



# michiganite

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VOLUME XXVI, NUMBER 1

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

## Michigan Chapter Recognized for Commitment to Traffic Safety

The Institute of Transportation Engineers, Michigan Section, is among 13 organizations and individuals cited by the Michigan State Safety Commission for outstanding contributions to traffic safety.

"We are pleased to honor the Institute of Transportation Engineers, Michigan Section; past editor Joe Meszaros and current editor Michael F. Kobran; for publication of the Michiganite newsletter, dedicated to disseminating educational information concerning transportation and traffic safety issues occurring in Michigan and nationally," stated Richard H. Austin, Secretary of State and Commission Chair.

"This is a rare honor that recognized both ITE's commitment to traffic safety and the many hours of hard work involved in this lifesaving effort," added Secretary Austin.

Other statutory members of the Michigan State Safety Commission include Governor John Engler, Honorary Chair; Colonel Michael D. Robinson, Michigan State Police Director; G. Robert Adams, Michigan Department of Transportation Interim Director; Acting Superintendent Gary D. Hawks, Michigan Department of Education; Vernice Davis-Anthony, Director, Michigan Department of Public Health; and Commission Executive Secretary Karen R. Tarrant, Executive Director of the Office of Highway Safety Planning.

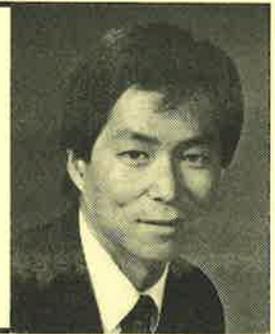


ITE members recognized for traffic safety. From L to R; Colonel Michael Robinson, Michigan State Police Director, Joe Meszaros, previous editor, Michael Kobran, present editor, and Secretary of State Richard H. Austin.

## PRESIDENT'S COLUMN

FROM THE DESK OF .....

Ken Tsuchiyama



In my last President's column I addressed the topic of participation and involvement in the Michigan Section and the Institute. In this issue I would like to expand on that message and talk about avoiding "burnout" on the job or in ITE and how we can all do something to minimize that stressful situation.

What brings this subject to mind is the excellent job Joe Meszaros, Bill Savage and anyone else who helped, did on the organization of Vendor's Day held on May 2nd in the Southfield Civic Center. As you may know, IMSA was not our partner for the 1991 Vendor's Day and the ITE Committee did it all on their own. It would be easy to feel overwhelmed and frustrated by the need to attend to all those details necessary to run what was a highly successful event in terms of vendor participation and attendance. My guess is that Joe and Bill and the others involved avoided frustration by (1) remembering how important this event was to ITE and our profession, (2) following a plan which broke the job down into discrete tasks which, taken alone, were not overwhelming, (3) asked others for help. See President...Page 3

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**TREASURER'S REPORT**

**1. INCOME**

Dues	\$2,210.00
Interest	21.92
Lansing/ Flint Meetings	1,257.66
Vendors Day	1,500.00
Voluntary Fund Contributions	326.00

**Total Income                   \$5,315.58**

**2. EXPENSES**

Lansing Meeting	\$ 364.12
Flint Meeting Expenses	828.36
Postage - Bulk Permit	100.00
Postage - Vendor's Day	437.50
Michiganite	700.00
Bank Charges	43.60
Miscellaneous	45.23
Michiganite	400.00
Vendor's Day Filers	298.00

**Total Expenses               \$2,516.81**

Balance as of May 2, 1991       **\$4,404.03**

*Respectfully Submitted,   Samuel Lawwon, Jr.*  
*Treasurer, Michigan Section ITE*

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**MICHIGANITE** is published quarterly by the Michigan Section of the Institute of Transportation Engineers. It is distributed to more than 300 ITE members and over 100 cities and counties in Michigan. Address communications regarding the Michiganite to the Editor, Michael F. Kobran, 1312 Kings Coach Circle, Grand Blanc, Michigan 48439; 313/695-8942. Send change of address to: Barton-Aschman Associates, 27600 Northwestern Highway, Suite 100, Southfield, Michigan 48034-4704.

## MICHIGAN SECTION ITE 1991 MEETING SCHEDULE

<u>DATE</u>	<u>LOCATION</u>	<u>HOST</u>	<u>COMMENTS</u>
7/18/91	E. Lansing	Malek	Lunch/Tech Session
9/12/91	Grand Rapids	Meredith	Fall Golf Outing
10/17-18/91	Frankenmuth	Walther, Kobran	District III Annual Meeting
11/14/91	Grand Rapids	LaMourie, Haagsma	Lunch/Tech Session
12/ 5 /91	Detroit	Marson & Others	Section Annual Meeting

### President...Continued from P. 1

We first have to understand what is truly important to us, to our job to ITE and the profession. This means deciding on priorities and sticking with them. I think we all can agree that the ITE technical sessions and meetings, including those that are solely social, are important as the network that keeps us aware of what is happening in our communities and our chosen field of work. I suggest we all decide what priority ITE has for us and follow through on that decision.

In the last column I mentioned how we must be more and more creative in dealing with our critical issues. As transportation professionals we all know the importance of planning but that function has validity on a personal as well as an organizational or system-wide basis. What could be more important to any organization than all its staff people using their time wisely by planning the use of that valuable commodity. We all know the hazards: meetings that are unnecessary, too long, or with the wrong people present; fruitless trips because communication failed; projects that repeat past efforts. Perhaps we need to be more creative in fitting the available time to all that we know needs to be done. Perhaps we need to establish priorities for our time and stick to those priorities.

Maybe ITE can help. Some of the time in our meetings and technical sessions might be suitably spent in discussions of the pursuit of methods to manage time. There are many time management theories and programs we should be thinking about bringing to our members. If you have any ideas on this, let our program chairman, Bill Hartwig, know (517/373-2316).

It would appear that this approach could be useful in many situations we face daily in our jobs and our profession as we try to find the time to do what we think has to be done. We all know there is never enough time. We should also realize that, be it in the workplace or in a professional organization such as ITE, there are people who are not involved, who, if given a chance could contribute to the effort needed; we only have to ask. By asking, we are offering the opportunity for personal growth and freeing ourselves for doing something else that also was critical.

None of this is a sure-fire panacea to avoiding professional "burnout" but I would guess that tackling what seems like a massive problem by asking just how important it is on the scale of problems you are currently facing, breaking it down into components or elements, and asking others for their help, can be a significant process to face the problem.

### In Memoriam

**Paul J. Riley 1934 -1991**

Paul J. Riley, Traffic and Safety Engineer for the Metro District of the Michigan Department of Transportation in Southfield, died suddenly on May 17, 1991. The funeral, held May 21 at Our Lady of the Lakes Church in Waterford, was well attended by Paul's fellow MDOT employees and colleagues. More than one person commented that it looked like an ITE convention.

Paul was an active member and supporter of the Institute of Transportation Engineers. He was well-liked by all who knew him, a warm person with a sincere and ready smile, and a respected professional traffic engineer. He will be missed by his wife and family, MDOT, and the transportation of engineering profession.

## MICHIGAN ROADS NEED MORE DOLLARS WHO SHOULD PAY?

*The following was excerpted from an editorial appearing in the December, 1990 issue of Michigan Living, a monthly magazine published by the Automobile Club of Michigan and appears with their permission.*

Anyone who's driven even a few miles in Michigan recently knows that many Michigan highways need help to make them safer, in some cases wider, and in many places smoother to cut vehicle maintenance costs, and to address the waste of time and fuel caused by traffic congestion. Two questions must be answered:

- How much should taxes be raised or should they be?
- Who should pay?

Michigan's Department of Transportation (MDOT) says \$17 billion will do the job. This figure is backed up by a 1988 study made for the Michigan Road Builders Association (MRBA) which has never made a study that didn't require lots more motorist taxes. It says \$1.2 billion a year through the year 2000 will be needed for repairing and construction on roads and bridges. This translates to a 61% annual increase in spending, including local roads. The study points out that the problem is compounded by more fuel efficient vehicles, which resulted in a 3% (\$3 per vehicle per year) drop in taxes paid the last 2 years, while cost of repairing roads has risen 10%. At the same time, the study shows, motorists are paying \$76 extra in vehicle operating costs each year due to substandard roads.

"Motorists would, we believe, prefer to pay a few more dollars a year for road improvements than bear the cost of replacing shocks, tires, and other parts of their vehicles due to bad roads," Lawrence Martin of MRBA says. Two to five cents per gallon is mentioned.

MDOT, in fiscal 1989, spent \$758,900,000 for maintenance and operation of the state's 9,500 mile highway system and other modes of public transportation, ranking it 46th in per capita highway expenditures. That's roughly 6.7% of the \$3.2 billion the state collected in sales and use taxes last year, according to Robert Kleine, senior economist for Public Sector Consultants. He says 60% of the total was allocated for education, 15% for local government grants and the remaining 25% for other government programs including MDOT.

Former State Treasurer Robert Bowman reported motor vehicle owners last year paid \$861.8 million in state fuel taxes including 15 cents a gallon for gasoline and diesel (excluding a 6 cents per gallon rebate for diesel fuel for trucks) and 4 cents sales tax on every dollar paid for a gallon of fuel.

If all the motor vehicle taxes went to road and bridge improvement and construction, MDOT would have twice the \$1.2 billion a year it needs. But the sales tax goes into the general fund with much of it used for education. About \$56 million of motorists' sales tax contributions goes for all forms of transportation including mass transit. Also \$53 million from recently increased driver license and registration fees each year goes to 'economic development' which means access roads to factories, shopping centers and malls. The projects are financed by a \$130 million bond issue that will be paid off with motor vehicle fees.

So the first thing Michigan's legislature, MDOT, and the road builders and contractors should aim at is to ensure that more of the money motorists pay out for owning and driving a car goes to fix and build roads. The second thing must be to re-examine what truckers pay for the same privilege. If one accepts the argument that allowing trucks with twice the weight allowed by most states (82 tons), does not damage roads because the number of axles distributes the weight properly, still MDOT admits that bridges are built to higher standards than the federal government requires in order to withstand this total weight. Truckers should pay for this. Michigan legislators must also examine what truckers pay in diesel fuel taxes. The federal government taxes diesel fuel at 15 cents a gallon, which most big trucks use, compared to 9 cents for gasoline, on the theory that trucks do more damage to roads than cars. Michigan does the opposite. The diesel rate is 9 cents, the gasoline rate 15 cents, despite the double truck weight in Michigan.

As chairman of a subcommittee of the House Transportation Committee, representative Gregory Pitoniak of Taylor has spent months studying the truck weight law. It is anticipated his subcommittee will recommend an independent study to determine whether Michigan's road tax structure is equitable. AAA Michigan urges that this be done. And before any increase in the Michigan gas tax is mandated, we urge Michigan's legislature to revisit the various diversions of motor vehicle taxes and re-channel some of these funds into MDOT for road and bridge repair and construction.

Why should motorists pay 4 cents per gallon on both the fuel and the state and federal gasoline tax on it to support non-highway purposes? Isn't that double taxation? Why should motorists pay for economic development when more money is needed to repair roads? Why should truckers enjoy a 6-cent-per-gallon diesel rebate? And why should the federal gas tax paid by Michigan motorists be diverted to mask the federal deficit? We think Michigan motorists are willing to pay their fair share, recognizing that roads must be improved. As those who make money building roads say, Michigan's economy rests on transportation. But motorist taxes should be rechanneled to building roads before they are asked to pay more taxes.

## LANSING TECHNICAL SESSION

by Michael Kobran

The Section members who attended the March 15, 1991 Technical Session in Lansing experienced an interesting and informative meeting. The focus was on airport modernization, but ground transportation and parking aspects were part of every presentation while one focused on land-use planning adjacent to airport development. The host was Ken Johnson of MDOT and the site was the Midway Motor Lodge. Our thanks are due to Ken for the arrangements he made and for a smooth-running meeting.

### State Airport Planning

Larry Britton from MDOT's Bureau of Aeronautics was the first speaker. Larry explained the State's overall airport planning system. The State monitors individual airports and has also established minimum service levels for the pavement condition index for runways and taxiways. A total of 56 hard surface airports are in Michigan. Not including Detroit Metropolitan, the capital needs for these airports total \$36 million for pavement and navigational lighting, the only capital items which the FAA funds.

Mr. Britton mentioned that a study has shown that the direct, indirect, and induced value of the State's airports ( a total of 237 at present) is about \$5.2 billion per year with Detroit Metro accounting for about \$4.1 billion of that. There are also a total of 101,000 jobs associated with the Michigan airports.

### Southeast Michigan Airport Planning

Mr. Robert Davis, who heads the regional airport planning program for the Southeast Michigan Council of Governments, described those efforts next. The last regional airport plan was done in 1959. Since then there has been a 600% increase in passenger boardings with a total of 9 million in 1985. Since 1973 a total of 22 private airports in the region have disappeared. Predictions of operating volumes versus capacity for the year 2010 range from 104% at Willow Run, 118% at Metro, and 118% at Oakland-Pontiac.

The purpose of the regional plan is to add detail to the State plan. The present consultant study covers 25 airports; all those in the region plus Jackson, Windsor, Flint, and Toledo. The study includes the following steps:

1. Data Collection & Review
2. Demand Analysis/Forecast
3. Airport System Requirements
4. Analysis of Alternatives
5. Public participation/Plan Adoption
6. Plan Implementation
  - environmental impacts
  - financing options
  - staging
  - trends

Mr. Davis reported that preliminary results have shown two trends. The first is that more and more turbine (jet) aircraft are expected. The second is the slowing of the growth of general aviation activity.

### Modernizing Bishop Airport in Flint

Jim Rice, Director of the Bishop International Airport in Flint, spoke next about the Genesee County Airport Authority which has a millage. A master plan was done last year for Bishop by the consulting firm of Reynolds, Smith & Hill. The present terminal was built in 1952 with some modifications done in 1970. There are five commercial carriers operating out of Bishop and the number of emplanements is expected to increase from 55,000 to 150,000. The existing parking lot has 400 spaces with that expected to increase to 1200 spaces under the improvement plan.

The building of a new terminal and expanded parking will require the relocation of Bristol Road (M-121) just north of the existing terminal and parking. Close cooperation between MDOT, FHWA, and FAA resulted in a federal highway grant for the M-121 relocation. The airside package is estimated at \$32 million and there is a three-year program for implementation.

### Detroit Metro Airport Plans

Mr. Robert Braun is the Director of the 10th or 12th largest airport in the United States, depending on the criteria used. In 1990 there were 12 million boardings at Detroit metro. There were, in 1986, 45,000 jobs at Metro, expected to grow to 72,000 by 1995. The annual payroll of \$1.8 billion in 1986 is expected to grow to \$2.6 billion.

The present runway system has three north-south runways but only one cross-wind runway, used 6% of the time. When that happens there is a significant capacity restraint that impacts the national airport system. The plan is to build another cross-wind runway plus a fourth parallel runway. Runway 3L has been extended recently by 1500 feet to make it 12,000 feet long, sufficient to offer non-stop service to the far side of the Pacific rim. The present center runway has also been extended to 8500 feet to mitigate noise problems.

Insofar as terminal and support facilities, the new 230 ft. high control tower is expected to be occupied in the spring of 1992. The new parking deck will be open this fall and the old deck will then be reconstructed. Mesaba Airlines (Northwest AirlinK) has, at present 19 gates and is expanding to 47 gates by 1995. They will also have a maintenance facility at

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## ITE Joins IVHS America

By Richard Beaubien, P.E.  
International Past-President

At its meeting in Washington, D.C., prior to the Transportation Research Board Meeting, the ITE International Board of Direction took action to make the Institute one of the Charter Members of the Intelligent Vehicle Highway Society of America. America is now moving from the successful era of transportation construction to decisions that will determine the mobility and safety of highway transportation for present and future generations - just as the U.S. Interstate system did 35 years ago. Part of the future programs will be Intelligent Vehicle - Highway Systems (IVHS). IVHS is essential to alleviate traffic congestion, to improve safety, to use energy more efficiently, to reduce vehicle emissions, and to enhance ride sharing and transit opportunities. A \$35 billion public sector investment is envisioned for IVHS research, development, field testing, engineering and deployment over the next 20 years. The success of IVHS depends on the cooperation among government (at all levels), universities, and industries (such as those producing motor vehicles, electronics, communications, computers, and transportation services). IVHS America is a mechanism for this cooperation. IVHS America: 1) Advises the U.S. Department of Transportation with respect to the Department's IVHS Programs; 2) Provides the focal point for discussion and coordination of issues among leaders of the IVHS community; 3) Is helping to establish a strategic plan to achieve IVHS goals in North America; 4) Identifies, recommends and fosters development of needed standards, specifications, and protocol; 5) Identifies opportunities for joint ventures; 6) Promotes international cooperation; 7) Fosters research; 8) Maintains data and information bases; 9) Organizes information transfer activities; 10) Issues periodic reports which monitor the progress of IVHS efforts and issues.

IVHS America members include companies, corporations, associations, agencies of the Federal, State and Local governments, universities, and other public and private organization, or groups from any country whose goals and purposes are furthered by the purposes of IVHS America.



James Erickson of FHWA advises us on the status of the 1992 Surface Transportation Act at the Dec. meeting.

**New Members:  
Michigan Section I.T.E.**

One new technical affiliate, two commercial affiliates, and two student members were approved at the March 1991 Michigan Section I.T.E. Board meeting following a review of their applications. Some information about the new members is listed below as an introduction to the rest of the membership.

**Earl D. Jarmol** is a graduate of Michigan State in Civil Engineering and an MBA from Northern Michigan. He is the Marketing Engineer for Engineering Services, Inc. in Elm Grove, WI. Earl is a Commercial Affiliate.

**Pete Pfeiffer** is an engineer for the Michigan Department of Transportation in the Kalamazoo District Office. Pete is a graduate of Michigan State University and lives in Richland. He has also applied for membership in the International I.T.E.

**Hua Guo** is a student at MSU in East Lansing.

**Deborah Hombeck** from Holt is also an MSU student.

**Glen Noble** who graduated from the University of Michigan and is a registered P.E. in Michigan, is a Telespar product specialist for Unistrut. He is a commercial affiliate.

**Gary Stanley**, Director of the Bay City area Transportation Study, is a graduate of Central Michigan and lives in Pinconning. He is a technical affiliate.

Approved by the Board at the December meeting but not mentioned in the last issue as a new technical affiliate is **Sunny Jacob**, Senior Assistant Traffic Engineer with Detroit's Department of Transportation who got his engineering degree from Wayne State University and has recently passed his P.E. exam.

Welcome to I.T.E. and may your profession and your careers benefit!



*Bill Hartwig tells us about his new area of project responsibility at MDOT.*



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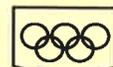
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## FLINT TECHNICAL SESSION

by Michael Kobran

The February 7, 1991 Technical Session in Flint was well-attended and the program put together by Bill Hartwig was varied and interesting. Because of some miscommunication, notes on the presentations were not kept and the following was reconstructed by the editor on the basis of his (fading) memory. My apologies to the speakers for the briefness of the summaries and any errors that may have crept in. The host for the meeting was Dennis Grylicki of the Genesee County Road Commission and the site was the Ramada Inn right off I-75. Our thanks to Dennis for the arrangements he made.

### Geographical Information Systems for Transportation

Mike Kobran from Barton-Aschman Associates, Inc. of Michigan was the first speaker and gave an overview of "GIS", as geographical information systems are called, which is basically a "map with brains." The system maintains links between textual databases and graphical objects. The system also tracks how graphical objects connect and relate to each other through use of stations, mileposts, offsets, etc. and can also be in three dimensions. Typically the system can group objects by specified distance parameters, all signs within certain mile posts, for example.

The system can also secure network information (how many signals, signs, etc.?) and query network attributes, (how many signals were installed in 1988?) What makes a GIS truly helpful is its ability to provide cartographic output. By mapping the information required, it becomes much easier to grasp what the information is saying.

GIS has applications other than transportation and this fact is often used to spread the cost of implementing one over several applications' budgets for the cost of digitizing a geographic system for a jurisdiction is probably the major cost. The experience of Brevard County, FL, (population 390,000) is an example. It took a total of \$900,000 for digitizing a base map, editing it, and entering data. Hardware and software cost \$300,000 and it will take \$125,000 per year to keep the base map updated. The system is expected to save the county \$440,000 annually mainly by eliminating the need for several agencies continually redrawing their base maps.

GIS for transportation is currently being used for roadway inventory (32% of State DOT's reporting), pavement management (32%), executive information systems (11%) and accident analysis (4%). A lot of research is going on into expanding transportation uses of GIS and the Wisconsin DOT is a leader in use and research in GIS for transportation.

## SEMCOG Regional Development Initiative

Ed Hustoles, Chief Planner for the Southeast Michigan Council of Governments, described SEMCOG's Regional Development Initiatives (RDI) program for the region. Ed's program, which featured many excellent slides, focused on the implications to the region of "business as usual" in following current policies (or living with the current lack of policies) in terms of transportation, development, education, and social problems such as crime. The presentation for ITE focused on transportation where SEMCOG's projections showed that unrestrained growth in the next 20 years would put a severe test to the transportation network, specifically the freeway system. The results of steadily increasing vehicle-miles of travel and the continuing low vehicle occupancy rate would drastically increase the congested segments of the region's freeway system and lead to more and more time spent in traveling.

Noting that the cost of rehabilitating the metropolitan Detroit freeway system is already estimated in the billions of dollars, Mr. Hustoles rhetorically asked where we were going to get the funding to take care of the congestion problem. He also noted that there were significant environmental problems associated with the unrestrained growth in VMT and the provisions of the new Clean Air Act would impose severe penalties on the whole State of Michigan.

SEMCOG's purpose in the Regional Development Initiatives Program is to get the whole region to think collectively about the future and to see if there is a way to take common action to mitigate the most serious problems. The area of transportation is certainly a prime focus because the economic vitality of southeast Michigan depends so much on an efficient and safe transportation system.

### Safety of Geometric Features of Interchanges

Dr. Tom Maleck, Associate Professor of Civil Engineering at Michigan State University, spoke next about some research MSU staff had done for MDOT about accident records at freeway interchanges. While citing some obvious problems in the design standards used for older interchanges, Dr. Maleck pointed out that the accident records were inconclusive in establishing a method of spotting interchange accident problems solely from accident records.

### Greater Detroit Freeway Rehabilitation

Mr. Jim Brush of the MDOT Bureau of Transportation Planning reviewed the process by which MDOT is evaluating the rehabilitation program for the Greater Detroit freeway system. He pointed out the complexities and great cost of rehabilitating this vital link in southeast Michigan's transportation network (see summary of Ed Hustoles' presentation, above). Mr. Brush pointed out the need to involve several disciplines in such a process and the things he had

learned as a transportation planner by working with, for example, pavement engineers.

### The Older Driver

Joe Meszaros gave a review of the research and programs on the older driver problem. As our population ages, the average age of drivers increases also and this has implications for highway design and safety because of slowing reaction time and decreased visual and hearing acuity. Illumination of roadways, signing size and placement, interchange design are all affected. Some organizations, notably the American Automobile Association and the American Association of Retired Persons are arranging programs that deal with the issue of safety and the aging driver. Joe pointed out the need for more research to come up with more reliable standards.

### Intersection Control and Speed Reduction by Mini Traffic Circles and Lane Width Restrictions

Bill Savage, consultant, gave a very interesting talk on the innovative solutions he came up with in several Michigan cities to solve specific traffic problems. Instead of going immediately to the common, but expensive (and sometimes counter-productive) use of traffic signals to solve these problems, Bill came up with innovative designs using mini traffic circles or geometric changes which reduce lane widths to accomplish the desired results of speed reduction and increased traffic safety. The presentation was enlivened by a spirited and continuing interchange between Mr. Savage and an unknown spectator (rumored to be a former MDOT colleague) which consisted of thinly veiled barbs and imputations of hidden agendas, all in the guise of stimulating professional repartee. No winner was declared and presumably the standoff will be decided at future technical sessions.

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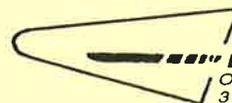
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**Civil Engineering Students Attend  
Transportation Research Board Meeting -  
Washington, D.C.  
January 13-17, 1991**

*by William F. Savage, Chapter Advisor*

**WE DID IT AGAIN!**

This year the group consisted of 38 students. Last year we took 26 students, and every year the number has been increasing. Once again, the Michigan State University delegation was the largest student group at the meeting.

The big surprise this year was that just before we were to leave for Washington, D.C., Dr. Tom Maleck said, "Oh, by the way, I can't go this year. You're on your own."  
**THANKS TOM!**

Fortunately, I.T.E. Student Chapter President Martin Kane had everything completely organized, and the entire trip went flawlessly.

This trip wouldn't be possible, however, if it wasn't for the donations of some very nice people who donated \$1,200 toward the trip. This made it possible for each student to pay only \$70 for room, transportation and registration. As a result, all interested students could (almost) afford to attend the meeting.

The contributors for this trip were: Jerry Carrier, Carrier & Gable, Inc.; Herb Henry, Unistrut Corporation; Stan Cool, Reid, Cool and Michalski; Louis Alspaugh, I.C.C. Corporation; All of you, Michigan Section - I.T.E.

Attending the meeting this year were; Martin Kane, Lori Heron, Kerry Sandvik, Janine DeVinnney, Syed Iqbal, Debbie Hornbeck, Fileo Hassitou, Katherine Boettcher, Julie Vandenbossche, Mohammed Saif, Lisa Moon, George Cuff, Julie Townsend, Hamid Mukhtar, Karl Crawford, Pat Allen, John Fekaris, Robert Bamford, Ed Guo, Eric Tripi, Syed Mallick, Samar Butros, Ken Tiffany, Mark Rademaker, Tom Peplinski, Tim Drews, Jim Kavalari, Scot Hofmann, Lee Jungtaek, Chronis Stamatiadis, Ramez Butros, Ken Kucel, Ken Loncharick, Mike Swires, Mike Hanlon, Mukesh Jain, Rick Eshlaman, Greg Ferrero.

We all got to the Days Inn Hotel in D.C. on Sunday night (January 13), and many of us registered for the conference that night. The next morning we were ready for each persons choice of the many good meetings.

The highlights of the event included the I.T.E. reception on Tuesday night, a reception by the Texas A&M Student Chapter, many more meetings, and the Annual Tom & Bill pizza party on Wednesday night.

We all got back to East Lansing Thursday night, tired but happy. Thanks again to all of you for this opportunity.

**Michigan Section Voluntary Fund**

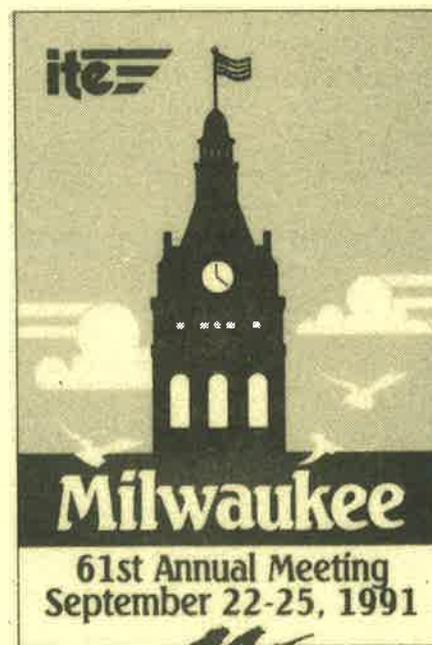
The response to the newly created ITE Michigan Section Voluntary Fund has been heartening. The fund was created by the Section Board for the purposes of:

- Providing free attendance at Section meetings for student members;
- Providing awards for student paper competition;
- Providing assistance for defraying student costs to attend ITE or TRB national meetings;
- Providing a student scholarship fund.

The following members have contributed to date:

Rodney L. Arroyo	Lidia P. Kostyniuk
Donald E. Berry	Samuel Lawson Jr.
Robert A. Briere	George Lebbos
Larry R. Brown	Joseph A. Marson
Katherine H. Buehler	David A. Merchant
Daniel W. Carrier	David A. Morena
Robert L. Durgin	James P. Neve
Robert R. Hicks	Kenneth J. O'Berry
Richard L. Hodges	John S. Polasek
Gerald M. Holmberg	Michael J. Rushlow
Dwight A. Hornbeck	Florence Lee Underwood
Sunny Jacob	Ken Underwood
Harold E. Jentzen	Roger K. Walther
Michael F. Kobran	

What we give of ourselves to those who follow us in our profession is a recognition of the assistance that we ourselves received and a commitment to our profession's future.



### Lansing ...Continued from P. 5

Metro and become the second largest carrier at Metro after Northwest. At present their fleet has a 350 mile operating radius expected to increase to 700 miles with the addition of small jet planes.

Ground access improvements have not been neglected with planning started for the new 1-94 and Vining Road interchange, the reconfiguration of the I-94/Merriman/Middlebelt interchange, and the south access road which will be in tunnel under the cross-wind runway.

A design competition was held for a new terminal building and a design team headed by Bechtel Corporation won with an innovative design for a 90 gate terminal. At present Metro has from 84-87 gates, depending upon configuration. Funding for this new facility is on hold because of airline revenue problems at present but a passenger facility charge of \$1 to \$3 allowed by a new federal law should help with funding.

### Metro Airport Land-Use Planning

Gloria Robinson, Director of Planning for Wayne County, talked about the county's response to adjacent communities' concerns about the negative impacts of Metro's expansion and the possible spin-off of economic development. A planning study was done by Johnson, Johnson, and Roy specifically on the impacts of the Vining Road interchange opening and the planned Metro World Center development. A coordinated investment strategy was developed along with a marketing program.

The purpose of all this was to enable the adjacent communities to come together to make the best out of any expansion at Metro airport in terms of spin-of development and present a unified approach to such development which would benefit all while minimizing adverse impacts .

### Detroit City Airport Improvements

Bill Douglas, Executive Administrator of Detroit City Airport, did an excellent job describing the reasoning behind the improvement program for Detroit City which, back in 1947, was the primary airport for the Detroit area. Detroit City has a 5200 ft. existing main runway which they eventually plan to increase to 7400 ft. with a first stage increase to 6400 ft. This will be a new runway. The present airport is 250 acres with the master plan size set at 110 acres.

The major reason for the expansion of Detroit City has to do with capacity problems at Detroit Metro and the convenience of City, especially for the corporate traveler. Primary destinations for airport users in the Detroit area are, in order; Chicago, New York, Los Angeles, and Washington, DC. Detroit City can handle all except the transcontinental trip. In 1991 the City expects 400,000 passengers growing to 2 million by the year 2008. The first phase of expansion is estimated at \$119 million and will include 2 parallel runways with a tight but workable separation of 1600 ft.

### Photos from the December Technical Session



*Roger Walther presents the Gibson Award to Dick Beaubien at the Annual Meeting.*



*Outgoing District President, Del Kloeker , tells Annual meeting participants about District activities.*

## ENGINEERING OPPORTUNITIES

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