the intent of attracting a large state audience at a more economical price. A task force has been established to plan the conference and greater details will be contained in our summer issue of the Michiganite. Watch for the details as it looks to be a promising conference.

Randy Nyberg, OSHA Occupant Restraint Coordinator

MICHIGANITE

Official Publication of the Michigan Section Institute of Transportation Engineers 1984 EXECUTIVE BOARD

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MICHIGANITE is published quarterly by the Michigan Section of the Institute of Transportation Engineers. It is distributed to members, ITE members through the state and county cities and counties in Michigan. Address communications regarding the Michiganite to the Editor, Robert V. DeWitt, 7441 Emerson Drive, CARON, 48187

PEOPLE in the news ....

HASELTINE GOES TO WASHINGTON

Secretary of Transportation Elizabeth Hamford Bole has appointed Virginia Haseltine as Deputy Assistant Secretary for Policy and International Affairs of the Department of Transportation. Haseltine has served as Executive Director of the Michigan Office of Highway Safety Planning. Appointed to that post in February 1979 by then Governor William Milliken, Haseltine also served as the governor's highway safety representative and Executive Secretary of the State Safety Commission. She was responsible for the state's safety program and for coordinating highway safety efforts involving local, state and federal governments.

Haseltine's experience includes numerous national level highway safety activities, including election three times as Chairman of the National Association of Governors' Highway Safety Representatives. Between 1970 and 1979, he held several other posts in state government, all of which were traffic safety-related. He has served on executive boards or committees for a number of state and national safety organizations, including the National Safety Council, Highway Users Federation and Transportation Research Board.

Haseltine, 39, is a native of Detroit and a graduate of Michigan State University where he received a bachelor's degree in economics and did graduate work in community resource development and environmental law. He now will hold his new position.

SUSANNE MICHIGANITE

Congratulations (again) to Bob and Cheryl Lariviere, the proud parents of their newest daughter, Suzanne. She was born on Friday, February 3, 1984 and weighed 6 pounds 5 ounces and was 19 inches long. "She is a skinny-legged, little baby-real cute," stated her dad. Suzanne ties the score at three boys and three girls in the Lariviere household.

IN MEMORIAM

Sam M. Long
August 12, 1918 - March 2, 1984

Sam M. Long, 28-year Michigan Department of Transp. Engineer, died suddenly at Mayo Clinic on March 2, 1984. He began his career with the State of Michigan in February of 1944 after attaining the rank of 1st. Lieutenant in the U.S. Army in 1944. He held many positions in the engineering area and used his favorite hobby, photography, creatively in his work. He became the District Traffic Engineer in the Cadillac District in 1961 where he stayed until his retirement in 1974.

He was very well liked and respected inside and outside the engineering community and will be missed by all his friends. He is survived by his wife, three daughters and son.

In an effort to keep our mailing list up-to-date, please send me your correct address if the one on the other side is incorrect or inadequate. Fill in the correct mailing address below and mail to Rich Cunrad, ITE c/o TIA, 2510 S. Telegraph, Bloomfield Hills, MI 48013

Name

Address

City, State, Zip
SEQUENTIA'S POLYPLATE PANELS WIN SPI PRODUCT OF THE YEAR AWARD

IT'S A SIGN OF THE TIMES

The Society of the Plastics Industry has named Sequentia's Polyplate Fiberglass Reinforced Panel as its Specialty Reinforced Plastics/Composite Product of the Year. Polyplate was honored in the "Winner's Circle" at the SPI Enforced Plastic Fabrics Institute's 25th Annual Conference in Detroit, Michigan, on January 16, 1984.

Four years in development, Polyplate Fiberglass Reinforced Panel was designed specifically for traffic control sign usage as well as for other outdoor sign applications. It's an ideal replacement for aluminum, providing improved performance at a competitive price while reducing costly theft and vandalism. Polyplate offers universal weather resistance. It is unaffected by moisture and normal temperature extremes and resists denting, rusting, warping, or tearing. Other outstanding performance characteristics include wind and fire resistance, excellent adhesion for reflective sheeting and ease of handling, fabrication and application. Additional benefits are the built-in color that eliminates a painting step when reflective sheeting is not required and the elimination of burns in fabrication. Polyplate is easy to handle and can be drilled, punched or nailed without damage.

 Manufactured through the continuous laminating process, the panels are made of acrylic- modified general purpose resin, fiberglass reinforced fabric, chopped strand glass fiber, and alumina trihydrate. Weight is about one pound per square foot. Panels measure 31/56 inches, 48 inches wide, and lengths of 8, 10 and 12 feet and are available in a variety of colors that are highly fade resistant and scratch resistant.

All products considered for the SPI award are highly innovative, state of the art products that are in current production and are available commercially. Numerous products are submitted every year for this prestigious award.

Polyplate is a product of the Reinforced Plastics Division of Sequentia Incorporated. Headquartered in Cleveland, Ohio, Sequentia is the leading manufacturer of fiberglass reinforced panels, including the well-known Alumeye Alumacel .

As the US government estimates that each motor vehicle death costs society $109,653 in insurance, medical treatment, law enforcement and worker's compensation. Included is lost productivity and individual pain and suffering. Reprinted from Aqua Reporter.

A little trivia for the next time you're sitting around playing Trivia Pursuit: Was the first answer for a "suit belt" grant? Look for the answer in this Michiganite.

This study evaluated the relative accident impacts of flashing signal operation and stop-and-go signal operation in Oakland County, Michigan. Analyses were conducted to determine:

1. If an accident problem exists at intersections where signals are placed on a flashing node during off-peak, nighttime hours.
2. What levels of accident experience can be expected under different accident and signal operating conditions.
3. Appropriate criteria for making signal operating decisions during off-peak, nighttime hours.

The results of the study indicated that right angle accidents are significantly over-represented at four-legged, arterial intersections when signals are in a flashing mode during nighttime hours. A before-and-after analysis demonstrated that only 10% of all right angle accidents can be reduced by eliminating flashing signal operation, with no significant effect on the frequencies of other accident types. The elimination of flashing signal operation appears to be effective in reducing nighttime, right angle accident frequency and road agency liability exposure at individual locations or on a systematic basis.

Factors which were found to be related to the level of right angle accidents at flashing signal locations include:
1. Intersection type (i.e., 3-legged or 4-legged).

A TIME FOR REFLECTION

Experts in Australia have determined that the planting of certain types of trees along roadways can serve as a low-cost and more attractive means of marking the edge of the road and warning nighttime drivers of oncoming curves and other obstacles.

At a meeting in Perth late in 1982, Mr. Colin Fleming of the Tasmanian Department of Agriculture told the National Technical Workshop in the Production and Marketing of Australian Wildflowers for Export that many species of Australian native trees have shiny leaves appropriate for this purpose. The eucalyptus and acacias, among others, reflect light from their leaves. These leaves glister even more brightly when wet, resulting in an even more effective warning during rainy, wet conditions, when visibility and road safety are the poorest.

If planted at strategic spots along roadways which are unlighted at night, Fleming says, such trees could replace the warning signs which are generally used. Trees are both cheaper and more attractive than these metal signs.

Fleming stressed the importance of the collaboration between transportation engineers and landscape architects in this effort. An expert in botany is needed to choose the proper tree for each road situation.

This idea was brought out in part as a contribution to Australia's extensive efforts under its United Nations Association's "Year of the Tree."
Reprint from Urban Transportation Abroad

1984 MEETING SCHEDULE

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Host</th>
<th>Event</th>
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<tr>
<td>March 22</td>
<td>Lansing</td>
<td>Glen Etemalaki</td>
<td>Tech. Session</td>
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<tr>
<td>April 26</td>
<td>Grand Rapids</td>
<td>Ed Swanson</td>
<td>Dinner Meeting</td>
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<td>May 13</td>
<td>Ann Arbor-Weber's</td>
<td>Jerry Carriker</td>
<td>Ladies' Night</td>
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<td>May 17</td>
<td>Southfield</td>
<td>Savage &amp; Northrup</td>
<td>Vendors' Day</td>
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<td>June 14</td>
<td>Battle Creek</td>
<td>Ken Shackman</td>
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<td>July 1-28</td>
<td>Mt. Pleasant</td>
<td>Tim Devert</td>
<td>Tech./Family Weekend</td>
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<td>September 13</td>
<td>Lowell</td>
<td>Grand Rapids</td>
<td>Golf Tournament</td>
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<td>September 23-27</td>
<td>San Francisco</td>
<td>National ITE</td>
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<td>October 4-5</td>
<td>Ohio</td>
<td>Ohio Section</td>
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<td>November 8</td>
<td>Frankenmuth</td>
<td>Roger Walscher</td>
<td>Lunch Meeting</td>
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<td>December</td>
<td>Pontiac Silverdome</td>
<td>Rich Cunard</td>
<td>Annual Meeting</td>
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2. The functional classification of the intersecting roadways;
3. The hourly volume ratio (i.e., main street traffic/volume/minter street traffic volume);
4. Driver impatience.
5. Time of night.
When making decisions regarding signal operation during off-peak, nighttime hours, right angle accident frequency and road agency liability exposure at individual locations or on a systematic basis can be expected under different accident and signal operating conditions. Appropriate criteria for making signal operating decisions during off-peak, nighttime hours can be determined by eliminating flashing signal operation, with no significant effect on the frequencies of other accident types. The elimination of flashing signal operation appears to be effective in reducing nighttime, right angle accident frequency and road agency liability exposure at individual locations or on a systematic basis.

Factors which were found to be related to the level of right angle accidents at flashing signal locations include:
1. Intersection type (i.e., 3-legged or 4-legged).
CHILD RESTRAINTS

FOR YOUR INFORMATION

The following information was provided by Don Johnson. This newsletter is quite interesting. However, each person is urged to consult with their local counsel before attempting to specify proprietary items. (Editor’s Note)

Federal Court Says "Or Equal" Up to Specifying Source

Affixing a decision handed down by the U.S. District Court of Massachusetts, the Federal 1st Circuit Court in the case of Milton Corp. vs. Pedado, Inc., was backed up by the U.S. Supreme Court which refused to hear further appeals. The decisions is unique in that it defines the specifying party's clear authority at the federal level where previous decisions have been in lower courts.

Four major rulings regarding specifications come from this landmark decision:

1. The court ruled that proprietary specifications are not a violation of anti-trust law. Further, the court stated that trained professionals - specifiers - make informed judgments on products which they feel best serve their client's needs. Technically, few brands of materials or equipment are exactly alike, and if the specifier wants to limit the specification to one source he has the right to do so and to enforce it.

2. The court ruled that other suppliers or manufacturers can qualify as "Or Equal" only when the specifier chooses to waive specifications or permit those suppliers or manufacturers to bid.

3. The court ruled that the specifier has the right to exclude products or manufacturers that do not meet the specifications.

4. The court ruled that the specifier has the right to exclude products or manufacturers that do not meet the specifications.

The TELESPAR System, with its unique telescoping capabilities, perforations on 4 sides for multi-directional mounting and approved folding-breakaway features, is the most versatile and economical sign support system available. Safe, quick and easy installation through various methods, salvagability and torsional stability all add up to a cost effective system.

With a complete line of hardware, accessories and a series of complementing products such as portable barricades, flags, vandal resistant hardware and highway delineators, TELESPAR encompasses a complete system for all your trafficing requirements.

For further information, contact your local UNISTRUT Service Center.

OLD GREY MALE AIN'T WHAT SHE USED TO BE!

The appearance of the hump in Lulua, Sweden, is changing. They are being outfitted with - that's right - license plates. (We're not sure if they go on the front end or rear.) Lulua claims that riders horsing around in private recreation areas are destroying terrain, and the city's park administration wants to put a "whoa" to that trend. What a nag!

Reprinted from Aqua Reporter
Could You Use A Snow and Ice Control Spreader That....?

- Has a 10 YEAR, no rust GUARANTEE
- Doesn't tie up a truck
- is self-storing
- Spreads uniform pattern regardless of traffic or wind
- Never sprays cars, lawns or trees
- Precisely meters salt or abrasives in any desired quantity
- Is ground-speed synchronized with NO SENSING DEVICES
- Can easily CUT SALT quantities in HALF
- Spreads any granular material — year 'round utility
- Breaks up frozen lumps
- Operates with dump truck body DOWN
- Permits SAFE one-man plow and spread operation with NO WASTED SALT — as little as 100 LBS PER LANE MILE
- Provides much bigger load — cuts downs or ELIMINATES DEAD HEADING
- Spreads uniform pattern EVEN ON GLARE ICE
- Has no motor
- Has no hydraulics
- Has no operating speed limitations

NEW MICROCOMPUTER SUPPORT CENTER FOR SAFETY AND TRAFFIC ENGINEERING

The Federal Highway Administration (FHWA) has recently established a new Microcomputer Support Center in Cambridge, Massachusetts to provide assistance in the new and rapidly changing field of microcomputer applications in transportation. Although funded by FHWA, the Center is operated by the U.S. Department of Transportation's Transportation Systems Office and consists of three separate support initiatives each focusing on a different aspect of transportation.

The first initiative, known as the Microcomputers in Highway Projects Center, provides assistance in the productive use of microcomputers for small towns, rural county and statewide highway issues. It was created as part of FHWA's Rural Technical Assistance Program, and focuses on highway-related issues typically found in less densely populated areas.

The second initiative, known as the Microcomputers in Transportation Planning Center, focuses on urban transportation planning issues through the development and distribution of microcomputers.

Each of the Centers is designed to complement the others. Among the services provided by each are the following:

- assistance in forming a user group for each center
- publication of technical bulletins
- operation of a software clearinghouse
- maintenance of the respective software
- provision for a telephone advisory “hotline”
- development of microcomputer user and product directories
- membership in the individual user groups of the Support Center is available, free of charge, and open to all.

Information can be obtained from the Center for each group by calling the hotline number (617-349-2347) or by writing to the Support Center, DOT/Transportation Systems Office, CDS-02, Kendall Square, Cambridge, Massachusetts, 02142.

By Norris Bell

THANKS G. R. PRESS

The opponent’s “freedom and/or rights” argument against seat belt legislation was eloquently shot-down by The Grand Rapids Press in an editorial on Jan 24th. In part, the EDITORIAL states the following points:

...Rather do lawmakers have better reason or opportunity to pass legislation that would annually save hundreds of lives and prevent thousands of horribly disabling injuries—all without cost and without impeding car use.

Instead the common sense bill is held hostage by politicians who, like the governor, are all or partly paralyzed by mindless logic that rates seat belt choice alongside the Bill of Rights...

The notion that seat belts are somehow different is an exercise in pseudo individualism. Families, employers, employees, taxpayers, insurance costs—all are dramatically affected by drivers who will die because they don’t wear seat belts. Many others will be affected by long-term disablement, an equally tragic and even more common possibility.

There is no indication that a mandatory seat belt law, like that which requires passengers to buckle up on airliners, greatly disturbs more than a relatively small number of noisy objectors. Somehow they cast a commanding aura of “privacy” and “rights” over the issue. In light of legislation that government and commerce impose on us daily, a seat belt choice is far more intrusive than one that says not to yawn.

The opposition should be ignored. By not speaking out we are saying we believe in undemocratic considerations to the opposition and its lame theories. Legislators, in turn, ought to know when to lead— it is one to those who demand a “right” to add to the state’s frightful traffic toll.

Reprinted from STRAIGHT TALK.

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A Microcomputer Transportation Planning Package Which Achieves New Standards for Price and Quality.

Features of MOTORS:

- Comprehensiveness — programs cover all phases of highway and transit analysis including trip generation, distribution, modal split, assignment and network evaluation.
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- “Big-Study” Capabilities — up to 200 zones, 800 nodes and 2500 lines for highway based studies. (Up to 400 zones on the IBM-PC)
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- Ready Availability — immediately available on most CP/M, 68K RAM micros with 2 disk drives, or IBM-PC with 256K RAM.
- Low Price — prices begin at only U.S.$200.

For further information contact:
Mr. Bob Lewis, M.M. Dillon Limited
47 Sheppard Avenue East, Toronto, Ontario, M2N 4H4
Telephone: (416) 229-4646

Buckle-up!

No seat belt, no use seat belt. D.R. Evans.

Midwest Epoke
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The New Era in Snow and Ice Control

Write or phone for full details

PREPAID PARKING DEVELOPED IN SWEDEN

The Swedish town of Skellefteå (pop. 74,300) will introduce a coinless, computer-based system of meter parking in 1986. The new system has been developed locally by an electronics company which holds the world patent rights.

Under the new parking system, an automobile owner rents a device called a PX meter from the city. The PX meter resembles a pocket calculator and comes equipped with as many hours of parking time as are purchased by the owner. When the vehicle owner parks his or her car, he or she enters the number into his or her PX meter, which begins to record the time elapsed while the car is parked. When the driver returns to the car, he or she takes the meter out of the vehicle and returns it to the place where it was purchased. The meter is then placed back into the parking meter, and the time remaining is added to the amount of time the driver has left.

The Skellefteå system saves the city nearly $50,000 per year, and it is expected to be copied in other Swedish cities. City officials believe that the system will encourage more drivers to use their cars during peak travel times, thereby reducing traffic congestion.

Thanks to the research conducted by the Center for Transportation Systems and the efforts of the Microcomputer Support Centers.

By John B. O’Leary

Midwest Epoke
2717K LANCE DRIVE, DAYTON, OHIO 45409 513-294-3733
The New Era in Snow and Ice Control

Write or phone for full details

Buck-up!

No seat belt, no use seat belt. D.R. Evans
MOOTS USE OF ICE DETECTION SYSTEM

One of the biggest dilemmas that maintenance supervisors face during winter is at what point should maintenance vehicles be sent out to start salting operations. Spreading deicing chemicals in advance might not be necessary, but getting them out there when they are needed can be even more costly. Particularly troublesome is a condition known as preferential icing of bridge decks; tendency of ice to form on bridge decks before it forms on the surrounding road surfaces. The Cooperative is starting to attack this problem and become the latest tool in the maintenance foreman’s arsenal. Michigan the Michigan Department of Transportation has installed sensors at a particularly troublesome bridge on I-496 near Cedar Street. Sensors embedded in the pavement detect the presence of moisture and record the surface temperature along with the amount of deicing chemical present on the pavement. Air temperature, relative humidity, and precipitation are also detected at the bridge site and the dew point temperature is calculated. All this information is then relayed to a computer that displays the information on several video display terminals. All changes in conditions are recorded on the system printer.

Even during off-peak hours the maintenance foreman can get all of this information by calling the computer from his home phone using a portal terminal which is about the size of a portable typewriter.

By: Frank Spica

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LEGAL SERVICES

REMOVING THE WALL BETWEEN TWO DEPARTMENTS

A close look at the on-the-job cooperation and communication is necessary before we can move forward. The cooperation between the city and the department of public works is essential to the success of any traffic control project. The first step is to establish a formal line of authority and responsibility. The second step is to develop a cooperative work plan. The third step is to establish a mechanism for resolving any conflicts or disputes. The fourth step is to establish a system for evaluating the success of the project.

By: William J. Sabo

ANN ARBOR TECHNICAL MEETING

On February 23, 1984, Ken Fellet hosted a luncheon/technical session at the Holiday Inn-West Bank in Ann Arbor. A very interesting and productive meeting was put together by our Technical Chairman Mike Labadie. The meeting was well attended and Mike Labadie appreciated the efforts of Ken and Mike which contributed to a successful meeting.

Our first speaker was John P. Fitts, Traffic Engineer, Detroit/Ann Arbor MPO’s Metro District Traffic and Safety Engineer. Paul discussed the planned reconstruction of the Lodge Rd. interchange. Fitts showed a video tape of a similar project in Pittsburgh to illustrate the types of maintaining traffic problems that will be encountered and some of the possible solutions. A committee has been formed to develop a plan to maintain traffic during the Lodge reconstruction. Three alternatives are currently being reviewed by the most feasible plan involving total closure of the Lodge with traffic detoured to surrounding surface roads. Carpools, van pools, express buses, reversible lanes, and high occupancy lanes are some of the ideas being considered to assist in the movement of traffic during reconstruction. Paul indicated that a traffic impact plan is being developed to use radio, TV, and the print media to provide the motorists with necessary information to minimize congestion and personal inconvenience. The second speaker was Dr. Robert Brown, of the FRAM and Larry Brown of the MDTI. Paul discussed the importance of maintaining traffic and the necessity of providing for public safety. He stated that the safety of the motorists on our streets is a major concern. He also pointed out that the motorists have the right to use our roadways safely.

Our third speaker was Mike Labadie, of the FRAM and Metro Detroit Traffic and Safety Engineer. Mike discussed the importance of maintaining traffic and the necessity of providing for public safety. He stated that the safety of the motorists on our streets is a major concern. He also pointed out that the motorists have the right to use our roadways safely.

The last topic was Accident Investigation from the counties’ viewpoints. Bruce Bell, of the Oakland County Road Commission and Mike Labadie of Professional Engineering, presented their views on accident investigation procedures. Mike presented the accident investigation procedures from the viewpoint of a professional group that is called upon to testify for plaintiffs in suits against road agencies. Mike asked the question, “Are road agencies doing everything that is necessary in the accident investigation area within the constraints of time and resources which my not be available for smaller agencies?” He recommended that the accident investigation be started within 24 hours after the accident and that the accident investigation be started within 24 hours after the accident and that the accident report be filed with the appropriate authorities.

The final speaker was Don Roesch, of the Michigan Department of Transportation. Don discussed the importance of maintaining traffic and the necessity of providing for public safety. He stated that the safety of the motorists on our streets is a major concern. He also pointed out that the motorists have the right to use our roadways safely.

The meeting was well attended and Mike Labadie appreciated the efforts of Ken and Mike which contributed to a successful meeting.

By: William J. Sabo

MULTI-WAY STOP - CALHOUN COUNTY

Multi-way Stop controlled intersections are often viewed by the public as very safe intersections. However, there are times when the restrictive control of a four-way stop is no longer required at an intersection. These controls, like signals, are often adjusted for changing conditions by the need for public pressure. Calhoun County Road Commission has successfully (as of this writing) been able to remove one of these controls where the need for the control was no longer necessary.

In 1981 a citizen petitioned generated a study of a sub-rural intersection under multi-way stop control. The control had been there for many years and records as to why the control was instituted no longer existed. The citizen’s petition stated that the intersection no longer needed this restrictive control. The Road Commission began studies to objectively review the validity of the multi-way stop.

Several studies were conducted to ascertain volumes, turning movements, accident history, sight distance, and non-renewable energy usage at this location. Each study indicated the intersection no longer warranted the multi-way stop control. Both of the major road approaches had been reconstructed within the last ten years improving the sight distance. Traffic counts revealed the major road was carrying three times the traffic of the crossing road. The accident history was low. Approximately fifty percent of the accidents were rear-end accidents on the major road.

The Board of Calhoun County Road Commissioners reviewed the study and authorized the removal of the four-way stop control. Within a week time both concerned citizens was received by the Road Commission. The Director of the city expressed concern with the city’s problem of vehicles not stopping at the stop line. The city’s traffic control team took action to improve the visibility of the stop sign.

A twelve month review revealed only two accidents at the intersection. Several attempts by citizens to have the four-way stop control reinstated have not succeeded. The County Commission has remained firm in leaving the intersection as a two-way stop control.
NEW GUARDRAIL END TREATMENT SAFELY DIRECTS VEHICLES

Michigan motorists who travel to neighboring states may have seen and taken advantage of a fairly recent traffic safety innovation that provides positive guidance during hours of darkness and, particularly, during periods of rain and inclement weather. These devices, which outline lane lines, edge lines, traffic islands, and provide improved guidance, are called raised reflective pavement markers and have been in use in snow country since 1977. The design of the marker has been used in non-snow areas of the United States since 1966.

So far, Michigan has not yet developed a program to provide these devices to alleviate some of the safety problems on its roads. The state of Ohio, which has been a pioneer in the use of raised reflective markers, started a program to use them at hazardous locations and has now expanded their use to expressways and limited access roads. For each dollar spent on this type of delineation, Ohio officials estimate a savings of $50 to the taxpayer due to accident reduction.

Illinois has implemented a similar program which includes hazardous road locations and for lane lines on the Tri-State Toll System.

RAISED MARKERS SHOW POSITIVE RESULTS

Indiana, in 1964, will be initiating a program covering a 20-year span which will include installations on all types of state highways, particularly problem areas. Other snow belt states, all the way from Oklahoma, Kansas, Pennsylvania, New Jersey and several New England and Eastern seaboard states, are continuing to use raised reflective pavement markers and have been in use in snow country since 1977. One marker type of marker has been used in non-snow areas of the United States since 1966.

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7TH ANNUAL PRODUCT TECHNICAL SESSION
CITY OF SOUTHFIELD, D.P.S. GARAGE

Circle May 17, 1984 on your calendar and plan to attend this year's Technical Session which will be bigger and better than ever.

Last year 20 vendors displayed their products at one of our best sessions to date. This year, more vendors are expected and a larger crowd should be there because city and county officials and purchasing agents are being invited, in addition to the membership of I.T.E., I.M.S.A. and Michigan Parking Association.

Plan on joining us and see the latest developments, equipment and materials in the following areas:

- Signal Heads
- Signal Controls
- Impact Attenuators
- Parking lot Control
- Reflective Sheeting
- Parking Meters
- Sign Posts
- Traffic Counters
- Parking Markings
- Fasteners
- Plastic Markings
- Hydraulic Equipment
- Pavement Markings
- Plastic Pavement Markings

PRODUCT TECHNICAL SESSION AGENDA
MAY 17, 1984

10:00 - Product Session
5:30 - Hospitality Hour at "World Headquarters AMC Corp." (Courtesy of Hospitality Fund)
6:30 - Dinner at Copperfield's Restaurant (AMC)
The 55 National Maximum Speed Limit

Drunk Drivers

FHWA Demonstration Project Microcomputers and Traffic Engineering

The Michigan Department of Transportation will sponsor a microcomputer workshop the week of June 4 in Lansing. The workshop will consist of a one and one-half day course with lectures, presentations, and hands on demonstration with various types of microcomputers and considerable application software. There will be no fee and lunch is included.

The purpose of the project are to orient state and local traffic and demonstrate the usefulness of microcomputers with traffic engineering tasks.

More complete details will be available prior to the workshop. For more information please call Bob Mak in his secretary at DOT Traffic and Safety Information Center.

By Bob Mak

Reinforced Plastics Division
PO Box 30025  Cleveland, Ohio 44134

For More Information
Call Toll Free 1-800-321-1935
REBUILDING THE U.S.

This might not seem the best time in the nation's economic and political history to say it, but Marshall Kaplan is saying it anyway. If the nation's federal, state and local governments would just spend their money wisely and on the right projects, he says, the nation's economy would move forward.

"But that's just what next year looks like," Kaplan said. "And the projects could be highway construction, airport improvements, water treatment plants, and other public works projects."

Kaplan, a former state senator from San Francisco, plans to run in the next election for the seat held by Sen. John Burton, a Democrat. Kaplan is a Republican.

Surprisingly, the project's researchers and directors have not found that the cost of the project would be too high.

"The project is not too expensive," said Kaplan. "The cost of the project is estimated to be about $1 billion."

Kaplan said that the projects could be funded through a combination of public and private partnerships.

Another project that Kaplan has proposed is a highway system that would connect the nation's major cities.

"The highway system would be a network of toll roads that would connect the nation's major cities," said Kaplan. "The system would be funded through tolls on the roads."

Kaplan said that the project could be funded through a combination of public and private partnerships.

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YOU BE THE JUDGE

Let's, just for a moment, give the NIHSA bureaucrats the benefit of the doubt. From 1973 to 1974, highway fatalities dropped from 54,052 to 45,196, a reduction of 16.4%. This was the largest reduction in the history of the federal government that year, so, not surprisingly, it was widely credited with saving lives.

Okay, they looked at the data and drew their conclusion. Now let's look at the data ourselves, and try to get a handle on the apparent reduction in fatalities. Was the NIHSA a factor in this reduction? We've got to find out.

No, it's just not that simple. Let's start with the NIHSA. The NIHSA was a program that was designed to reduce the number of highway fatalities. It was the first of its kind, and it was funded by Congress.

"The NIHSA was a program that was designed to reduce the number of highway fatalities," said Kaplan. "It was the first of its kind, and it was funded by Congress."

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DO ADVANCE SCHOOL FLASHERS REDUCE SPEEDS?

In 1982 the Michigan Department of Transportation conducted a study of the school crossing on M-46 in front of the Carlith School Elementary School in Mallett, a small community located eight miles east of Sodusky in St. Joseph County. The study was undertaken with a specific request to install advance school warning flashers at the location. The Michigan Department of Transportation passed the request along to the Michigan Department of Public Safety, which was responsible for the administration of traffic safety issues. The study was conducted in January 1983.

Since the basic request for the flashers was based on the assumption that lower speeds would result after their installation, the last recommendation in the study was not to order additional flashers if it was determined that flashers were installed to see if speeds did in fact decrease. The shortcoming of this check was that the average speed per flasher and the speed average INCREASED after the flashers were installed.

The speed surveys were taken by timing a vehicle traveling through a measured length of roadway. The center of the painted school crosswalk and the painted legend "SCHOOL" facing westbound M-46 traffic of the school were used for the speed measurement area. Vehicles driving this 632-foot section of M-46 were timed with a stop watch and the times noted were translated into miles per hour.

Three dates were used for the surveys:

Date A was Tuesday, May 18, 1982. On this date, the original study was still in progress and no corrective traffic control devices were in effect. This date forms the base on the "before" information.

Date B was Tuesday, October 5, 1982. By this date, the parking restrictions were in place, the crosswalk 100 percent blackened and the distance was measured.

Date C was Tuesday, October 18, 1982. By this date, the flashers were installed and all of the existing traffic control devices were in place.

On each of the three observation dates, two distinct time categories were utilized. The first time frame was between 2:15 p.m. and 2:45 p.m. During this time, there was no school crossing activity. The second time frame covered 2:45 p.m. to 3:15 p.m. During this time, there was such school crossing activity that the department would continue to use school flashers and some other devices. In the event of a school crossing accident, a traffic control device should continue to be used after the accident. The department concludes that school flashers are not an effective device in reducing speed through a school zone. The department does believe that they perform the function of advising the motorist as to when they can reasonably expect to see Student crossing activity in front of the school and is alert to desirable defensive driving measures are required to assure school safety. Admiral crossing guard was present and standing outside the school. A special STOP paddle and, on date C, the school crossing flashers were included.

The FRWA recently published a report on a study that shows that drivers have done to great extent consistencies of various types of flashers. The purpose of the report is to provide a more complete description of flasher design then is contained in the MUTCD which simply states that "the use of orange clothing such as a vest, shirt or jacket shall be encouraged." The nighttime conditions seasonal variations under parents will be considered. All sides of the flasher vest be far rethought.

The reflective pattern - The retroreflective tape pattern should outline the flasher's figure. Plain white areas should be avoided. A minimum pattern would display the figure of the vest by outlining the vest's shape.

In addition, this study recommends that they watch for flashers. Flashers should also be used at intersections in a limited area.

The following options are available from the National Technical Information Service, Springfield, Virginia 22161. Ask for Report No. FRWA/93-03/08.

Reproduced from AAAA Signal. By Don Kirilova

Notes... EDITOR'S NOTE: No engineer wants to be grilled by reporters. But occasionally, a professional career is at stake, and they must face the facts. Marvin Davis, Public Affairs Officer for the Michigan State Police, has provided the following pointers to be followed when responding to reporters. Prepare yourself. Prepare for the interview. Remember that the reporter's job is to get a story, and you must have a prepared answer to the important issues. Testify fairly. Present the facts. Just the facts. Stick to the facts that are pertinent to the issue and don't stray. Try to avoid getting into long discussions on issues with vague and unresponsive answers. And don't try to embarrass your role. Make every effort to deal with reporters individually and not in groups. Reporters, being human, react differently to the same person being interviewed. The chances of a fair portrayal of the event will be improved if handled by a single individual at a time.

IMSA TO TEACH SOLID STATE COURSES

The International Municipal Signal Association, association with Michigan, has granted through the research and development program, and the Traffic Engineering Commission, from the Office of Highway Safety Planning, to develop a series of courses on Solid State Pre-Timed Traffic Controllers.

These schools are basically designed for the traffic engineering/technician personnel. The courses outline in as follows:

A. Functional Specifications
B. Receiving
C. Installation Instructions
D. Front Panel Indicators
E. Front Panel Operating Instructions
F. Inputs
G. Outputs
H. Conflict Monitor
I. Load Switch
J. Flash
K. Circuit Board Tolerancing
L. Signal Timing Plans
M. Terminal Facility
N. Trouble Shooting
O. Shell Mounted Type
P. Functional Specifications

The locations and dates are as follows:

May 17-20 - Rosemont, IL
May 22-25 - Shreveport, LA
May 26-29 - Nashville, TN
May 31-Aug 20 - Holiday Inn, Houston, TX
Oct 18-21 - Hoffman House, Grand Rapids, MI

Classes begin each day at 8:30 A.M. The classes will begin at 9:00 A.M. each morning and conclude at 4:30 P.M. each day. At the end of the courses, each graduate will receive a course booklet, slides, textbooks, etc., will be provided. Two courses will be offered each week of the courses will be provided.

Comfortable accommodations, breakfasts, and dinner must be arranged for the student at his expense.

10/1/83