1985 MEETING SCHEDULE

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Host</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 26-27</td>
<td>Mt. Pleasant</td>
<td>Tim Dettwiller</td>
<td>Family Weekend</td>
</tr>
<tr>
<td>Aug. 18-22</td>
<td>New Orleans</td>
<td>National ITE</td>
<td>Annual ITE Meeting</td>
</tr>
<tr>
<td>Sept. 3</td>
<td>Jacksonville</td>
<td>Grand Rapids</td>
<td>Golf Outing/Dinner</td>
</tr>
<tr>
<td>Oct. 22</td>
<td>Detroit</td>
<td>Carmine Palermo</td>
<td>ASIT/District III Meeting</td>
</tr>
<tr>
<td>Nov. 7</td>
<td>Flint</td>
<td>Don Berry</td>
<td>Lunch Meeting</td>
</tr>
<tr>
<td>December</td>
<td>Detroit Area</td>
<td></td>
<td>Technical Session</td>
</tr>
</tbody>
</table>

MICHIGANITE

CARRIER & GABLE, INC.
24110 RESEARCH DRIVE
FARMINGTON HILLS, MI 48024
SINCE 1940

MICHIGAN'S LARGEST STOCKING DISTRIBUTOR OF TRANSPORTATION AND HIGHWAY SAFETY PRODUCTS

TRAFFIC CONTROL

SIGNALS     ELECTRICAL SIGNS
IMPACT ATTENUATORS  REFLECTIVE MARKERS
CONTROLLERS  DETECTORS
PAVEMENT MARKING  FIRE AND INTRUSION
POLES  PARKING METERS
PAINT AND EQUIPMENT  CENTRAL MONITORING

(313) 477-8700

BULK RATE U.S. POSTAGE PAID
Farmington Hills, MI Permit No. 407

MICHIGANITE
Official Publication Michigan Section
24110 RESEARCH DRIVE
FARMINGTON HILLS, MICHIGAN 48024

VOLUME XX, NUMBER 2

SUMMER 1985

24 VENDORS IN 8TH ANNUAL PRODUCT DISPLAY

VENDOR'S DAY PRODUCT DISPLAY PICTURES ON PAGES 7-10

Whether you call it a "Mixed Social" or "Ladies Night at the Races," those who took advantage of its refreshments had a great time. IT began immediately after the Product Display with a refreshment hour at the Dearborn Inn, followed by an excellent dinner at the Henry Ford Museum. Just down the hall was the next attraction, a 1928 play entitled "Holiday" which was enjoyed by all in the beautiful Dearborn Ford Auditorium. This was followed by coffee, hot dogs, and more refreshments at the Dearborn Inn. The good times were due to the efforts of several individuals led by Jerry Carver (the master mind of the event); Herb Henry, who ran the refreshments including the morning after coffee and doughnuts (how does he do it); lama Muccillac, who was the financial manager and also led the Friday afternoon tour of Meadowbrook Hall; and Joe Campbell, our fast and unfuffled refreshment server.

VENDOR'S DAY PRODUCT DISPLAY

The 8th Annual Product Display was once again a great success. It was held on Friday, May 17 in the Southfield Department of Public Service garage; one of the nicest facilities of its kind anywhere.

A record was set this year with 24 displayers paying to show their products and services. Pictures of each display are shown on the inside pages of this Michiganite. Attendance this year was the second largest ever with people attending from all parts of the state.

Over 1000 brochures were mailed this year to ITE, INSA and MPA members, all county road commissioners, many city engineers and managers, public works directors and purchasing agents.

Special thanks go again to the City of Southfield for letting us use their great facility and to Bob Northrup, New Milla, and Vic Hall for their help in making it all possible.

PRESIDENT'S COLUMN

FROM THE DESK OF...

BOB LARIJIRE

During the past 18 months discussions have taken place at the national level regarding various aspects of membership from those who should be a member to what should the grades of membership be. Many questions have been raised which I believe are worthy of consideration by our membership.

The issue of who should belong to the Institute was discussed by the ITE Identity Task Force, Future Directions Committee. The National Board of Directors has approved in concept the Task Force recommendations to broaden the Institute by adding new members from over 20 additional disciplines. This action raises the question of whether expansion should occur using other disciplines as a source of membership or by increasing our recruitment efforts aimed at individuals currently eligible for membership.

Related to these considerations is the need to review all aspects of membership including membership type and current grades. There has been some discussion to reduce the membership grades to three or one. In each of these cases specific supplemental designations (Life, Honorary, Retired, etc.) will be used to further classify the membership grades. Any changes in membership grade should be reviewed to determine the financial impact to the Institute and its members.

An additional consideration related to membership grade is the elimination of the F.E. requirement for the grade of "Fellow." At the April 11 meeting, who will be the next Fellow. The Board meeting majority voted to eliminate this requirement which will now be voted on by the membership. Some believe the registration requirement should be discontinued since it is not required by many sub-disciplines and is not recognized in some districts with the same importance as in other districts. On the other hand, registration is an accepted standard to measure the professional competence of engineers providing a means to judge education, training, and experience.

How do you feel about these issues? They represent significant changes in Institute membership and are being debated now. Your opinions are important to the Institute Board as they determine the future direction of the Institute. Please contact your District III Executive Director, Dick Beaulieu, any Michigan Section Board member, or National President, John Edwards with your comments on these issues.
GETTING TO KNOW YOU

One of the goals of the Institute of Transportation Engineers leadership this year has been to
increase the communications between the international officers and the membership. To make improved communica-
tions a reality, International President John Edwards, Vice President Jim Kelk, and Executive Director
Tom Grahame have undertaken an extensive travel schedule—attending every Section and Distric-
twice a month for a membership of 75 or greater. President John Edwards visited the Indiana Section in March, and
he expects to be at the District III meeting in Detroit at the end of October. He is scheduled to attend the
Indiana Section meeting in March, and I expect to alternate the Section meeting in July.
To be more responsive to the needs of its members, the Institute is creating a new committee with the
following new council:
- Transit
- Transportation Planners
- Expert Witnesses

These new councils are intended to provide forums for the exchange of ideas and information among members
and interested parties. These new councils would serve a function similar to the already existing consultant's
Council and the Urban Traffic Engineers Council. The Transits and Transportation Planning Councils should
make ITE membership more attractive to transit operators and transportation planners. Members interested in
the activities of these new councils should contact the ITE headquarters.

ITE Headquarters has added staff to assist in improving the appearance and content of the ITE Journal.
Results of the effort to improve the magazine should be more evident in the next few months.

The magazine still needs good quality technical articles, so send your written contribution to the ITE Journal Editor at
ITE Headquarters.

Please feel free to contact us if you have questions concerning the activities of District III or the International Organization. We hope to get to

MICHIGANITE

Official Publication of the
Institute of Transportation Engineers
1985 Executive Board

President, Robert Lariviere, P.E.
Traffic and Safety Division, MDOT
(517) 373-0200

Vice President, Gordon S. Davidson, P.E.
Director, Traffic Engineering Services
(313) 334-4091

Secretary, Ronald Wiertella, M.T.
Director, Traffic Safety Division
(313) 334-1034

Director, Joseph Marson, P.E.
Transportation Engineer, C/Garborn
(313) 943-2145

Affiliate Director, James Cubera, P.E.
Senior Engineer, C/Fortune Hills
(313) 474-6151

Past President, Thomas R. Kryczynski, P.E.
Chief Planning and Analysis, DPH
(517) 373-0011

1985 COMMITTEE CHAIRMAN

Technical Program: Roger Walther
(517) 776-1680

Membership: Thomas Kryczynski
(313) 373-0011

Headquarters: Jerry Gassner
(313) 477-3700

District III: Don Wiertella
(313) 721-0400

Projects: Jim Wierent-Personnel
(313) 373-0014

Safety: David C. Bacon, P.E.
Carlier & Gale, Inc.
(313) 477-8700

FHWA Reports
CONTINUED FROM PAGE 13

"Improving Highway Information at Hazardous Locations," FHWA - This report summarizes the successful use of the "positive guidance" procedure to reduce accidents at seven sites throughout the nation. Positive guidance is a structured approach to problem solving at complex, high-accident locations.

By D. A. Morensi

SAFETY IMPACT
CONTINUED FROM PAGE 14

Figure 1 categorizes all truck-involved fatal accidents between 1976 and 1983 by type of truck. Although all categories showed varying degrees of decrease in 1983, the general trend of truck accidents decreased from 111 to 100, a 10 percent drop. Single-truck accidents were involved in the majority of the fatal accidents, single-truck accidents to 94, and multiple-truck accidents to 7.

In summary, the incidence of truck accidents has declined significantly over our state highways in recent years—an encouraging trend. The reason for the improved safety record is undoubtedly attributable to a number of factors. An awareness of the problem and proper planning to contain the hazards involved in the highway system has been the key to the improvement.

SAFETY IMPACT
CONTINUED FROM PAGE 14

Figure 1 categorizes all truck-involved fatal accidents between 1976 and 1983 by type of truck. Although all categories showed varying degrees of decrease in 1983, the general trend of truck accidents decreased from 111 to 100, a 10 percent drop. Single-truck accidents were involved in the majority of the fatal accidents, single-truck accidents to 94, and multiple-truck accidents to 7.

In summary, the incidence of truck accidents has declined significantly over our state highways in recent years—an encouraging trend. The reason for the improved safety record is undoubtedly attributable to a number of factors. An awareness of the problem and proper planning to contain the hazards involved in the highway system has been the key to the improvement.

PEOPLE IN the News

ART GIBSON RETIRES

Art Gibson, P.E., manager of the Community Relations Department of the Auto Club of Michigan has retired after 12 years with AAM. He served the I.T.E. as President of the Michigan Section and as Director of District III. He was also very active on several national committees of I.T.E. and the AAA Traffic Safety Foundation. He is currently a Fellow Life Member of I.T.E. and was presented a plaque at the Michigan Section's March meeting acknowledging this achievement.

IN MEMORIAM

ALGER F. MALO

Alger F. Malo was a Fellow Life Member of I.T.E., recently passed away at the age of 79. His family included seven children, 12 grandchildren, three great grandchildren, and two of his grandchildren. In his memory, the family has set up a scholarship fund.

FHL REPORTS

CONTINUED FROM PAGE 13

"Improving Highway Information at Hazardous Locations," FHWA - This report summarizes the successful use of the "positive guidance" procedure to reduce accidents at seven sites throughout the nation. Positive guidance is a structured approach to problem solving at complex, high-accident locations.

By D. A. Morensi

SAFETY IMPACT

CONTINUED FROM PAGE 14

Figure 1 categorizes all truck-involved fatal accidents between 1976 and 1983 by type of truck. Although all categories showed varying degrees of decrease in 1983, the general trend of truck accidents decreased from 111 to 100, a 10 percent drop. Single-truck accidents were involved in the majority of the fatal accidents, single-truck accidents to 94, and multiple-truck accidents to 7.

In summary, the incidence of truck accidents has declined significantly over our state highways in recent years—an encouraging trend. The reason for the improved safety record is undoubtedly attributable to a number of factors. An awareness of the problem and proper planning to contain the hazards involved in the highway system has been the key to the improvement.

SAFETY IMPACT

CONTINUED FROM PAGE 14

Figure 1 categorizes all truck-involved fatal accidents between 1976 and 1983 by type of truck. Although all categories showed varying degrees of decrease in 1983, the general trend of truck accidents decreased from 111 to 100, a 10 percent drop. Single-truck accidents were involved in the majority of the fatal accidents, single-truck accidents to 94, and multiple-truck accidents to 7.

In summary, the incidence of truck accidents has declined significantly over our state highways in recent years—an encouraging trend. The reason for the improved safety record is undoubtedly attributable to a number of factors. An awareness of the problem and proper planning to contain the hazards involved in the highway system has been the key to the improvement.

SAFETY IMPACT

CONTINUED FROM PAGE 14

Figure 1 categorizes all truck-involved fatal accidents between 1976 and 1983 by type of truck. Although all categories showed varying degrees of decrease in 1983, the general trend of truck accidents decreased from 111 to 100, a 10 percent drop. Single-truck accidents were involved in the majority of the fatal accidents, single-truck accidents to 94, and multiple-truck accidents to 7.

In summary, the incidence of truck accidents has declined significantly over our state highways in recent years—an encouraging trend. The reason for the improved safety record is undoubtedly attributable to a number of factors. An awareness of the problem and proper planning to contain the hazards involved in the highway system has been the key to the improvement.

SAFETY IMPACT

CONTINUED FROM PAGE 14

Figure 1 categorizes all truck-involved fatal accidents between 1976 and 1983 by type of truck. Although all categories showed varying degrees of decrease in 1983, the general trend of truck accidents decreased from 111 to 100, a 10 percent drop. Single-truck accidents were involved in the majority of the fatal accidents, single-truck accidents to 94, and multiple-truck accidents to 7.

In summary, the incidence of truck accidents has declined significantly over our state highways in recent years—an encouraging trend. The reason for the improved safety record is undoubtedly attributable to a number of factors. An awareness of the problem and proper planning to contain the hazards involved in the highway system has been the key to the improvement.

SAFETY IMPACT

CONTINUED FROM PAGE 14

Figure 1 categorizes all truck-involved fatal accidents between 1976 and 1983 by type of truck. Although all categories showed varying degrees of decrease in 1983, the general trend of truck accidents decreased from 111 to 100, a 10 percent drop. Single-truck accidents were involved in the majority of the fatal accidents, single-truck accidents to 94, and multiple-truck accidents to 7.

In summary, the incidence of truck accidents has declined significantly over our state highways in recent years—an encouraging trend. The reason for the improved safety record is undoubtedly attributable to a number of factors. An awareness of the problem and proper planning to contain the hazards involved in the highway system has been the key to the improvement.

SAFETY IMPACT

CONTINUED FROM PAGE 14

Figure 1 categorizes all truck-involved fatal accidents between 1976 and 1983 by type of truck. Although all categories showed varying degrees of decrease in 1983, the general trend of truck accidents decreased from 111 to 100, a 10 percent drop. Single-truck accidents were involved in the majority of the fatal accidents, single-truck accidents to 94, and multiple-truck accidents to 7.

In summary, the incidence of truck accidents has declined significantly over our state highways in recent years—an encouraging trend. The reason for the improved safety record is undoubtedly attributable to a number of factors. An awareness of the problem and proper planning to contain the hazards involved in the highway system has been the key to the improvement.
THE SAFETY IMPACT OF LARGE TRUCKS

Recent legislation now allows larger and wider trucks on our highways, creating a greater interest in truck safety. During the last several years, truck-related accidents as well as total motor vehicle accidents have displayed a decreasing trend. This trend is noteworthy since the number of vehicle miles driven for both trucks and cars has remained relatively constant.

Figure 1 shows that despite increases which occurred in 1983, a declining trend of all truck accidents on our state trunkline system has occurred since 1976. Accidents involving only collisions decreased from 3,319 to 2,091 - a 33 percent decrease. Accidents involving truck/cars collisions dropped from 5,651 to 5,244 - a 6 percent decline. The total of all accidents decreased from about 128,000 to just under 104,000 - a drop of 18 percent. On a percentage basis, truck accidents dropped at about twice the rate of total accidents.

Figure 2 shows the trend of fatal truck accidents on our state trunklines between 1976 and 1983. Fatal accidents involving trucks only dropped from 23 to 13 - a 43 percent decrease. Fatal accidents involving truck/cars collisions remained relatively constant during the 8-year period with high and low figures of 129 and 64 occurring in 1978 and 1982 respectively. By comparison, total trunkline fatal accidents dropped from 723 to 465 - a 33 percent decrease.

HIGH RISK DRIVERS

It is often claimed that young people are high-risk drivers but studies show that the elderly are also involved in a disproportionately high number of fatal car accidents.

DAVE REESE
Area Manager
A CROSSING GUARD PROGRAM WE CAN LIVE WITH

The aforementioned warrant system does take additional time and effort to complete and usually results in better pedestrian and vehicular flow, which is why the person who is appointed has to essentially establish the continued need for adult crossing guards at particular locations. Pedestrian attention should be paid to areas around schools that are determined to be close, as these children may have to select alternative routes to school. The law should reduce pedestrian-vehicle conflicts by allowing the crossing guard to control pedestrians and vehicles.

By: Thomas J. Thompson
Sterling Heights Police Department (313) 977-6425

STUDY EYES TRANSPORTATION NEEDS

Preservation of existing systems, rather than expansion, should be the focus of all Michigan transportation programs, according to a recent study of the state's transportation needs.

More than $9 of every $10 should be spent on maintenance and improvement of what is already in place. The study found that logistically, if the crossing guard system is to be effective, federal, state and local sources must fully $15 billion should be spent on roads as costs continue to rise and consumption of gasoline, the main source of transportation, is continuously declining.

The four-year study was made in cooperation with state law under the direction of a 15-member committee appointed by the state transportation department and its transportation modes and systems.

The State Transportation Director James Pitz noted that the dollar estimate of needs is only half of what was indicated by the committee. He said, "If shifting to a preservation strategy, we have narrowed the difference between the needs and the anticipated costs by about two-thirds," said Pitz, chairman of the study committee.

"The data base is highly credible and the cost estimates are realistic," he added. It is hoped this study will serve as a template for developing a transportation plan that will be achievable.

The study found that more than 80 percent of the needs for the 12-year period ($22.8 billion) are for the state's 17,000-mile network of state highways, county roads and city streets. Passenger services - by bus, rail, air and water - are required about 17 percent ($4.67 billion). Needs of freight services, including local and intercity highways, are anticipated to total about 1.06 percent ($24 million) by 1983.

In the study, the committee recommends that the state has $15 billion should be spent to preserve existing systems and services, or $1 billion should be spent to improve what is now in place and $2.5 billion to establish new facilities or services. The state's $5 billion should be spent to improve what is now in place and $2.5 billion to establish new facilities or services.

The study made no recommendation on how to raise revenue to meet the needs of the system and anti- example.

FHWA REPORTS AVAILABLE

The following recent reports are available through the Federal Highway Administration (FHWA) office in Washington, D.C.: Report is available at 317-377-1842.

FHWA - Stop Sign Stop with Minimum Hazard.
FHWA - Report is available at 317-377-1842.

...500 LIVES MIGHT BE SAVED IN 1985

The report provides an estimate of the number of lives that might be saved if all drivers would obey the stop sign with minimum hazard.

The report contains a number of recommendations for improving safety and efficiency on America's roads. These recommendations include:

- Highway design guidelines for raised and traversable medians are also presented.

...500 LIVES MIGHT BE SAVED IN 1985

The report provides an estimate of the number of lives that might be saved if all drivers would obey the stop sign with minimum hazard.

The report contains a number of recommendations for improving safety and efficiency on America's roads. These recommendations include:

- Highway design guidelines for raised and traversable medians are also presented.

...500 LIVES MIGHT BE SAVED IN 1985

The report provides an estimate of the number of lives that might be saved if all drivers would obey the stop sign with minimum hazard.

The report contains a number of recommendations for improving safety and efficiency on America's roads. These recommendations include:

- Highway design guidelines for raised and traversable medians are also presented.
MARCH TECHNICAL SESSION

On Friday, March 22, 1985, a lunch-technical session was held at the Midway Motor Lodge in Lansing, Michigan. The technical session involved six speakers who shared their presentations with ITe's largest ever technical audience of the year.

The meeting began with Mr. Paul Fosberg of the Grand Rapids School of Architecture who discussed the history and future of the International Municipal Signal Association (IMSA) Signing and Parking Metering Program. Such things as sign fabrication techniques, sign shop layouts, reflectivity, sign support systems and overhead sign installations were briefly discussed. In addition, he said future sessions will include topics such as the improvement of pavement markings, solutions to vandalism problems, and the construction site protection.

The next speaker was Gus Kavalaris of the Local Government Division of M.O.D.B. which is involved with Federal Aid Programs for the cities, counties, and state. Gus reviewed the various funding programs that are available to communities, including the Federal Aid Secondary Program, Hazard Elimination and Railway-Highway Program, Critical Bridge Replacement Program and the FAA 3-3 program. Budget distributions and allocations were detailed and Gus reviewed the specific projects that could be funded and the necessary information to apply for federal aid.

The third speaker was Tim Moletti of Carrier & Globe who presented information and the results of his experience as the head of the design of a mutual aid police/municipal/traffic system in Michigan. Tim's slide presentation highlighted roadway delineation under various weather conditions and showed that these pavement markers are an ideal form of high reflective quality. He also discussed an example of the desirable quality control during construction of the reconstructed pavement markers to avoid possible damage to the markers and to assure permanent delineation.

After a delicious poolside luncheon, Mr. Carlos Belrose of Bacher-Belson-Boje, Inc. presented a report on traffic signal computer software for micro-computers. Mr. Belrose stated that a person can keep track of large data bases for a reasonable cost and that the top priority is to improve the productivity of small staffs is available. He explained how the use of expanded capacity is a strong asset to a municipal traffic division for signs, signal, and pavement markings and also for determining signal timing.

Mr. Belrose's report was followed by Ed Swanson of Ed Swanson and Associates who reported on Cable TV Interconnect Systems for traffic signals. He discussed how cable started out as a poor substitute for regular TV broadcast systems. In these areas where reception of the regular TV broadcast signals was weak. He also discussed various cable interconnect systems and documented a case study for a TV system that was doing pretty well. When considering a cable system, it is important to get the correct cable TV company and select the most compatible cable with them on expansion reserves frequency bandwidths to accommodate any expansion.

The final speaker of the day was Mr. Thomas Malke, an Associate Professor at Michigan State University. Mr. Malke reported on accident analysis for local agencies for the utilization of the microcomputer in accident analysis. He reported on accident program developed at M.S.U., which was sponsored by the General Motors Foundation. Mr. Malke explained how you can select an accident database readily available through M.O.D.B. He even mentioned some accident programs which could be obtained for locating and analyzing problem areas. The program has been employed by over 300 agencies and provides an inexpensive and simple method of obtaining accident analysis.

As usual, the March Technical Session was one of the most successful meetings of the year due mainly to the efforts of Glen Eikenberry, our host, Roger Kaltner, our Technical Chairman, and all of our speakers.

By James Cebula

TRAVELERS TAKE DELIVERY OF FIRST OF 600 AIR BAG EQUIPPED FORD TEMPOS

The first of 600 air bag equipped 1985 Ford Tempos has been delivered to Travelers Insurance Companies. Company officials, longtime motor vehicle safety advocates, took the delivery on the same day the Department of Transportation received the first of 5,000 air bag-equipped Tempos.

The company said it hoped its 65 million order would spur other safety-conscious corporations to follow suit. Travelers is the first corporation to have placed an order for the Tempo, which are equipped with driver-side supplemental air bags.

"We're proud to be able to initiate this action to protect our own employees," the company cars on "Travelers' business and to serve as an example for all motorists and other safety-minded corporations," said Frank L. Haltom, executive vice president of the company.

Travelers has also instituted a mandatory belt use policy for employees who travel on company business. Haltom said the company endorses passage of state mandatory seat belt use laws provided they won't preclude implementation of a rule requiring automatic air bags or seat belts in new cars.

In March last year, Robert F. McKenna, head of USA (United States Automobile Association), said his company would buy 150 of the cars when they become available. Since then, the insurer has decided to purchase about 200, William Stipanov, a company representative said.

Reprinted from ITS Status Report

TRAFFIC ENGINEER WANTED

If you're looking for responsibility, opportunity and perquisites - you've come to the right place! We are Burger & Wilson, a Columbus based engineering/architectural firm. Since 1910, we have provided a variety of services to a distinguished list of clients.

You want challenging traffic analyses, reports, feasibility studies and traffic control contract plans; and perform the duties.

Projects involve traffic operation improvements to street networks, parking lots, and signalized intersections.

Required: BSC, courses in Traffic/Transportation; EIT; 2 years experience in the field; good engineering, Salary commensurate with experience and qualifications.

Send your resume in confidence or call:

Human Resources Department
Burger & Wilson
5055 Reed Road
Columbus, Ohio 43201
614/459-2050
Equal Opportunity Employer M/F
In 1982, Congress enacted legislation providing for alcohol highway safety funds for states that meet critical criteria. In July 1985, the Michigan State Police returned a grant and a supplemental grant equal to 30 percent and 20 percent, respectively, of its state highway safety funding apportionment for the fiscal year 1986.

Although Michigan meets the supplemental grant criteria, a state must first meet the basic grant criteria and satisfies two of the criteria for the basic grant. How- ever, Michigan does not meet the remaining two criteria. These criteria are: 1) the "prompt suspension" of the drivers' licenses of a person convicted of a crime involving the use of a controlled substance, or a酒 driving offense, or who refuses to submit to a chemical analysis of blood, breath, or urine; 2) a mandatory sentence, which may not be subject to suspension or probation, of either imprisonment for at least 60 days by at least 90 days of community service for a person convicted of driving while intoxicated; and 3) a mandatory sentence, which may not be subject to probation, of either imprisonment for at least 60 days or at least 90 days of community service for a person convicted of driving while intoxicated.

Senate Bill 122 would amend the Michigan Vehicle Code to apply the administrative mechanism for license suspension to drunk drivers. It applies currently only to those who refuse to submit to a chemical analysis of blood or urine. The bill measures the content or presence of alcohol or controlled substances in their blood. It would also alter the administrative mechanism by requiring that the person's driver's and chauffeur's license be taken at the time of arrest and a temporary license be issued. Additionally, the bill: 1) permits the issuance of a restricted license for the second half of an administrative suspension; 2) requires a person who refused to submit to a chemical analysis or whose blood alcohol level exceeded 0.07 percent by weight to either undergo alcohol screening or accepted treatment programs; 3) eliminates the ability of a circuit court to issue a suspension or denial solely for the purpose of granting a restricted license; 4) prohibits a district court from issuing the Secretary of State a restricted license during the period of an administrative suspension; 5) permits a court-ordered suspension to be made an administrative suspension; and 6) permits a person's test refusal to be admitted as evidence in a civil action brought against a person for drunk driving offenses.

Senate Bill 123 would also amend the Michigan Vehicle Code to provide for the mandatory imprisonment or community service for a second or subsequent conviction or operating a vehicle under the influence of liquor and/or a controlled substance or with an alcohol content of at least 0.10 percent by weight. Currently, a person who convicts a drunk driving offense within three years of a prior conviction is to be imprisoned for one year or and/or fined up to $1,000. Under Senate Bill 123, a person would be administratively imprisoned for at least 48 hours, but not more than one year, and also could be fined up to $5,000. A consequent violation within ten years would be punishable by imprisonment for at least 60 days. The bill also reduces the fine for any subsequent offense to $500 for at least five years, and a fine of not less than $500 nor more than $5,000. In either case the court could order the person to perform at least ten days of service to the community in lieu of imprisonment. In addition, the bill prescribes that the term of imprisonment or community service would not be suspended.

On March 29, 1983, Senate Bills 122 and 123 passed the Senate and were sent to the House for consideration. Presently, the bills are still in committee. By Bonnie Powell, Legislative Coordinator for the Office of Highway Safety Planning, The Michigan Department of State Police.
VENDOR'S DAY PRODUCT DISPLAYS

Digger & Aerial. Carol and Don Walter of Calhoun County speak with Bill Savage.

Rathco. Howard Smits, Don Thompson, Jackie Thompson, and Roy Mays discussing Rathco's safety supply equipment.

General Traffic Equipment Corporation. Gene Beasley and SST-KNIGHT, general traffic equipment corporation's display with P. O. M. parking meter display in foreground.

Lear-Siegler. Ken Ostnek (right) discusses his products with Larry Zabkowski of Southfield.

Hi-Vu Target Arrows. Mark Mattich, Tim Quillt, Carroll Monack, and Robert Lovell observe equipment.

Street-Richardson. Gene Beasley discussing their traffic counting equipment with Bill Murphy.

Maxi-Signal. John Hipol giving the hard sell routine to Scott Michael and Mike Broad.

Amereave Reflective. Amereave Products are inspected by Paul Carrier and Gene Sersen of Wayne County.

Path Master. Clifford Connally and Don Heard talking over some finer points of their traffic control equipment.

WE WOULD LIKE TO ACKNOWLEDGE THE PRESENCE OF UNISTRUT AND IDC PRODUCT DISPLAYS.

WE REGRET THE PHOTOGRAPHS DID NOT TURN OUT.

Prismo. "Huck" Corbin explaining the advantages of Prismo's pavement marking machine to Roy Mays.
VENDOR'S DAY PRODUCT DISPLAYS

Carrier & Gale: Foreground Dave Bacon, 2nd from right discussing traffic control equipment with Dennis Kelley, Vern Mettler, and Gary VanLew. Background Karl Kleitsch talks with Bill Murphy.


Traffic & Control Materials: Jeff Rhodes, Buzz Rowes, and Merve Toggen discussing traffic control materials available from 3M.

Ash Instrumentation: Gary Shreffler discusses automated traffic counting equipment with Lee Fiskman.

Barton Aschman: Barry Rosenberg and Tim Haagena discussing the capabilities of their traffic software packages with Michelle A. Barnes.

Indicator Controls Corporation: Ted L. Moorehead discussing the advantages of ICC's pedestrian signals with Tom Broadbent.

Sign Fix: Paul Carrer and Paul Underhill demonstrate the easy installation features of Signfix Products.

Traffic Commander Display: Corporation Number One's program Laura Tejor explains the transportable traffic signal.

Holmes Associates, Inc.: Greg Raye explaining the advantages of their products with Gary Endres and Dick Turcotte.

Ladies Night Door Prize: Grace Moorehead displays the ladies' night door prize she made.


Energy Absorption: Jim Brown and his wife, Kaye discuss energy absorption equipment.