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

PRESIDENT'S COLUMN

*By Dave Allyn, 1995 President
of the Institute of Transportation Engineers
Michigan Section*

On May 18th of this year the Michigan Section held its Education Fund Golf Outing. The proceeds from the golf outing substantially raised the Education Fund balance. I would like to thank all of the vendors and consultants who made donations for the Golf Outing and for all of the ITE members and others that golfed and made it a success. I thought for this column I would give you some background on the Education Fund and how successful it has been.

The Michigan Section gave its first award for the Student Paper Contest to David Perkins from Wayne State University in 1975. A second Michigan Section award was given to Michael Cynecki from Wayne State in 1978 with the paper being given the National Award in 1979. Then there was a lull in the contest until 1989 when Wasim Ali Khan from Michigan State University won the next award. The contest has continued annually since then through 1995.

In 1992 the Michigan Section Executive Board formed the Education-Scholarship Committee, which was, and is, chaired by Bill Savage. At the formation of this committee it was determined that the Student Members of the Michigan Section would be charged only \$5.00 to attend any Section Meetings. The Education-Scholarship Fund would then subsidize the regular fund for the balance. The second measure determined by the committee (later approved by the Board) at this organizational meeting was the establishment of an annual \$500 scholarship for a full time Student Member of the Michigan Section. The criteria used for the selection of the winning student for the scholarship was: student member of Michigan Section, full-time student, be in the Transportation Field, etc. with Faculty Advisors from various Universities selecting the most appropriate Student Member for consideration of this award. The Faculty Advisory submits a one page letter supporting the nomination with the final decision of the most deserving student being made by the Education-Scholarship Committee.

The first \$500 Scholarship was awarded to Martin Kane in 1992 and it has continued annually since that time. In July of this year (approved by the Executive Board in September) the Education-Scholarship Committee made the following changes to the number and amount of scholarships and awards starting in 1996:

1. Funding for Student Chapter trips to the TRB meeting will \$20 per student, based on last years attendance, up to a maximum of \$500 per chapter.
2. Two scholarships will be offered to each school having an ITE Student Chapter. Each school may have a \$500 undergraduate scholarship and a \$750 graduate scholarship.
3. The funding for the Student Paper Competition will provide for a plaque and \$200 for first place with \$100 for second. The team competition will have certificates and \$200 for first place and \$100 for second.

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**MICHIGAN SECTION ITE
1995 MEETING SCHEDULE**

DATE	LOCATION	HOST
November 9	Grand Rapids	TBA
December 14	Detroit Area	Adiele Nwankwo Kevin McCarthy

LETTER FROM THE EDITOR

It has taken me longer to get this together than I allowed for but here is another MICHIGANITE. Events have overtaken the article on the gastax but I hope it tells you about the issue. We also have a newsletter from District 3 going on, proceedings from the Kalamazoo Meeting, a contribution from Stan Lingeman and an article from Section President Dave Allyn. We appreciate all the help.

I'm trying to get the advertising straightened out. If your ad is incorrect or missing please send me fresh copy ASAP. We will extend your account as is appropriate.

I do ask that if possible, you send me any articles or letters on disk, (5-1/4" or 3-1/2"). My typing is very sloooow! I am looking to get out another MICHIGANITE around the beginning of 1996. It will feature the membership directory.

Send MICHIGANITE mail to:

Road Commission for Oakland County
attn Lee Liston
2420 Pontiac Lake Road
Waterford Mi, 43828

Keep those cards and letters coming.

Our readers write:

VEHICLE- DEER CRASHES IN MICHIGAN

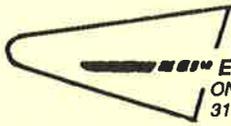
We in the Transportation Community should be concerned with the economic loss and suffering to the motorist with the continuing increase in the number of vehicle/deer crashes. In 1969, 8,000 of these crashes occurred. By 1993 the number had increased to 47,000 with 5 fatalities and many injuries. During this 24 year period, the size of the deer herd has increased to 1.3 million animals. The DNR has not been able to reduce the herd's size. Their primary goal is to serve the needs of hunters, while overlooking the safety of motorists.

The annual economic loss in vehicle/deer crashes is \$100,000,000 dollars. The annual crop loss to farmers is \$30,000,000 dollars. The estimated benefit to the tourist industry is \$400,000,000 Dollars annually, giving a benefit to cost ratio of 3 to 1. Since the politicians have not shown an interest in decreasing the deer herd's size, it is recommended that this issue be brought before the courts by way of a class action suit against the Michigan Department of Natural Resources.

Your interest and comments concerning this issue are solicited. Send your responses to Stan Lingman, P. O. Box 17125 Lansing MI, 48901-7125. Thank you for your help in this matter.

Stan Lingman P.E.

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News from the District 3 Director - Bill Savage

International ITE has elected our new officers for 1996, and it should be a great year. The new officers are:

President- Dennis Christiansen
Vice-Pres.- Jim Hanks
Past Pres.- Marshall Elizer

It was one of the closest elections that ITE has had in years. Jim Hanks edged out Dennis O'Malley and Dave Richardson for the Vice Presidential seat. All three candidates are excellent individuals, so whoever you voted for, you made a good choice.

The Annual Meeting in Denver was very good and a lot of fun. The committee (and others) from Minneapolis were there to promote next years meeting. From their enthusiasm, I know that it will be a fantastic meeting. Since it is so close to us, I hope to see many of you there in 1996.

Following are interesting items from ITE that you may want to be aware of:

- The ENO Foundation is now without an executive director. As a result, ENO has requested the temporary sharing of our Tom Brahms. The Board of Directors has approved a temporary 3 to 5 month arrangement to share Tom's services. This may be terminated or lead to a more permanent arrangement. We will have to determine what is best for ITE and its membership.

- ITE is about to sign a \$2.4 million contract for four years for the development of: 1) A professional and certification program for transportation engineers, and 2) traffic control system standards.

- Good news and bad news: Bad news first - there will be a \$3 dues increase in 1996. The good news is that this is the lowest in many years.

- The ITE Board approved, "Board Procedure 17-9", that prohibits the solicitation of funds from service and supply organizations, consultants, and member commercial affiliates. This means that all International, District, and Section affairs shall high enough fees to cover all costs.

- More good news: All Sections in District 3 should have Scholarship Education Funds established by the end of the year. You will find it enjoyable to find ways to raise money to build this fund, such as auctions, golf outings, etc. All contributions to the Fund are tax deductible, as the funds go to assisting transportation engineering students and ITE student chapters.

- The ITE Councils now have a membership of over 3300. The Councils are: Traffic Engineering, Expert Witness, Safety, ITS, Transportation Planning, Transit, TDM, and Education. They publish major and minor publications such as: Traffic Safety Handbook, ITS Handbook, Speed bump Recommended Practices and many more. If you are interested in any of these Councils, I urge you to join.

If I can ever be of any assistance to any of you, or if you have some questions or comments to be passed on to the International ITE, Please let me know. This your organization and your input is important.

Bill Savage

FEBRUARY TECHNICAL MEETING - FLINT MICHIGAN

Contributed by John Start, Director of City of Kalamazoo Public Services

The February technical meeting was held at the Holiday Inn Gateway Center in Flint Michigan on February 8, 1995. Host Dennis Grylicki from the Genesee County Road Commission and Technical Programs Chair Art Slabosky put on a full and informative slate of speakers presenting a wide range of topics. The meeting was well attended.

Ray Lenze of the Metropolitan Planning Commission of Genesee County, the Metropolitan Planning Organization for the county, talked about how they use the PAVER pavement management system to select rehabilitation projects for the area Transportation Improvement Program (TIP). The MPO had identified a need to improve the road segment condition identification and inventory. They selected and started using PAVER in 1989 when they hired a consultant to rate the Federal Aid Urban system in Genesee County. Their objective was to find a method of objectively evaluating rehabilitation projects thus minimizing politics from the area's multiple cities, townships, and villages. The road segments included in the PAVER inventory has now been expanded to include all roads eligible for funding under the Intermodal Surface Transportation Efficiency Act (ISTEA) for the county.

PAVER is integrated into the TIP process for rehabilitation projects. PAVER ranks all eligible road segments and the MPO sends lists of the rankings to each local road agency for their review. Locals then send their proposed rehabilitation projects to the MPO which prepares an overall ranking based on PAVER for final review and inclusion into the TIP. PAVER has greatly helped in this area's preparation of the rehabilitation portion of the TIP. The road segments are resurveyed annually by a MPO staff person and is re-inventoried every 3 to 4 years by a consultant to keep the data current.

While pavement management systems can take the politics out of the selection process for rehabilitation projects, there are other tough issues for the MPO and locals to resolve. Questions concerning how much of the area's resources should be allocated between Improve and Enhance projects that add capacity, Preservation (rehabilitation) projects that improve condition and service life, 4R projects that restore badly deteriorated segments, Non motorized facilities, and Transit are critical for each MPO and agency to resolve. A key question for all agencies to deal with is how best to divide the available funds. How much should be spent in improve and expand projects? How much for preservation to best maintain the systems service life? What do you do with badly deteriorated roads that the public demands be restored but costs substantial money to reconstruct? These issues deserve our closer scrutiny as our resources need to be stretched further.

A Brief History of the Michigan Department of Transportation (MDOT) was presented by Stan Lingeman of Stan Lingeman Associates. This fact filled presentation covered in a brief amount of time interesting statistics for MDOT from its beginning in 1905 to near current times. Facts that the first state roads followed Indian trails that generally radiated out from Detroit. The interstate routes that were developed later also followed some of these trails along with making new alignments. The changes in typical cross sections for state routes evolved from the basic 9' width in 1913 to a 20' basic width in 1925 to the cross sections of today. The districts were set up in 1915. One humorous aside was made when Stan reported annual reports were prepared more regularly during the earlier years of the Department under Commissioners then during later years under Commissions.

Ed Waddell from MDOT's Planning Bureau made a presentation on a 'Concept Team-Public Involvement Process' that was used successfully in planning for the Maple or 14 Mile Road expansion in Oakland County. This project involved improving a facility in a rapid growth area of Oakland County. There had been a history of anti highway sentiment and inability to reach consensus on a project over a 20 year period. A new approach to public involvement was needed to try to avoid past failures and assure that everyone had a chance to be heard. A Concept Team approach for public involvement was used for the Maple or 14 Mile Road planning as the new approach. While time consuming, it was successful in identifying multiple competing interests, getting ideas from those who best know the area (locals), preventing wasted time on preparing a proposed project just to have it shot down by locals, and meets ISTEA requirements for public participation.

The concept team approach worked with a series of meetings. Each affected neighborhood met as a group within the initial meeting. The initial meeting was focused on identifying problems and issues associated with the traffic concerns. Every concern was listed and each member of the group prioritized each concern on a 1, 2, and 3 scale. These results were summarized for each group and presented to the entire audience. A second meeting was held where the same groups reviewed the issues and generated solutions for each issue. In a similar fashion each solution for all issues was prioritized by the group and reported back. A weighted score for each issue solution pair using their priority was calculated. This allowed for aggregating the highest priority issue solution combinations for study. The MDOT team came back to the groups with a proposal that addressed the aggregation of high priority issues and solutions.

Advantages to this proactive format include it quantifies the issues, it allows for plans to be responsive to citizen issues, the more rational issues and solutions emerged as high priorities, citizens saw their issue as it relates to those of others, people felt that they re part of the process, and it improves the viability of the resultant project. Disadvantages to this process include overcoming citizen hostility, it is difficult to include technical analysis, it focuses on existing perceptions, the population is skewed to those who are interested enough to participate, it is difficult to optimize for any one issue ie safety, capacity, and there are conflicting recommendations.

The process did work with the Maple or 14 Mile Road project. Its success is associated with having equal representation between the neighborhoods and having gone through the process before a concept was developed.

Bill Sandifer from Flint's Bishop Airport and John Friend from MDOT's Flint District talked about the ambitious \$70 million airport expansion project including the relocation of M-121 or Bristol Road. The airport expansion project was designed to meet projected future needs and to make flying from Flint a more attractive alternative so that they could capture more of the Flint travelers. The improved and expanded taxiways, runways, hangers, and terminal facility required that Bristol Road be relocated along the north frontage of the airport.

Bristol Road is M-121 carrying 16,200 ADT in 1990 and is projected to carry 29,300 ADT in 2010. The relocation project calls for shifting the road to the north, and crossing a railroad track and Schwarz Creek before returning to existing grade and alignment on the other side of the terminal. The project is being constructed in two phases while maintaining traffic at all times. The first phase of the project relocated Bristol from east of the Terminal area west past the terminal. A temporary road was built to get traffic back to the existing Bristol Road west of the terminal. Moving Bristol required right of way acquisition from CN railroad and the relocation of tracks and a control tower. They ran into poor soil conditions and had to use a geotextile. An eight foot high glare screen barrier wall was built along the railroad frontage. This wall was build with two passes of a slipform machine.

The second phase of the project will be to connect the relocated phase one project to Bristol Road. This connection crosses a CN rail line, Schwarz Creek, and some potentially contaminated sites. The railroad requires a 30 foot clearance over their tracks. To get up and over the tracks, there will be a 20 to 25 foot fill over Schwarz Creek. Another complication with the second phase involves maintaining access to aa area with a UPS Center and other major users while moving their access road's intersection to Bristol. A large self store facility needs to be acquired for the new road. Right of way negotiations have to take place between the MDOT and the facility owner and with every person who rents storage space at that facility. Phase two is scheduled to be completed in 1998.

The last speaker at the meeting was Doug Degler from 3M company who made a presentation on two new sign sheeting materials, Diamond Grade Visual Impact Performance (VIP) and Durable Fluorescent Diamond Grade Sheeting. The VIP sheeting has been in use in Europe and Japan for several years. It has a larger cone of reflectivity and is effective in retroreflection over a wider angle of observation than previous sheetings. The reflective medium is made up of prisms.

VIP sheeting is designed to be effective throughtout the 'action distance' from a sign where the driver first discovers/notices the sign, identifies it to be a sign, reads and understands the sign legend and takes appropriate action. Earlier diamond grade sheeting was designed for long distance reflectivity. It lost some of its impact as drivers approached the sign. This lessening of the retroreflection as you nar a sign also occurs with high intensity sheeting.

President's.....Cont. from P. 1

Revenues in 1995 for the Education Fund have come from the following sources:

Member Contributions	\$ 938
District III One Time Contribution	1,000
Education Fund Golf Outing	7,278
Interest	161

TOTAL ADDITION TO FUND \$9,377

This, minus some expenses for student attendance at Section Meetings, Student Paper Awards and Plaques leaves the Michigan Section with a balance of \$19,538.26 as of August 31, 1995.

As a result of the large balance in the Education Fund, the Chairperson of the Education-Scholarship Committee looked at alternative ways to invest the money—a savings account was obviously not the way to continue. Bill Savage found in talking with representatives of the International ITE that they had an investment account for Education-Scholarship Funds and that they met all of the criteria for a non-profit agency and account. The Executive Board of the Michigan Section has approved the transfer of the funds to ITE International and is going to be reviewing the various investment options that the International provides. It is the intent of the Board to keep our funds in a conservative investment plan, but provide a better return on the money than a savings account.

Again, I would like to thank all of the members that have donated to the Education-Scholarship Fund and to all of the vendors and consultants who made the Education Fund Golf Outing so very rewarding for the Education-Scholarship Fund and the students who receive the scholarships and other awards. As the balance of this account grows the Board expects to increase the amount of the scholarships and the number of scholarships in an effort to get more good students into the Transportation Field.

JULY TECHNICAL MEETING

GAS TAX MATTERS FROM SEVERAL PERSPECTIVES

Contributed by Lee Liston, Michiganite Editor

During the afternoon session we were treated to a panel discussion of the issues surrounding the proposal to raise the state gas tax. The tax is currently pinned at 15 cents per gallon and has been since 1984. The panel included representatives from all sides of the issue. The participants included: Joe Ross of the Highway Users Association, an association of 27 road users and builders, Brent Bair Managing Director of Road Commission for Oakland County representing CRAM, and Jeff McAlvey Director of Legislative Affairs for Governor Engler. The panel was moderated by Doctor William Taylor from Michigan State. Opening statements began with Dr. Taylor raising some of the issues surrounding the gas tax issue, such as why do we need a gas tax increase?

He offered three reasons he believes the people of Michigan may *not* think we need one:

1) It is contrary to current trends. The current political trend is anti-tax. Government must do with less. The public wants less government and taxes not more. The gas tax is a very large tax. Every penny raises \$50 million in revenue. Therefore a 6 cents increase raises taxes \$300 million. This is a lot of money when compared to other state departments which may be viewed as more important such as:

Department Total Budget

DNR	\$98,000,000
State Police	\$217,000,000
Public Health	\$182,000,000

The cost of the road system is so large people cannot imagine all that money not being enough.

2) We cannot be sure where all that money is going. The Federal gas tax is going to the general fund instead of to road projects. Public transportation is funded with gas tax revenue. Litigation is stealing up to \$60 million a year from state road funds. There is no guarantee that the federal government will continue to fund highway work. The states may have to replace federal dollars on local projects.

3) People are willing to accept less services. For example: Do the roads need to be plowed to bare pavement?

Are road commissions an efficient means of maintaining local roads? Is more privatization needed? Can some of the smaller road commissions be combined?

In other words is more money the only answer?

Each panelist then made a statement of their position concerning the gas tax:

Joe Ross of the Highway Users Association of Michigan said his group would support a 3 to 6 cent increase only if some reforms are made in how the money is spent.

- 1) There has to be tort liability reform
- 2) There has to be limits on grants and transfers
- 3) A reduction in unfunded mandates
- 4) More privatization

They also support Michigan getting more back from the federal government. Brent Bair made the following observations from the local government point of view:

- In real terms. Road spending is lower than it has ever been.
- Michigan is 49th in road spending.
- The Road Commissions are already contracting out construction work and maintenance activities such as striping to private enterprise.

He also outlined the County Road Association of Michigan's (CRAM), proposal for a 12 cent increase with no changes to the MTF formula. He also pointed out that the demand for road improvements still far exceeds this proposal. Brent also suggested other revenue sources that could be tapped such as property taxes, vehicle registration fees and local tax options.

Jeff McAlvey from the Governor's office offered the following observations on the political landscape of this issue.

Statewide things are good. Unemployment is low, business is good, taxes have been lowered. An increase in the gas tax could adversely effect the states economy. A 12 cent increase is too much. The most Engler will consider is 9 cents phased in over a number of years. The MTF formula must be changed so MDOT gets a larger share. Engler does not want to take the heat for a tax increase spent mostly by "others".

Another option is to drop the diesel fuel discount and drop the spillage allowance. He also pointed out that the Democrats will not support tort reform or prevailing wage provisions, which would save money. He thinks there has to be more privatization. There has to be more funding for transit. The timing is critical. The increase must be made now or never. The legislature really doesn't want it, certainly not more than a 2 Cents a year increase.

The floor was then opened for comments and questions to the panel. There were many, here are the ones struck me as noteworthy. It was pointed out that we are the last state with County Road Commissions. Perhaps its time to get rid of them Frank Cardigman of the Traffic Improvement Association for Oakland County raised several points:

- 1) Most people recognize the need for an increase.
- 2) Questioned how the legislature can support a proposal that does not meet local needs. He thinks state should get 50-60% of the increase not the 70% proposed by MDOT.

Joe Ross and Dr. Taylor pointed out that the word is not getting out on this funding crisis. Its not a 'sexxy' issue like crime. Something will have to make the media interested. All in all, we had a very frank discussion of what is in it for us in local and state government; a very hot topic.



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