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IMPACT ATTENUATORS
PAVEMENT CRACK SEALING STROBE LIGHTS
CENTRAL FIRE DISPATCH & MONITORING
PAVEMENT MARKING PERMANENT & TEMPORARY
FLEXIBLE SIGN STANDS

Highway safety products

YIELD

BON VOYAGE!
I'm off to the 63rd ITE Annual Meeting in The Hague, Netherlands. Hope to see some of you there. The Dutch Royal Family resides in The Hague and the city is the seat of government in Holland. The Hague promises to provide a charming bi-cultural setting for the annual meeting. I was last in Europe (Amsterdam, London, Paris, Brussels, Marseille, Naples, Athens, Istanbul, etc.) in 1958. I look forward to visiting this area of the world once again after a thirty-five year absence.

The Office of Highway Safety Planning sponsors the Traffic Engineering Enforcement Coordinating Committee (TEECC). The Committee’s purpose is a two-fold one, to promote improved communications between engineering and enforcement activities and to coordinate engineering and enforcement in matters of mutual interest concerning highway safety. Joe Marson has represented the ITE-Michigan Section in the TEECC and is stepping down after a number of years dedicated service. Gary Holben has graciously agreed to act as a liaison between TEECC and the Section to take Joe’s place.

The Section entered Student Technical Papers in District III competition. The papers were exceptional, we felt. The winning paper, however, came from the West Virginia Section.

In the August, 1993 issue of the ITE Journal, there are a number of Constitutional Amendments that are under consideration by the International Board of Direction. The proposed changes begin the implementation of the recommendations of the Future Directions Advisory Committee. I trust you have taken the opportunity to read and comment on these proposed changes. Of particular interest to me was the proposed name change to the Institute of Transportation Engineers, Planners and Administrators. As I recall, the committee spent a good deal of time considering possible names that could reflect the diverse transportation activities that make up the profession these days. The recommendation, if memory serves, was the Institute of Transportation Professionals. Apparently, this recommendation did not make the cut.

The section members who attended the July 15, 1993 technical session at the University Club in East Lansing experienced an interesting and informative meeting whose focus was on traffic control devices and their findings. Graduate student Martin Kane was their key research manager on the project.

There were five elements to the research:
1. Physiological/psychological
2. Accident and violation information
3. Environmental issues
4. Mobility trends
5. Prior work on traffic control devices

1. Physiological/psychological
There are a host of critical factors associated with the older driver including visual acuity, mental processing speed, reaction time, anxiety, distraction, glare sensitivity, problems judging speeds, angular movements, distances, and physical movement. All of these are negative factors when considering the typical older driver. A concept of "attentional windows" was used to define the "usual field of view" related to accident rates. The size of this window decreases in area with age as fewer external environmental signals are perceived and processed by the driver.

Cont. on P. 6

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Student Papers .................. 7

EAST LANSING TECHNICAL SESSION
By Mike Kobran

MSU Research on the Older Driver
Dr. Richard Lyles from MSU's Department of Environmental and Civil Engineering was the first speaker. He explained their NCHRP project on the older driver's reaction to traffic control devices and their findings. Graduate student Martin Kane was their key research manager on the project.
1993 COMMITTEE CHAIRPERSONS

Program: Joe Meszaros 517/373-2334
Technical Program: Adiele Nwanko 513/961-4266
Nominating: Michael Labadie 513/350-3040
Technical Projects: TBA
Membership: Kevin McCarthy 513/473-9590
Legislative: Matt DeLong 517/373-2110
Public Relations: Mort Fenner 517/335-2977
Program: Samuel Lawson 513/833-7294

Awards: Roger Walther 517/752-6140
Student Chapters: Bill Savage 517/482-0854
Michigane Editor: Michael Kobran 513/695-8942
Assistant Editors: Robert Lariviere 517/373-4923
Robert DeCorte 513/334-4971
Tellers & Audit: Kenneth Tsuchiyama 616/968-3343

1993 INCOME

1. INCOME

<table>
<thead>
<tr>
<th>Item</th>
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<td>Late Dues/Fines</td>
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2. EXPENSES

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Section Fund Balance as of Aug. 31, 1993 | $4,310.42

EDUCATION FUND

Balance as of Mar. 31, 1993 | $4,524.14

1. Income

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<td>Print Show</td>
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<td>Golf Tournament</td>
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2. Expenses

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<tr>
<td>Vendor/rental</td>
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<tr>
<td>Vendor/golf catering</td>
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<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>$2,107.20</strong></td>
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</tbody>
</table>

Balance as of Aug. 31, 1993 | $7,074.88

Respectfully Submitted, 
David F. Allyn, Treasurer
Michigan Section, ITE
Incident Management Program for Southeast Michigan

Dick Beaubien, Transportation Director for Hubbell Roth and Clark, gave a progress report on the Michigan Section's activity in the incident management program for southeast Michigan. The Michigan Section had been one of the initiators of the original Incident Management Conference in November of 1991.

An incident, defined as something blocking traffic, can be expected to be reported to the proper authorities only 70% of the time. Of those 80% are disabling (one-fifth in a lane, the rest on the shoulder), 10% are accidents (two-fifths in a lane, the rest on the shoulder), and 10% are classified as "other" (30% in a lane, the rest on the shoulder). Incidents cost delay and they cost money. The Detroit area is ranked seventh out of the top 10 metropolitan areas in its estimated annual cost of $1.4 billion in delays of which $470 million is attributable to incidents. In 1992, there were 7,000 incidents in the metro area reported to police and Michigan Emergency Patrol. The Detroit Transportation Center of MDOT observed 4,000 incidents in a year during the weekdays, using 7 AM to 6 PM.

March of 1993 saw the start of the incident management program in Southeast Michigan and the formation of task forces. There was a draft report with forty-nine recommendations for a 5-year plan. There were 17 priority recommendations made to MDOT, the State Police, and SEMCOG. These are as follows:

1. Create an incident management center
2. Establish traffic management teams
3. Combine the Metro Transportation Center and Michigan State Police Operations in a 24-hour operation
4. Develop communications network between police departments, fire departments, and traffic operations
5. Develop central clearing house for planned/unplanned lane closures
6. Revise 48-hr limit for removal of abandoned vehicles to 4 hrs.
7. Agreements for first agency arriving at an incident to take control
8. Prepare standard boundary maps
9. Install markers at quarter-mile points on freeways
10. Notify jurisdiction's road agency of incidents
11. Expand coverage of Detroit freeway operations center
12. Encourage towing services and courtesy patrols
13. Improve coordination between police & fire departments
14. Educate the public to move cars from traffic lanes if possible
15. Plan alternate routes
16. Interjurisdictional agreements

The responses to the problem range from the simple to the complex but all include communication, cooperation, and use of higher technology. An early victory for the program was the routing of all 911 traffic calls going to the Northville State Police post for dispatch to the appropriate agency.

1993 MEETING SCHEDULE

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<tr>
<th>DATE</th>
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<th>COMMENTS</th>
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<tr>
<td>Dec 2</td>
<td>Detroit</td>
<td>Annual Meeting</td>
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<td>Michigan Section - IMSA</td>
</tr>
<tr>
<td>Dec 9</td>
<td>Metro Detroit</td>
<td>Lunch/Technical Session</td>
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<td></td>
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<td>Section Annual Meeting</td>
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<tr>
<td></td>
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TRAFFIC AND SAFETY PRODUCT DAY

May 13, 1993

Once again, the Traffic and Highway Safety Product Show at the Southfield Civic Pavilion was a great success. Over 260 visitors reviewed the latest traffic-related products from 23 vendors. The Pavilion provided the atmosphere that allowed the interaction to take place in a very pleasant surrounding. Lunch was served to all.

Two special visitors from Poland, Krzysztof Halski and Wojciech Walski, were brought to the product show as guests of the City of East Grand Rapids. The event raised $2,000 for the Section's Education-Scholarship Fund.


Pictures of some of the vendor displays are reprinted here. We apologize for those vendors whose pictures do not appear, as there were technical difficulties.

District III Director Speaks

John Niehaus, current director, congratulated the Michigan section for being a model within ITE for educational activity. He also announced that Bill Savage of the Michigan Section would be the next District III Director. He also announced an off-year symposium to be held in Ohio and cautioned that ITE members must maintain an active leadership in IVHS to continue a leadership role.
NEW MEMBERS MICHIGAN SECTION I.T.E.

Six new regular members, a technical affiliate, and four student members were approved at the July and September, 1993 board meeting. Some information about the new members is listed below as an introduction to the rest of the membership.

Frank Cardinen, Jr. is the President of the Traffic Improvement Association of Oakland County, headquartered in Bloomfield Hills. Frank lives in Rochester.

Charles Dulic is the Engineer-in-Charge of the HNTB office in Okemos. He is a graduate of Purdue University (BSCE and MSCE) and is a registered P.E. in Michigan. He lives in E. Lansing and is a member of the International ITE.

Raja A. El-Achkar is an Engineer of Traffic Operations for the Wayne County Roads. Raja is a graduate of Wayne State University and lives in Grosse Pointe.

Jerry Hammond is the City Engineer of Midland where he lives. Jerry is a graduate of Lawrence Technological University and registered as a P.E. in Michigan.

Lisa Tomsich is the Assistant District Traffic and Safety Engineer for MDOT in the Grand Rapids District. She lives in Rockford, is a graduate of Michigan State University and has applied for membership in international ITE.

W. Cary Weatherhead is the Senior Planner for the HNTB office in Lansing. Cary is a graduate of the University of Michigan and Eastern Michigan University, lives in Williamston, and is a member of the International ITE.

Randall Wilson is an Electrical Engineer for Matsuuri Associates in Farmington. He lives in Plymouth and is a graduate of Lawrence Technological University. Randall has applied for Technical Affiliate membership.

New student members approved from Michigan State University were the following:

Eric Haugard Matthew J. Golke Sorawit Narupiti

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Cont. from P. 7

MDOT Pavement Stripping Program

Bill Lebel, an MSU graduate, described the work he and other MDOT Traffic & Safety staff had done in re-establishing the State’s pavement marketing program. In recent years the state-wide program had been budgeted as low as $4 million using alkyd (fast-dry) paints with a life expectancy of 30 days to one year. Through research and analysis, Lebel and his staff convinced management to fund the program at the $14 million level in FY 1993. The program goal was stated to be, in the short term, year-round visibility in nighttime during dry weather of all markings. For the long term, that goal was for nighttime, wet weather visibility.

Bill described how snow plowing seriously degrades markings because of the underbody plows and that salt and sand applications also did their bit. He also went into the pros and cons of different pavement marking systems. Selection of marking materials was decided chiefly by annualized material costs and decided that raised pavement markers should be used on unlighted freeways and tape on lighted freeways. A new MDOT policy was also developed to use polyester and centerline and lane lines, while water-borne paint would be used for edge lines.

Student Paper Award Winners for 1993

Bill Savage, chair of the Section Education Committee, gave a brief rundown on the activities and purposes of the committee and also presented the 1993 awards. First prize winner was Gary Pietrowicz of MSU on Traffic Signal Warrants, a paper which he presented to the membership at the March 1993 technical session and was summarized in the last issue of The Michiganian. Second prize went to Debbie Hornbeck, also of MSU, on the Sensitivity of Transyt 7F. Debbie was unable to present her paper so Tom Malek gave a summary of it. It looked at the geometric spacing of traffic signals in an arterial system starting at optimal spacing of one-half mile then measured degradation in terms of increased delay as the spacing decreased. The model showed a classic linear relationship which is not really believed to exist. The results indicate a question about the adequacy of the Transyt 7F model.