THE HOOSIER - ITE
NEWSLETTER
INSTITUTE OF TRAFFIC ENGINEERS INDIANA SECTION

Vol. 69 JANUARY, 1969 NO. 1

JANUARY 23, 1969, MEETING

THE NEXT MEETING OF THE INDIANA SECTION WILL BE HELD AS FOLLOWS:

WHEN:	THURSDAY, JANUARY 23, 1969
WHERE:	ANCHOR INN 1616 N. Arlington Avenue (North of 16th Street) Indianapolis, Indiana
TIME:	BOARD MEETING 4:45 PM HAPPY HOUR 6:00 PM DINNER HOUR 7:00 PM
PROGRAM:	Mr. M. C. OLBINA Manager of News Relations Allison Division, G. M. C.
TOPIC:	TRAFFIC SAFETY TODAY (Illustrated)

This is a program you won't want to miss! Be sure to return the reservation card TODAY. The Program Committee does a fine job of planning interesting and timely programs for your benefit. The best way to show your appreciation is to attend as many meetings as possible.

THE HOOSIER NEWSLETTER

Official Publication
Indiana Section
Of The
Institute of Traffic Engineering
Volume 69 No. 1 January - 1969

SECTION OFFICERS

William J. Fehribach
President

Harold W. Wilson
Vice President

Thomas A. Manny
Secretary-Treasurer

Delmar Kloeker
Director

Adrian Koert
District III Director

Harold L. Michael
Past President

PUBLICATION STAFF

William J. Fehribach
Editor

Harold L. Michael
Assistant Editor

MEMBERSHIP

HONORARY	2
MEMBERS	31
AFFILIATES	80
STUDENTS	25
	138

MAILING ADDRESS

2201 East 46th Street
Indianapolis, Indiana 46205

DECEMBER MEETING OF I.T.E.

Anchor Inn, Indianapolis, Indiana

President Oppenlander presided over the dinner meeting of 65 members and guests. The meeting was planned as a "Ladies Night" for wives of members and guests. 28 ladies attended and each was given a corsage by the Institute.

A tally committee of Frank Donaldson, Lloyd Line and Tom Pitman was appointed to count the votes.

The committee announced the election of the following officers:

President	Wm. J. Fehribach
Vice President	Harold Wilson
Secretary-Treasurer	Thomas Manny
Director	Delmar Kloeker

Mr. Lloyd Line moved, seconded by Mr. Mascari that the results of the tally committee be accepted and that the ballots be destroyed. Passed unanimously.

The new officers were installed in a very impressive ceremony conducted by former President Harold Horine.

The program of the evening was presented by affiliate member, Captain Walter E. Stout of the Richmond, Indiana, Police Department, who gave a slide illustrated description of the Richmond Explosion and its aftermath. It was very graphic and was well received.

APPLICATIONS FOR LOCAL SECTION AFFILIATE MEMBERSHIP

Mr. Alfredo B. Hanya
R. R. 8, Box 681
Indianapolis, Indiana 46231

Mr. Milton Farrell Johnston
8050 Folkstone Road
Indianapolis, Indiana 46268

Mr. Rollin E. Farrand
4502 Thrush Drive
Indianapolis, Indiana 46222

Mr. Stephen R. Nezovich
8795 Rosewood Lane
Indianapolis, Indiana 46240

Mr. Eddie M. Ames
745 West Oak Street
Zionsville, Indiana 46077

STANDING COMMITTEES FOR 1969

The following is a list of Committees for 1969. Should anyone not be able to serve as listed, please contact President Fehribach so changes can be made.

EXECUTIVE BOARD:
- a. W. J. Fehribach, President
- b. H. W. Wilson, Vice President
- c. T. A. Manny, Secretary-Treasurer
- d. Delmar Kloeker, Director
- e. H. L. Michael, Past-President

HISTORICAL COMMITTEE:
- a. J. H. Cox, Chairman
- b. H. H. Horine
- c. E. E. Stuckey

HOUSE COMMITTEE:
- a. R. C. Elliott, Chairman
- b. John Mascari
- c. Donald Meek

I.T.E. DISTRICT & CONFERENCE COMMITTEE:
- a. F. S. Vukovits, Chairman
- b. Peter Moe
- c. Herb Hainline

CHARTER & BY-LAWS REVIEW COMMITTEE:
- a. F. A. Kline, Jr.
- b. Frank Donaldson
- c. Ronald R. Greiwe

MEMBERSHIP COMMITTEE:
- a. Delmar Kloeker
- b. Thomas Pitman
- c. Donald Petty

NOMINATING COMMITTEE:
- a. H. L. Michael
- b. Paul Newville
- c. Meredith W. Fry

PROGRAM COMMITTEE:
- a. Harold Wilson
- b. Clinton Venable
- c. Vernon Mann
- d. W. J. Fehribach

PUBLIC RELATIONS COMMITTEE:
- a. Ellsworth Maxwell

List continued on Page 4...

PLAN AHEAD

January 23, 1969 - Thursday

Indiana Section Monthly Meeting
Anchor Inn
Indianapolis, Indiana
(See page #1)

February 27, 1969 - Thursday

Indiana Section Monthly Meeting
Anchor Inn
Indianapolis, Indiana

March 31 - April 3, 1969 - Mon. to Thurs.

Purdue Road School
Purdue University
West Lafayette, Indiana

April 2, 1969 - Wednesday

ITE Road School Banquet
The Trail Restaurant
West Lafayette, Indiana

April 20-23, 1969 - Sun. to Wed.

ITE-AAA Regional Workshop
"Urban Arterial Traffic Improvement"
Marott Hotel
Indianapolis, Indiana

April 22, 1969 - Tuesday

Indiana Section Monthly Meeting
Marott Hotel
Indianapolis, Indiana

May 22, 1969 - Thursday

Indiana Section Monthly Meeting
Tour of Race Track
Anchor Inn
Indianapolis, Indiana

June 20-22, 1969 - Friday to Sunday

District III Outing
Pokagon State Park
Angola, Indiana

Program continued on Page 4...

Committees continued from Page 3....

TECHNICAL COMMITTEE:
- a. Delmar Kloeker, Chairman
- b. Ilo Johanson
- c. Walter Stout
- d. Clem Hazinski
- e. Edward Sword

LEGISLATIVE COMMITTEE:
- a. Harold Horine, Chairman
- b. Floyd A. Kline, Sr.
- c. Clem Hazinski
- d. Albert Huber

WORKSHOP COMMITTEE:
- a. Lloyd Line, Co-Chairman
- b. (Noble Sutton-AAA) Co-Chairman

RESOLUTIONS COMMITTEE:
- a. James Cox, Chairman
- b. George Reyman
- c. Harold Michael

ITEMS OF INTEREST

Frank Vukovits has received the good word that his official transfer of grade to full Member has been approved.

Congratulations to Frank.

Harold Wilson has been appointed as Assistant Division Chairman of the Freeways Division. This is part of Department 5 (Traffic Design) of the Technical Council. Harold would appreciate any and all help.

TRAFFIC HEADACHES?

U. S. Department of Commerce data indicate that one out of every six businesses in the nation now is automotive. About 13,500,000 Americans, or one out of every seven employed persons, works in highway transportation industries.

Additionally, Americans now own some 97 million cars, trucks and buses - nearly half the world total - or almost one vehicle for every two persons in the USA.

Program continued from page 3....

July 25, 1969 - Friday

Indiana Section Monthly Meeting

Field Trip
Evansville, Indiana

August 24-28, 1969 - Sunday to Thursday

ITE 39th Annual Meeting

Statler-Hilton Hotel
Los Angeles, California

August 27, 1969 - Wednesday

Luncheon - Indiana Section - Purdue Alumni

Statler-Hilton Hotel
Los Angeles, California

September 25, 1969 - Thursday

Indiana Section Monthly Meeting

Anchor Inn
Indianapolis, Indiana

October 23, 1969 - Thursday

Indiana Section Monthly Meeting

Hall Gas House
Fort Wayne, Indiana

November 17-21, 1969 - Mon. to Friday

Traffic Engineering Conference

Purdue University
West Lafayette, Indiana

November 20, 1969 - Thursday

Indiana Section Monthly Meeting and Conference Banquet

West Lafayette, Indiana

December 11, 1969 - Thursday

Indiana Section Monthly Meeting

Annual Meeting
Election of Officers
Ladies Night

Anchor Inn
Indianapolis, Indiana

THE HOOSIER - ITE
NEWSLETTER
INSTITUTE OF TRAFFIC ENGINEERS INDIANA SECTION

Vol. 69 FEBRUARY, 1969 No. 2

FEBRUARY 27, 1969, MEETING

THE NEXT MEETING OF THE INDIANA SECTION WILL BE HELD AS FOLLOWS:

WHEN:	THURSDAY, FEBRUARY 27, 1969	
WHERE:	ANCHOR INN 1616 N. Arlington Avenue (North of 16th Street) Indianapolis, Indiana	
TIME:	BOARD MEETING	4:45 PM
	HAPPY HOUR	6:00 PM
	DINNER HOUR	7:00 PM
PROGRAM:	Dr. KENT JOSCELYN Police Administration Department Indiana University	
TOPIC:	"A STUDY OF THE RELATIONSHIP OF SPEED AND THE INCIDENCE OF ACCIDENTS" (Illustrated)	

Old-timers can remember when the family car was a seasonal wonder. It got stored in the barn when the first snowflakes fell, and stood under wraps until the dirt roads hardened in the spring. Thus, while Grandpa's Model T was jacked up, useless, so was Grandpa's investment. We moderns don't follow his example and let our cars and other equipment lie fallow; we know too much about depreciation and return on investment. That's why we attend ITE meetings and participate. Our membership, like our 1969 cars, is for year-around performance. See you there!

THE HOOSIER NEWSLETTER

Official Publication
Indiana Section
Of The
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Volume 69 No. 2 February - 1969

SECTION OFFICERS

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Harold W. Wilson
Vice President

Thomas A. Manny
Secretary-Treasurer

Delmar Kloeker
Director

Adrian Koert
District III Director

Harold L. Michael
Past President

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Assistant Editor

Jimmy Lee Conner
Typist

MEMBERSHIP

HONORARY	2
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STUDENTS	25
	143

MAILING ADDRESS

2201 East 46th Street
Indianapolis, Indiana 46205

JANUARY MEETING OF I.T.E.

Anchor Inn, Indianapolis, Indiana

The meeting was held at Anchor Inn in Indianapolis. The Attitude Adjustment Hour began at 6:00 PM. President Bill Fehribach presided at this meeting of 33 members and guests.

The following motion was made by James Cox and was seconded by Tom Pitman. The resolution was passed.

"I, James H. Cox, as Chairman of the 1969 Resolutions Committee, hereby move after a thorough review of House Bill 1313 by the Resolutions Committee, that the Indiana Section of the Institute of Traffic Engineers support the intent of said House Bill 1313 and suggest to the Committee on Public Safety in the House of Representatives of the 1969 General Assembly the following be substituted for Subsection (c)1 and (c)2 of Section 1 in order to conform with the language of the Rules of the Road portion of the "Uniform Vehicle Code" adopted in July, 1968 by the National Committee on Uniform Traffic Laws and Ordinances:

1. Vehicular traffic facing a steady red signal alone shall stop at a clearly marked stop line, but if none, before

Continued to page 4...

NOTES FROM THE EXECUTIVE BOARD MINUTES
January 23, 1969

Motion was made and passed that Harold Michaels fill the past President vacancy caused by J. C. Openlanders' moving and subsequent resignation from the Indiana Section.

Motion was made and passed that the committee appointments as published in the News Letter be approved with the exception of Paul Newville replacing Delmar Kloeker as Chairman of the Technical Committee.

The following were accepted as local section affiliates:

Mr. Alfredo B. Hanya
R. R. 8, Box 681
Indianapolis, Indiana 46231

Continued to page 4.....

NEED CASH?

The Executive Board of the Indiana Section, I.T.E., has authorized the payment of $50.00 to any of its members, local Section Affiliates, or students for each article published in our national magazine, "Traffic Engineering". The Board also authorized the payment of $10.00 for each technical paper published in our own Indiana Section News Letter.

During the past few years there has been a great lack of technical papers and articles coming from our Section membership. The Board hopes that through the above mentioned cash incentives we can begin to reverse the trend. It also gives us a chance to put to good use some of the surplus funds now in the Section Treasury. So if you have been thinking of doing some writing, now is the time.

PRESIDENT'S CORNER

At the January meeting of the Indiana Section, a motion was made and passed asking the Committee on Public Safety in the Indiana House of Representatives to amend its House Bill 1313. This Bill deals with the permitting of a right turn on red. The motion requested a change in the language of Bill to conform to the language of the Rules of the Road portion of the "Uniform Vehicle Code". The complete motion appears in another column of this paper.

As of this date, I am happy to report that the Public Safety Committee did adopt without change, the recommendations made by the Indiana Section; and said House Bill 1313 has passed the House and been sent to the Senate for consideration there. It is gratifying to me to report that the Indiana House of Representatives has seen fit to adopt the recommendations of a professional organization. I wish to take this opportunity to thank Jim Cox and his Resolutions Committee, made up of Harold Michael and George Reyman, for the time spent in preparing the resolution. I would also like to thank all those who may have put in a good word to various members of the Legislature to help insure the changes that were made.

W. J. F.

PLAN AHEAD

February 27, 1969 - Thursday
Indiana Section Monthly Meeting
Anchor Inn
Indianapolis, Indiana
(See Page #1)

March 31 - April 3, 1969 - Mon. to Thurs.
Purdue Road School
Purdue University
West Lafayetts, Indiana

April 2, 1969 - Wednesday
ITE Road School Banquet
The Trail Restaurant
West Lafayette, Indiana

April 20-23, 1969 - Sun. to Wed.
ITE-AAA Regional Workshop
"Urban Arterial Traffic Improvement"
Marott Hotel
Indianapolis, Indiana

April 22, 1969 - Tuesday
Indiana Section Monthly Meeting
Marott Hotel
Indianapolis, Indiana

May 22, 1969 - Thursday
Indiana Section Monthly Meeting
Tour of Race Track
Anchor Inn
Indianapolis, Indiana

June 20-22, 1969 - Friday to Sunday
District III Outing
Pokagon State Park
Angola, Indiana

July 25, 1969 - Friday
Indiana Section Monthly Meeting
Field Trip
Evansville, Indiana

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Continued from top of page 2.....

entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication to proceed is shown except as provided in subsection (c)2.

2. When a sign is in place permitting a turn, vehicular traffic facing a steady red signal may cautiously enter the intersection to make the turn as indicated by such sign after stopping as required by subsection (c)1. Such vehicular traffic shall yield the right of way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

3. Unless otherwise directed by a pedestrian-control signal as provided in section 11-203, pedestrians facing a steady red signal alone shall not enter the roadway."

The program was presented by Mr. M. C. Olbina, Manager of News Relations, Allison Division, General Motors Co. Mr. Olbina gave a very informative talk with slides of "Traffic Safety Today" showing safety features presently implimented and researched for the future.

Continued from page 3....

August 24-28, 1969 - Sunday to Thursday
ITE 39th Annual Meeting
Statler-Hilton Hotel
Los Angeles, California

August 27, 1969 - Wednesday
Luncheon - Indiana Section - Purdue Alumni
Statler-Hilton Hotel
Los Angeles, California

September 25, 1969 - Thursday
Indiana Section Monthly Meeting
Anchor Inn
Indianapolis, Indiana

October 23, 1969 - Thursday
Indiana Section Monthly Meeting
Hall Gas House
Fort Wayne, Indiana

November 17-21, 1969 - Monday to Friday
Traffic Engineering Conference
Purdue University
West Lafayette, Indiana

Continued in next column...

Continued from bottom of page 2....

Mr. Milton Farrell Johnson
8050 Folkstone Road
Indianapolis, Indiana 46268

Mr. Rollin E. Farrand
4502 Thrush Drive
Indianapolis, Indiana 46222

Mr. Stephen R. Nezovich
8795 Rosewood Lane
Indianapolis, Indiana 46240

Mr. Eddie M. Ames
745 West Oak Street
Zionsville, Indiana 46077

The Board accepted the application for local Section Affiliate Membership from:

Mr. Paul Watts
Room 1017
State Office Building
100 N. Senate Avenue
Indianapolis, Indiana 46204

The Board authorized that surplus funds can be used for an award to members, local section affiliates, or students of $50.00 for each article published in the National I.T.E. Magazine, "Traffic Engineering"; also, an award of $10.00 for each technical paper published in the Indiana Section News Letter.

ROAD SCHOOL BANQUET TICKETS

Indiana Section Road School banquet tickets will go on sale at the February Meeting. They will be $5.00 until Mar. 28 after which time they will cost $6.00.

The banquet will be held on April 2, 1969, at the Trail Restaurant in West Lafayette.

Tickets will be available from all of your Section Officers.

November 20, 1969 - Thursday
Indiana Section Monthly Meeting and Conference Banquet
West Lafayette, Indiana

December 11, 1969 - Thursday
Indiana Section Monthly Meeting
Annual Meeting and Election
Ladies Night
Anchor Inn, Indianapolis

THE HOOSIER - ITE
NEWSLETTER
INSTITUTE OF TRAFFIC ENGINEERS INDIANA SECTION

Vol. 69 MARCH - 1969 No. 3

THE ANNUAL I.T.E. BANQUET AT THE PURDUE ROAD SCHOOL WILL BE HELD AS FOLLOWS:

WHEN:	Wednesday, April 2, 1969	
WHERE:	The Trails West Lafayette - See Map	
TIME:	Social Hour	6:00 P.M. (EST)
	Dinner Hour	7:00 P.M. (EST)
SPEAKER:	Marble J. Hensley, Sr., President Institute of Traffic Engineers	
TOPIC:	Your Institute - 1969	
ADMITTANCE:	By Ticket Only	
PRICE:	$5.00 if Purchased before March 28, 1969 $6.00 if Purchased after March 28, 1969	

Tickets may be obtained by mailing a check to Thomas Manny, City Hall, Ft. Wayne, Indiana, and indicating the proper information. Tickets may also be obtained from the Executive Board Members· Bill Fehribach, Harold Wilson, Del Kloeker and Harold Michael. This banquet is one of the major events of the Section and the program and dinner again will be outstanding. Get your tickets early! ! ! !

THE HOOSIER NEWSLETTER

Official Publication
Indiana Section
Of The
Institute of Traffic Engineering
Volume 69 No. 3 March - 1969

SECTION OFFICERS

William J. Fehribach
President

Harold W. Wilson
Vice President

Thomas A. Manny
Secretary-Treasurer

Delmar Kloeker
Director

Adrian Koert
District III Director

Harold L. Michael
Past President

PUBLICATION STAFF

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Assistant Editor

Jimmy Lee Conner
Typist

MEMBERSHIP

HONORARY	4
MEMBERS	32
AFFILIATES	84
STUDENTS	23
TOTAL	143

MAILING ADDRESS

2201 East 46th Street
Indianapolis, Indiana 46205

INDIANA SECTION MEETING
February 27, 1969
Anchor Inn, Indianapolis

The meeting was held at Anchor Inn in Indianapolis. Mr. William Fehribach presided at this meeting of 44 members and guests.

Mr. Jim Cox, Chairman Resolution Committee, made a motion to resubmit a resolution involving Federal participation in the capital improvements for off street parking. This resolution was tabled at the National meeting in 1968 in Philadelphia. The motion was defeated.

Mr. Jim Cox also made a motion that a resolution be presented dealing with the duplicity of the Federal agencies jurisdiction in transportation matters and questioned the need for institute policy on the establishment of a single coordinating department. The motion carried.

A discussion was then held on the pros and cons of creating a membership classification of "organizational member" for our friends in industry. Consensus of those present was that the Indiana Section favors such a classification.

The Speaker for the evening was Dr. Kent Joslyn from the I. U. Dept. of Police Administration who gave an informative talk on Speed and Accidents and their relationship.

NOTES FROM EXECUTIVE BOARD MINUTES
February 27, 1969

The Board accepted Kenneth Heatington of Purdue University as a member of the Indiana Section. Ken is an Associate Member in National ITE.

The Indian Section received word that Jim McLary is now a Junior Member in National ITE -- Congratulations, Jim.

The Board approved Mr. Paul Watts as a local Section Affiliate.

The Board unanimously voted Honorary Local Section Affiliate Memberships to George Groves and Frank Hardy in recognition of their fine past and continuing support of the Section during their many years of membership.

Continued on Page 4.....

PRESIDENT'S CORNER

I am happy to report that House Bill 1313 Right Turn on Red, has passed the Indiana Senate without change and has been signed into law by the Governor. There was no emergency clause included so the law will not become effective until it is certified to all 92 County Clerks sometime in June or July.

Following its certification a uniform sign with appropriate warrants must be adopted as part of the "Indiana Manual - 1968". I have asked our Technical Committee to collect information on existing signs and warrants from across the country and help to coordinate unformity within the Indiana Section.

I would hope that anyone who has an idea on either the sign or warrants will make his idea known to the chairman of the Technical Committee, Mr. Paul Newville.

I again want to thank all those who helped get the Bill amended so that it conforms exactly to the "Uniform Vehicle Code".

Public Hearing on Proposed 1970 Manual of Uniform Traffic Control Devices

District III ITE will hold its Public hearing on the Proposed 1970 MUTCD on Saturday morning, June 21, 1969 at Pokagon State Park. This hearing will be the only one for District III and will be presided over by our District III Director Adrian Koert.

A member of the Technical Council to record the proceedings and at least one member of the Institute's delegation to the National Joint Committee to serve as a resource person will be present at the hearing.

The following procedure for the hearing has been established by National ITE:

Hearing Procedure

Any member of the Institute may comment on any section of the manual providing that he has given advance written notice to the District Director listing the sections upon which he intends to speak. In the interest of time; Sections or groups from the same geographic area or with the same employer are urged to hold advance meetings and when possible develop consolidated comments. It is requested that oral comments be confined to points of major concern.

Written comments may be submitted in addition to or in lieu of oral comments. It is requested that comments on each section

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PLAN AHEA

March 31 - April 3, 1969 - Mon. to Thurs.
Purdue Road School
Purdue University
West Lafayette, Indiana
(See attached program)

April 2, 1969 - Wednesday
ITE Road School Banquet
The Trails Restaurant
West Lafayette, Indiana
(See attached program)

April 20-23, 1969 - Sun. to Wed.
ITE-AAA Regional Workshop
"Urban Arterial Traffic Improvement"
Marott Hotel
Indianapolis, Indiana

April 22, 1969 - Tuesday
Indiana Section Monthly Meeting
Marott Hotel
Indianapolis, Indiana

May 22, 1969 - Thursday
Indianapolis Section Monthly Meeting
Tour of Race Track
Anchor Inn
Indianapolis, Indiana

June 20-22, 1969 - Friday to Sunday
District III Outing
Pokagon State Park
Angola, Indiana

July 24, 1969 - Thursday
Indiana Section Monthly Meeting
Field Trip
Evansville, Indiana

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Los Angeles, California

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Statler-Hilton Hotel
Los Angeles, California

September 25, 1969 - Thursday
Indiana Section Monthly Meeting
Anchor Inn
Indianapolis, Indiana

..... continued on page 4.....

PRESIDENT'S CORNER continued.....

be on a separate page, headed by the section number, and submitted to the District Director in advance of the hearing date.

I have asked Harold Horine to be chairman of a committee to coordinate the comments from the Indiana Section. I have also asked Floyd Kline, Jr., and Tom Pitman to assist Harold in his task. It is hoped that through this committee similar comments and/or recommendations can be consolidated thereby allowing more time for additional subjects to be discussed at the Hearing. This does not mean, however, that an individual cannot made an independent comment, so long as he follows the Hearing procedures outlined above.

Many of you have by now received your copy of the Proposed Manual. Those individuals who have not and would like one, should see me at the Hospitality Room at the Purdue Road School and I will make arrangements for you to borrow one of the Master Copies so you can make yourself a copy.

I am looking forward to seeing all of you at the Road School.

W. J. F.

1968 REVISED CODE AND ORDINANCE AVAILABLE SOON

The 1968 revised editions of the Uniform Vehicle Code and Model Traffic Ordinance will be available for distribution by the end of February and, for the first time, will be published together in a single volume. All copies will be casebound and are designed to accommodate future supplements. The price per volume is $5.00 and is available from National Committee on Uniform Traffic Laws and Ordinances, 525 School Street, S.W., Washington, D.C., 20024.

The Code and Ordinance serve as a guide for states and municipalities in achieving uniformity among traffic and motor vehicle regulations. They are reviewed and if necessary, revised periodically by the National Committee on Uniform Traffic Laws and Ordinances to reflect the best principles in existing state and local laws.

The new editions of the Code and Ordinance incorporate numerous revisions as approved by the National Committee at the sessions held in July and December, 1968.

GET YOUR TICKETS NOW FOR APRIL 2!

DON'T FORGET
PURDUE ROAD SCHOOL STARTS MARCH 31

PLAN NOW TO ATTEND

Continued from Page 2.....

The Board accepted applications for local Section Affiliate Memberships from:

Robert Baldwin
Mass Transportation Authority
Room 2222
City-County Building
Indianapolis, Indiana 46204

James Lovell
Pollak Steel
P. O. Box 15237
Cincinnati, Ohio 45215

Upon motion made and seconded, the Board Meeting for February was adjourned.

EXECUTIVE BOARD MEETING
Tuesday, April 1 5:00 P.M.
Room 342 CAMPUS INN

Continued from page 3.....

October 23, 1969 - Thursday
Indiana Section Montly Meeting
Hall Gas House
Fort Wayne, Indiana

November 17-21, 1969 - Monday to Friday
Traffic Engineering Conference
Purdue University
West Lafayette, Indiana

November 20, 1969 - Thursday
Indiana Section Monthly Meeting and Conference Banquet
West Lafayette, Indiana

December 11, 1969 - Thursday
Indiana Section Monthly Meeting
Annual Meeting and Election
Ladies Night
Anchor Inn
Indianapolis, Indiana

AN INVITATION

YOU are CORDIALLY invited to visit Room 342 at the CAMPUS INN MOTEL, (US 52 North) during your stay at PURDUE ROAD SCHOOL.

Your favorite refreshments will be served.

Three door prizes will be awarded - to be given away on Wednesday night at the ITE Banquet.

Our hours of operation will be as follows:

Monday, March 31	4:00 PM to 12:00 PM
Tuesday, April 1	4:00 PM to 5:30 PM and after the Road School Banquet to 12:00 PM
Wednesday, April 2	4:00 PM to 5:30 PM and after the ITE Banquet to 12:00 PM

This room will be sponsored by the following Traffic Contractors, Suppliers, and Consultants:

A & F Engineering Company - Herb Ayers

Automatic Signal - Dale Humphrey

Commercial Supply - Dick Wall

James H. Drew Corporation - Bill Drew

Econolite - Milt Johnston

Elliott Equipment Corporation - Russ Elliott

Hall Signs, Inc. - Wayne Hall

Hoosier Fence Co., Inc. - Vernon Mann

Indianapolis Power & Light Co. - Myron Clark

3M - Cities & Counties - Don Meek

3M - State - Pete Moe

Municipal Electric Co. - Floyd Kline, Jr.

Olin's Electric - Frank Olin

Pass Electric, Inc. - Howard Finecy

Pollak Steel Co. - Nels Gampher

Portland Cement Association - Dick Albright

Traffic Control Corporation - Larry Kane

Welsbach, Inc. - Bob Hanson

Clyde E. Williams & Associates - Lloyd Line

PROGRAM

Separate Sessions

FIFTY-FIFTH ANNUAL PURDUE ROAD SCHOOL
TRAFFIC ENGINEERS

Tuesday Afternoon April 1st

Presiding: Thomas A. Manny, Director, Traffic Engineering Department City of Fort Wayne and Secretary-Treasurer, Indiana Section of the Institute of Traffic Engineers

Session Theme: Traffic Engineering and the Law

2:00 "Recent Legislation"
Allen E. Bloom, Senator, Adams, Allen & DeKalb Counties
Fort Wayne, Indiana

2:45 "Needed Legislation"
Clement F. Hazinski, Traffic Officer
South Bend, Indiana

3:30 "Traffic Engineering and The Courts"
Louis L. Bloom, Judge, City Court,
Fort Wayne, Indiana

4:15 "The Traffic Engineer and Public Liability"
Loren D. Ayres, Insurance Investigations
Don Durfee & Associates, Indianapolis, Indiana

Wednesday Afternoon April 2nd

Presiding: Delmar L. Kloeker, District Traffic Engineer, Seymour District, Indiana State Highway Commission and Director, Indiana Section, Institute of Traffic Engineers

Session Theme: Solving the Problems of Low Volume Roads and Streets

2:00 "Air Photos as a Tool for the Traffic Engineer"
Robert D. Miles, Professor
Airphoto Interpretation and Photogrametry Laboratory

2:45 "Traffic Operations"
Brian M. Dickerson, Engineer,
Tippecanoe County Highway Department

3:30 "Rumble Strips, Their Installation and Use"
Keith M. Saville, Field Engineer, Maintenance Division,
Indiana State Highway Commission

Wednesday Evening April 2nd

Indiana Section, Institute of Traffic Engineers
(The Trails Restaurant)

Presiding: William J. Fehribach, Partner, A & F Engineering Co., President, Indiana Section, Institute of Traffic Engineers

7:00 Banquet

"Your Institute - 1969"
Marble J. Hensley, Sr., President, Hensley-Schmidt, Inc., President, Institute of Traffic Engineers

THE HOOSIER - ITE
NEWSLETTER
INSTITUTE OF TRAFFIC ENGINEERS INDIANA SECTION

Vol. 69 APRIL - 1969 No. 4

APRIL 22, 1969, MEETING

THE NEXT MEETING OF THE INDIANA SECTION WILL BE HELD AS FOLLOWS:

WHEN:	TUESDAY, APRIL 22, 1969	
WHERE:	THE MAROTT HOTEL 2625 North Meridian Street Indianapolis, Indiana	
TIME:	ATTITUDE ADJUSTMENT HOUR DINNER HOUR	5:00 PM 5:45 PM
PROGRAM:	Adrian Koert District III Director Institute of Traffic Engineers	
TOPIC:	"District III and National ITE"	

All those who plan to attend the Workshop should also send back their reservation card for the Indiana Section Dinner. Tickets to the Indiana Section Dinner will be available at the Registration Desk.

THE HOOSIER NEWSLETTER
Official Publication
Indiana Section
Of The
Institute of Traffic Engineering
Volume 69 No. 4 April - 1969

SECTION OFFICERS

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Vice President

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District III Director

Harold L. Michael
Past President

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Jimmy Lee Conner
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AFFILIATES	87
STUDENTS	25
TOTAL	145

MAILING ADDRESS

2201 East 46th Street
Indianapolis, Indiana 46205

INDIANA SECTION MEETING
April 2, 1969
The Trails - Lafayette, Indiana

The Ind. Section meeting was held April 2, 1969, at The Trails in West Lafayette, Indiana. This meeting was the Annual ITE Banquet held in conjunction with the Purdue Road School.

The Meeting was presided over by Mr. William Fehribach, President. It was attended by 109 Members and Guests.

The Speaker for the evening was Mr. Marble J. Hensley, Sr., President of the Institute of Traffic Engineers. President Hensley discussed some of the items before our Institute. It was a very interesting and informative session.

NOTES FROM THE EXECUTIVE BOARD MINUTES
April 1, 1969

The board has scheduled a special meeting during the week of May 12th to discuss the Proposed Manual of Uniform Traffic Control Devices. The exact date will be set later and an announcement as to the date, time and place will be mailed to you.

The Board voted to accept as Local Section Affiliates the following:

Robert Baldwin
Mass Transportation Authority
Indianapolis, Indiana

James Lovett
Pollak Steel
Cincinnati, Ohio

The Board accepted applications for the Local Section Affiliates Membership from the following:

Harold H. Daniels
Mass Transportation Authority
7156-G Twin Oaks Drive
Indianapolis, Indiana 46226

Anthony Abildua
City of Hammond
5911 Calumet Avenue
Hammond, Indiana

Continued to page 4.....

URBAN ARTERIAL TRAFFIC IMPROVEMENTS WORKSHOP

ITE -- AAA
April 20-23, 1969
Indianapolis, Indiana

SUNDAY, April 20

4:00 PM Registration - Marott Hotel
University Room

6:00 PM Reception - Marott Hotel
Hurrican Room
Host - Hoosier Motor Club

MONDAY, April 21

8:00 AM Registration - Marott Hotel
University Room

9:00 AM Urban Arterials and Analysis
Moderator - Jim Parks
Welcome - Mayor Lugar
Arterials, Our Forgotten Resource - John E. Baerwald
Highway Classification and the Street Plan - W. W. Rankin
Accident Record System Use - Ed Melchen
Surveys and Studies - Donald E. Cleveland

12:00 Noon Luncheon - Queen's Dining Rm
Presiding - Lloyd V. Line

12:30 PM Address - Mayor Harold Zeis

1:30 PM Traffic Measurement and Analysis
Moderator - Harold H. Horine
Surveillance & Measurements - Arthur C. Gibson and John E. Robbins
Capacity - Arthur A. Carter, Jr.
Enforcement (panel) - Ellis C. Henry, Jr. Sgt. Edward D. Willette and Capt. Walter Stout
Construction Zone Provisions - Stanford P. Gross

7:30 PM-9:30 PM Concurrent Round Table Discussions

Continued to Page 4.....

DON'T FORGET - SEND YOUR WORKSHOP RESERVATION CARD BACK TODAY!

PLAN AHEAD

April 20-23, 1969 - Sunday to Wednesday
ITE-AAA Regional Workshop
"Urban Arterial Traffic Improvement"
Marott Hotel
Indianapolis, Indiana

April 22, 1969 - Tuesday
Indiana Section Monthly Meeting
Marott Hotel (See page #1)
Indianapolis, Indiana

May 22, 1969 - Thursday
Indianapolis Section Monthly Meeting
Tour of Race Track
Anchor Inn
Indianapolis, Indiana

June 20-22, 1969 - Friday to Sunday
District III Outing
Pokagon State Park
Angola, Indiana

July 24, 1969 - Thursday
Indiana Section Monthly Meeting
Field Trip
Evansville, Indiana

August 24-28, 1969 - Sunday to Thursday
ITE 39th Annual Meeting
Statler-Hilton Hotel
Los Angeles, California

August 27, 1969 - Wednesday
Luncheon-Indiana Section-Purdue Alumni
Statler-Hilton Hotel
Los Angeles, California

September 25, 1969 - Thursday
Indiana Section Monthly Meeting
Anchor Inn
Indianapolis, Indiana

October 23, 1969 - Thursday
Indiana Section Monthly Meeting
Hall Gas House
Fort Wayne, Indiana

Continued on Page 4.....

Continued from Page 3.....

Urban Arterial Traffic Improvements Work-Shop Program.....

TUESDAY, April 22

9:00 AM Special Arterial Improvements
Moderator - Robert A. Larson
Access Controls - Fred J. Kaiser, Jr.
Parking Problems - Paul C. Box
Transit and Traffic - James L. Foley, Jr.
Special Sign & Marking Needs - Ellis C. Henry, Jr.

12:00 Noon Luncheon - Queen's Dining Rm.
Presiding - Robert R. Hyatt

12:30 PM Address - Harold L. Michael

1:30 PM Other Specific Arterial Improvements -
Moderator - James H. Cox
One-Way Streets - Allen Hayes
Channelization - Clarence Rizer
Traffic Signals - Richard Walons
Traffic Signal Systems - Thomas E. Young
Major Physical Improvements - Warren A. Frick
Street Lighting - Matthew C. Sielski

7:30 PM - 9:30 PM Concurrent Round Table Discussions

WEDNESDAY, April 23

9:00 AM Arterial Improvement Programs
Moderator - Matthew C. Sielski
Administration-Operations - Alger F. Malo
Administration-Funding - State & Local - Lloyd Taylor
Administration-Funding - Federal - David M. Baldwin
Developing Public Support - Daniel J. Hanson
Conference Summary - John E. Baerwald

This workshop will be held April 20-23, 1969, at the Marott Hotel, Indianapolis, Indiana, sponsored by ITE and AAA. Get your reservation card in the mail NOW! As you can see from the program listed above, this is one session you won't want to miss.

Continued from Page 2.....

Notes on Executive Board Meeting.....

Steve A. Betustak
City of Hammond
5925 Calumet Avenue
Hammond, Indiana

James Alsman
City of Terre Haute
28 South Ninth Street
Terre Haute, Indiana 47807

Leonard Olson
3M Products
635 Wellner
Naperville, Illinois 60540

Howard M. Bolt
Crouse - Hinds Co.
21 W 745 Monticello Road
Glen Ellyn, Illinois 60137

Continued from Page 3.....

November 17-21, 1969 - Monday to Friday
Traffic Engineering Conference
Purdue University
West Lafayette, Indiana

November 20, 1969 - Thursday
Indiana Section Monthly Meeting and Conference Banquet
West Lafayette, Indiana

December 11, 1969 - Thursday
Indiana Section Monthly Meeting
Annual Meeting and Election
Ladies Night
Anchor Inn
Indianapolis, Indiana

GOOD ADVICE

Charles "Boss" Kettering of General Motors was reputed for pithy bits of wisdom now known as "Ketteringisms". Here is one for thought:

"One thing you've got to do in all technology is be sure you don't go on record. A technologist would sooner sink his ship than change his mind. So all you need to do is get your competitor on record, he'll never change then."

THE HOOSIER - ITE
NEWSLETTER
INSTITUTE OF TRAFFIC ENGINEERS INDIANA SECTION

VOL. 69 MAY - 1969 NO. 5

MAY 22nd MEETING

THE NEXT MEETING OF THE INDIANA SECTION WILL BE HELD AS FOLLOWS:

WHEN: THURSDAY, MAY 22, 1969

WHERE: ANCHOR INN
1616 NORTH ARLINGTON AVENUE
(NORTH OF 16th STREET)
INDIANAPOLIS, INDIANA

TIME: 3:00 P. M. - E.D.T. - "500" MILE RACE TRACK TOUR - (MEET ACROSS FROM WEST 16th STREET)

6:00 P.M. - E.D.T. - SOCIAL HOUR

7:00 P.M. - E.D.T. - DINNER HOUR
MENU - Barbequed Ribs

PROGRAM: SPEAKER: "500" RACE DRIVER

FILM: 1968 "500" RACE

THE MAY MEETING IS TRADITIONALLY THE MEETING HELD IN CONNECTION WITH THE FESTIVITIES AT THE "500" MILE TRACK. THE NAME OF THE DRIVER IS NOT KNOWN AT THIS TIME, BECAUSE OF QUALIFICATIONS. DRIVERS QUALIFYING THE FIRST WEEKEND WILL BE AVAILABLE, THOSE THAT DON'T QUALIFY, WON'T.

PLEASE - BE SURE TO RETURN CARDS!!!!

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INDIANA SECTION MEETING MINUTES
April 22, 1969

The meeting was held at the Marott Hotel in Indianapolis, in conjunction with the ITE-AAA Regional Workshop. There were 95 members and guests in attendance. The meeting was presided over by Mr. W. J. Fehribach, Pres.

It was reported that the Board has scheduled a special noon meeting to be on May 13th, to be held at the Anchor Inn in Indianapolis to discuss the Proposed Manual of Uniform Traffic Control Devices.

The speaker for the evening was Mr. Adrian Koert, Director of District III, who gave a very informative and inspiring talk on your Institute and its members responsibilities to those people with whom you work.

MINUTES
SPECIAL MEETING
INDIANA SECTION
May 13, 1969

The meeting was held Tuesday afternoon at the Anchor Inn, Indianapolis. 41 members and guests attended. President W. J. Fehribach presided.

Following the lunch a lively discussion was held on the proposed Manual of Uniform Traffic Control Devices to be published in early 1970.

If there was a clear consensus of opinion on an item in the manual, it will be included in a report to be submitted to the District Director for discussion at the Pokagon Meeting. (Report will be given with the June Newsletter.)

The meeting was interesting and enlightening.

The three toughest things in the world are to climb a fence leaning toward you, kiss a girl leaning away from you and land a customer leaning on your competitor.

NOTES
from the
EXECUTIVE BOARD MEETING
May 13, 1969

The Board accepted as Members of the Indiana Section the following National Members:

Colin MacGillivry
Louisville Transportation Study
315 Illinois Avenue
Jeffersonville, Indiana

Thomas E. Mulinazzi
Louisville Transportation Study
315 Illinois Avenue
Jeffersonville, Indiana

Fremont Purdy
Traffic Division - ISHC
Rm 1017 N. Senate
Indianapolis, Indiana

The Board approved the following as Local Section Affiliates:

Harold H. Daniels
Mass Transportation Authority
7156-G Twin Oaks Drive
Indianapolis, Indiana 46226

Anthony Abildua
City of Hammond
5911 Calumet Avenue
Hammond, Indiana

Steve A. Betustak
City of Hammond
5925 Calumet Avenue
Hammond, Indiana

James Alsman
City of Terre Haute
28 South Ninth Street
Terre Haute, Indiana 47807

Leonard Olson
3M Products
635 Wellner
Naperville, Illinois 60540

Howard M. Bolt
Crouse - Hinds Co.
21 W. 745 Monticello Road
Glen Ellyn, Illinois 60137

The Board accepted applications from the following for Local Section affiliate memberships:

Edwin L. Perkinson
3M Products
9306 Aylesbury Drive
Louisville, Kentucky

and

George Rozow
City of East Chicago
4525 Indianapolis Blvd.
East Chicago, Indiana

PLAN AHEAD

May 22, 1969 - Thursday
Indianapolis Section Monthly Meeting
Tour of Race Track
Anchor Inn
Indianapolis, Indiana
(See Page #1)

June 20-22, 1969 - Friday to Sunday
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Pokagon State Park
Angola, Indiana

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Field Trip
Evansville, Indiana

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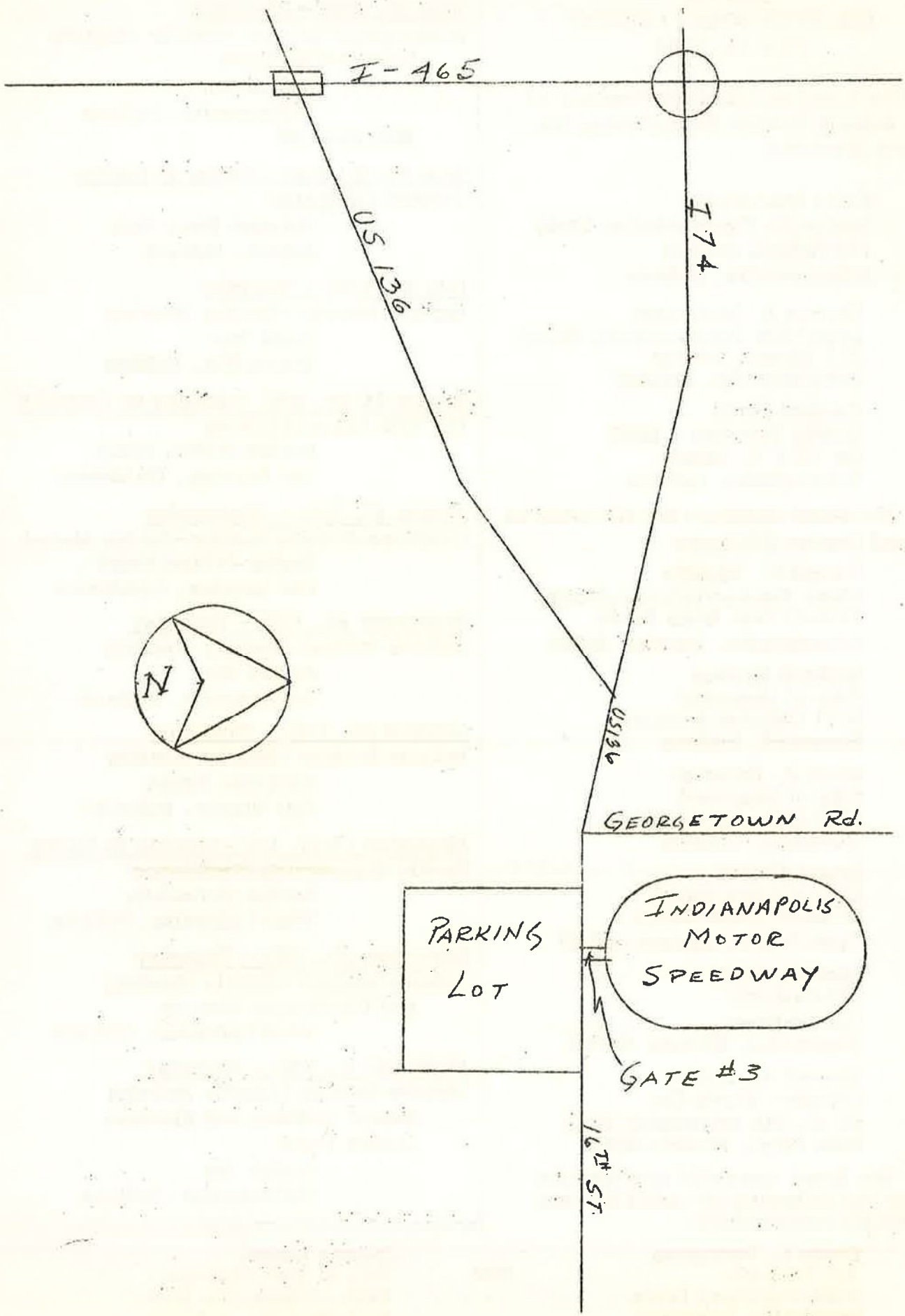
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I-465
US 136
I 74
N
US 136
GEORGETOWN Rd.
PARKING LOT
INDIANAPOLIS MOTOR SPEEDWAY
GATE #3
16TH ST.

THE HOOSIER - ITE
NEWSLETTER
INSTITUTE OF TRAFFIC ENGINEERS INDIANA SECTION

VOL. 69 JUNE 1969 No. 6

JUNE 1969 MEETING

THE NEXT MEETING OF THE INDIANA SECTION WILL BE HELD AS FOLLOWS:

WHEN:	FRIDAY, SATURDAY, AND SUNDAY JUNE 20, 21, 22, 1969
WHERE:	POKAGON STATE PARK ANGOLA, INDIANA
WHAT:	DISTRICT 3 TRAFFIC CONFERENCE
WHO:	MEN, WIVES AND FAMILIES OF MICHIGAN, OHIO, INDIANA AND WEST VIRGINIA SECTION MEMBERS AND FRIENDS
REGISTRATION:	AT 4:00 P.M. FRIDAY
ACTIVITIES:	CONVERSATION, HORSEBACK RIDING; BRIDGE, EATING, SWIMMING, DRINKING, BICYCLING, FISHING, GOLF, HIKING, and BOATING; or if you don't like any of these, make up your own!
PROGRAM:	FRIDAY 7:00 PM to 10:00 PM: Hearing on proposed manual of Uniform Traffic Control Devices SATURDAY 9:00 AM to 12:00 Noon Continuance of hearing

This is the annual opportunity to meet fellow traffic engineers from other areas in District 3 and compare accomplishments and methods in an informal setting.

MAKE YOUR PLANS TO ATTEND!

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Volume 69 June - 1969

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Ladies Night
Anchor Inn, Indianapolis, Ind.

COMMENTS FROM THE INDIANA SECTION INSTITUE OF TRAFFIC ENGINEERS ON PROPOSED MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

The following are comments from the Indiana Section of the Institute of Traffic Engineers for all sections of the proposed MUTCD which has been prepared by the NJC-UTCD. "No comments" is listed for items for which there was not a 100 percent agreement.

These comments will be submitted to our District 3 Director for Discussion at the Pokagon Meeting. If anyone disagrees with these comments and wants to comment on items not included, he must notify Mr. Adrian Koert before June 15 or submit the comments in writing before July 3.

INTRODUCTION; No objections

PART I - General Provisions: No consensus.

PART II - Signs:

A. Introduction and General Specifications: No objections

B. Regulatory Signs:

1. We believe that the importance of railroad crossbucks requires that they be reflectorized.
2. We would like to have the studies and warrants required for minimum speed limits included in the MUTCD.
3. AHEAD Sign - This sign is used in an assembly with a SPEED LIMIT_____ sign, MINIMUM _____sign, or NIGHT _____sign to indicate that there is a change in the speed regulation ahead and what the change will be. It is used ahead of where there is a special zone (e.g. night, or minimum) or a new general speed limit more than 15 MPH less than the previous zone.

   The State of Indiana has all highways speed zoned by a traffic and engineering investigation. Therefore, the SPEED ZONE AHEAD sign is not applicable, nor is any other specific sign in the MUTCD. The sign assembly, as described above, was developed to resolve this problem. As other states become entirely speed zoned they will need to develop a sign to meet this problem also. It is recommended that the AHEAD panel become an alternate standard, as used above, for states to use as this problem occurs. In addition, it is more informative to the motorist than the SPEED ZONE AHEAD sign.

4. BEGIN and END Signs - These signs are used to designate the beginning or ending of a special speed zone (MINIMUM_____, or NIGHT_____). In addition, the BEGIN sign can be used above a SPEED LIMIT_____sign to indicate the beginning of a new general speed zone.

   As do highway departments in many other states, the Indiana State Highway Commission has the authority to establish special speed zones, more specifically night and minimum limits. The standard END SPEED ZONE or END _____MILE SPEED signs can not be used to indicate the end of these zones since they are, in effect, a "zone" within a "zone" and the general zone is not ended. Also, there is no sign in the MUTCD to indicate the beginning of a special or general speed zone. To specify the point where these zones begin and end the BEGIN and END panels were developed to be used with the appropriate speed sign. It is recommended that these signs be established as alternate standard signs since

.....continued.....

Comments continued.....

they would serve a purpose for which there has been no sign in the past. In addition to the safety aspects of accurately defining special speed zones, these signs would assist motorists and police officers in the enforcement area. Attached is a copy of the specifications for these signs.

5. We believe that the existing WRONG-WAY sign is a useful sign and should be included in the new MUTCD. It should be placed further down the ramp after the DO-NOT-ENTER sign is used at the entrance to the wrong way ramp.

6. Indiana, like many other states, has a RIGHT TURN ON RED option. It is also included in the Uniform Vehicle Code. We would like to see a standard sign for this since it will be required for use in the near future.

C. Warning Signs: No objections

D. Guide Signs:

2. Expressway Guide Signs - The sentence "New destination should not be introduced into the successive signs seen by a driver as he approaches an interchange" should be removed since if there are two or more routes and/or destinations at an interchange, they will not all appear on the original guide sign for that interchange. Also, this restriction eliminates the possibility of signs for state parks and other minor destinations. In addition, this is in conflict with the Interstate Manual.

8. Arrows on Guide Signs - There is no objection to the use of arrows as described, however, it is believed that the wording could be revised to be more clear.

11. Design at Route Marker Auxiliaries - We see no reason for the change in length from 21 inches to 24 inches for these panels. This would cause a considerable cost for no purpose.

12. Confirming and Reassurance Route Markers - Confirming signs should be placed further from the intersection since they distract motorists from their driving at a critical time. Also, they can create a visibility problem when they are this close to the intersection. We recommend that these signs be placed approximately 500 feet from the intersecting road in rural areas and approximately 200 feet in urban areas.

There is need for clarification on the mounting of two or more route markers on the same "support". This could be confused with "post" whereas more than one post is generally required.

13. Junction Marker - Since prevailing speeds on rural highways are generally greater than 45 M.P.H. the minimum spacing between signs should be at least 500 feet, not 200 feet.

17. Location of Directional Assemblies - It is believed that the normal location of directional signs is significantly better on the far right corner than on the near right hand corner of an intersection.

25. Cardinal Direction Marker - The use of the Cardinal Direction Markers should be shown in the figures to encourage their usage.

.....continued.....

Comments continued.....

27. Destination and Mileage Signs - When these signs have messages consisting of more than one line, it is recommended that a line be placed between each message line to separate the messages.

28. Destination Signs - It is recommended that when more than one sign is used in an assembly the length of each panel should be determined by the message on that panel, not by the length of the longest panel in the assembly. This is wasteful and does not have a good appearance.

44. Other Directional Signs - This appears to be in conflict with II-D-2 in that new information is not allowed to be added in a sign series after the original message is determined. We agree with the section and not II-D-2.

PART III - Markings:

A-7 - Types of Longitudinal Lines

The definitions of types of longitudinal lines as explained in 3A-7d should be changed to prohibit permissive crossing of a solid yellow line, and should read as follows:

d. A normal width solid yellow line is used to delineate the left edge of a travel path where travel on the other side of the line is in the opposite direction and where crossing the line is prohibited. A typical application is as the left edge line of a multi-lane divided roadway. For all other applications, the normal solid yellow line shall be used in conjunction with either a broken yellow line or another normal solid yellow line.

B-1 - Center Lines

The change in 3A-7d requires the elimination of 3B-1b, which defines center lines on two-lane, two-way highways and reads as follows:

b. "A solid normal yellow line where passing requires unusual care (3A-7d), or,"

The paragraph immediately below 3B-1d should read:

The center line on undivided highways where four or more lanes are available is a double solid yellow line. Where at least two lanes are not always available for travel in one direction, a double solid yellow line may be used.

The above changes reserve the meaning of a normal solid yellow line to that of prohibition of crossing only, and eliminates a double meaning for it. A double meaning for this line would be extremely confusing and negate all previous training and driving habits. It would also present difficult enforcement problems.

B-14 Stop Lines - Minimum width of stop lines should be 18 inches instead of 12 inches.

PART IV - Signals: No consensus

PART V - Islands: No objections

PART VI - Traffic Controls for Highway Construction and Maintenance Operations: No objections

PART VII - Traffic Controls for School Areas: No consensus.

-0-

SAFETYGRAM

THIS IS THE SLOW-MOTION, SPLIT-SECOND RECONSTRUCTION OF WHAT GENERALLY HAPPENS WHEN A CAR, TRAVELING 55 MILES AN HOUR, CRASHES INTO A SOLID, IMMOVABLE TREE

1/10 of a Second - The front bumper and chrome "frosting" of the grillwork collapse. Slivers of steel penetrate the tree to depths of one and one-half inches and more.

2/10 of a Second - The hood crumples as it rises, smashing into the windshield. Spinning rear wheels leave the ground. The grillwork disintegrates. The fenders come into contact with the tree, forcing the rear parts to splay out over the front doors. In the same second tenth of a second, the heavy structural members of the car begin to act as a brake on the terrific forward momentum of the 2-1/2 ton vehicle. But the driver's body continues to move forward at the vehicle's original speed. This means a force of 20 times gravity; his body weighs 3200 pounds. His legs, ramrod-straight, snap at the knee joints.

3/10 of a Second - The driver's body is now off the seat, torso upright, broken knees pressing against the dashboard. The plastic-and-steel frame of the steering wheel begins to bend under his terrible death grip. His head is now near the sunvisor, his chest above the steering column.

4/10 of a Second - The car's front 24 inches have been completely demolished, but the rear end is still traveling at an estimated speed of 35 miles an hour. The driver's body is still traveling at 55. The half-ton motor-block crunches into the tree. The rear of the car, like a bucking horse, rises high enough to scrape bark off low branches.

5/10 of a Second - The driver's fear-frozen hands bend the steering column into an almost vertical position. The force of gravity impales him on the steering wheel shaft. Jagged steel punctures lung and intercostal arteries Blood spurts into his lungs.

6/10 of a Second - So great is the force of the impact that the driver's feet are ripped from his tightly laced shoes. The brake pedal shears off at the floorboards. The chassis bends in the middle, shearing body bolts. The driver's head smashes into the windshield. The rear of the car begins its downward fall, spinning wheels dig into the ground.

7/10 of a Second - The entire, writhing body of the car is forced out of shape. Hinges tear. Doors spring open. In one last convulsion the seat rams forward, pinning the driver against the cruel steel of the steering shaf Blood leaps from his mouth. Shock has forzen his heart. He is now dead.

TIME ELAPSED - Seven-tenths of one-second.

DON'T LET THIS HAPPEN TO YOU!!!

THE HOOSIER - ITE
INSTITUTE OF TRAFFIC ENGINEERS INDIANA SECTION
NEWSLETTER

VOL. 70 JULY 1969 No. 7

JULY 24, 1969, MEETING

THE NEXT MEETING OF THE INDIANA SECTION WILL BE HELD AS FOLLOWS:

WHEN: THURSDAY, JULY 24, 1969

WHERE: FIELD TRIP, EVANSVILLE

PROGRAM:
7:45 AM EDT - Lv Indianapolis - Southern Plaza Shopping Center - by Greyhound bus
11:00 AM CDT - Ar Evansville - Sterling Brewery - Free lunch at Brewery
12:30 PM CDT - Lv Brewery - Tour Civic Center Complex
1:30 PM CDT - Lv Civic Center
1:45 PM CDT - Ar Track - No cost - Except your own foolishness
7:00 PM CDT - Return to Brewery for Dinner
8:30 PM CDT - Lv for Indianapolis

COST:
Round Trip Bus Fare - $10.00
Liquid Refreshments included

Evening Dinner $ 3.50
Bar-B-Que Ribs & Chicken

We will be happy to make one or two stops enroute should anyone wish to board the bus between Indianapolis and Evansville.

Please return the enclosed card with proper blanks filled in.

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Ladies Night
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A CHALLENGE AND AN OPPORTUNITY

F. C. Turner,
Director of Public Roads
U. S. Dept. of Transportation

Traffic engineers, who for years have contended they could make a significant contribution towards unsnarling urban traffic congestion if financial resources were made available, now face an unprecendented challenge.

The authorization by Congress of $200 million in Federal aid for each of the next two fiscal years to implement the Bureau of Public Roads Traffic Operations Program to Increase Capacity and Safety (TOPICS) offers traffic engineers an opportunity to demonstrate they are able to restore some semblance of traffic sanity in our urban areas.

For the first time, substantial Federal funds have been earmarked to increase the capacity of city streets and to enhance safety by traffic engineering improvements, rather than through major reconstruction projects.

Congress has provided an essential ingredient in the battle against urban traffic jams--money. It is now up to our traffic engineers to prove they have the expertise to deal with a problem growing progressively worse as the U. S. becomes more urbanized. With 70 percent of all Americans living in metropolitan areas, and with urban vehicular travel growing at a rate twice that of the population, urban traffic problems cry out for solution.

Important as it is, Federal money by itself does not guarantee the success of the TOPICS program. There are legal requirements to be met, matching funds to be provided, and numerous procedural matters to be complied with. However since the Bureau of Public Roads initiated the program in 1967, using regular apportioned Federal aid funds, it became increasingly evident that traffic engineering indeed did hold many of the answers to our mounting urban traffic problems.

The Highway Research Board project resulting in Special Report 93 and the Institute of Traffic Engineers--AAA workshop

(continued in next column)

series on urban arterial improvement programs have been most encouraging. It was apparent that only the lack of money prevented widespread adoption of the program by cities and states. That obstacle has now been removed and the way is clear to move ahead.

Many city traffic engineering departments have indicated interest in TOPICS and have already taken preliminary steps to adapt the program to suit their needs. These engineers have a pretty good idea of what has to be done to provide an arterial system that can move traffic safely and expeditiously, even though they were stymied by the absence of funds.

Now the picture has changed and they are in a position to proceed. The outlook for TOPICS has brightened considerably. Frankly, I will be surprised and disappointed if the country's traffic engineers fail to accept the challenge confronting them and the opportunity presented to them to relieve the congestion plaguing our cities.

NOTES FROM BOARD MEETING OF June 21, 1969

The Board approved the following applications for Local Section Affiliate Memberships:

Edwin L. Perkinson
3M Products
9306 Aylesbury Drive
Louisville, Kentucky

George Rozow
City of East Chicago
4525 Indianapolis Boulevard
East Chicago, Indiana

STATUS SYMBOLS

Status symbols have always been important in Washington and over the years they have ranged from engraved invitations for White House receptions to telephone calls from Perle Mesta. Starting this year a new status symbol, or at least what many people regard as a status symbol, although others scoff at it - is available in the District of Columbia. All it takes is to be a D.C. automobile owner and $25. It is a personalized license plate!

THE HOOSIER - ITE
NEWSLETTER
INSTITUTE OF TRAFFIC ENGINEERS INDIANA SECTION

Vol. 69 SEPTEMBER, 1969 No. 8

SEPTEMBER 25, 1969, MEETING

THE NEXT MEETING OF THE INDIANA SECTION WILL BE HELD AS FOLLOWS:

WHEN: THURSDAY, SEPTEMBER 25, 1969

WHERE: ANCHOR INN
1616 N. Arlington Avenue
(North of 16th Street)
Indianapolis, Indiana

TIME:

BOARD MEETING	4:45 PM
ATTITUDE ADJUSTMENT	6:00 PM
DINNER HOUR	7:00 PM

PROGRAM:

A. Committee Reports:
1. District II Conference
Frank Vukovits, Chairman
2. Charter & By-Laws Review
Floyd A. Kline, Jr., Chairman
3. Technical Committee
Paul Newville, Chairman
4. Workshop Committee
Lloyd Line, Co-Chairman
5. Resolutions Committee
James Cox, Chairman

B. Speaker - HAROLD L. MICHAEL
Associate Professor, Purdue Univ.
Topic - RECENT CHANGES IN THE "UNIFORM VECHICLE CODE"

This will be the last chance during the current year for hearing committee reports and conducting a general business meeting. Let's make it a good one!

RETURN YOUR RESERVATION CARD NOW!

THE HOOSIER NEWSLETTER
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Institute of Traffic Engineers
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MEMBERSHIP

HONORARY	1
MEMBERS	31
AFFILIATES	87
STUDENTS	25
TOTAL	144

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JULY 24 MEETING - INDIANA SECTION

The July meeting was a field trip to Evansville. The trip included a lunch at the Sterling Brewery followed by a tour of the new Evansville Vandenberg City-County Bldg. The afternoon was spent at Ellis Park where several members got a little foolish. The 8th Race was a "Traffic Engineers Purse" with a blanket being presented to the winner. The evening was concluded with a dinner back at the Brewery. The day's program was arranged by Bill Judd, Evansville's Traffic Director and included a welcome from Mayor Frank McDonald and members of the Board of Safety and other city officials. A BIG THANKS and Tip of the Hat to Bill for a job well done. Twenty-five members and guests enjoyed the day's activities.

AUGUST 26 MEETING - INDIANA SECTION

The August meeting was a joint Indiana Section-Purdue Alumni Luncheon held on Tuesday, August 26 at Los Angeles during the Annual Meeting of the Institute of Traffic Engineers. Twenty-five persons attended the meeting where they heard Harold Michael report on all the latest activities at Purdue. Paul Newville won the two tickets to the PU-IU Football game scheduled for November 22 at the IU stadium. Jake Hall won the free lunch at next year's meeting in Houston.

PLAN AHEAD

Sept. 25, 1969 - Thursday (See page #1)
Indiana Section Monthly Meeting
Anchor Inn, Indianapolis

Oct. 23, 1969 - Thursday
Indiana Section Monthly Meeting
Hall Gas House, Fort Wayne

Nov. 17-21, 1969 - Monday to Friday
Traffic Engineering Conference - Purdue U.

Nov. 20, 1969 - Thursday
Indiana Section Meeting & Conference Banquet West Lafayette

Dec. 11, 1969 - Thursday
Indiana Section Monthly Meeting
Annual Meeting and Election
Ladies Night
Anchor Inn, Indianapolis