

SKID TEST RESULTS AT HIGH-ACCIDENT INTERSECTIONS
DISTRICTS 1 THROUGH 10
1962 Test Program

Prepared for the Office of Design

Research Laboratory Division
Office of Testing and Research
Objective 2: Research Project R-54 G-74
Research Report R-418

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Michigan State Highway Department
John C. Mackie, Commissioner
Lansing, April 1963

INTRODUCTION

The purpose of Objective No. 2 of the MSHD Skid Resistance Investigation, Research Project 54 G-74, is to make Statewide surveys determining the number and severity of critical accident sites, and, considering only those cases where skid resistance of the surface is determined to be a major factor, to establish a surface correction program to include recommended type of surface treatment, estimate of cost, and work priority.

To accomplish this assignment, first the Traffic Division determines at least ten of the highest accident areas in each District, based on a previous year's records. Then, friction level of the pavement at each critical accident area is determined by the Research Laboratory Division. Upon review of this information, the Traffic Division arranges for a field survey of each site selected to determine the extent and type of improvement to be recommended. On the basis of this survey, the Research Laboratory Division prepares a general summary to present to the Office of Design, which, in turn, will incorporate the respective projects into the Department's overall improvement program. The summary includes the location and nature of the projects involved, together with the extent and type of work to be done, and the approximate cost.

The first Summary Report to be prepared under this Objective No. 2 program was completed in July 1961 (Research Report No. R-362). The skid test data for high accident areas presented here are based on 1961 accident records furnished by the Traffic Division. In most cases, wet sliding coefficients of friction were obtained at a test speed of 40 mph and are so shown on the District tabulations. Where the test speed was 20 or 30 mph, the results have been adjusted to equivalent coefficients at 40 mph.

NOTATION

Direction of Test Vehicle

EB, WB, NB, SB = eastbound, westbound, northbound, southbound
within 200 ft of intersection

Lane Tested

OL = outer lane; CL = center lane; IL = inner lane; 3 or 2 = third or second lane from centerline or median

Type Surface

Conc. = portland cement concrete; B. C. = bituminous concrete

DISTRICT 1
Tests Run in September 1962

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Dickinson County</u>						
US 8 at Interstate Bridge	US 8	NB	.38	Wood	2	2
	US 8	SB	.38	Wood		
US 2 at US 141 and Curve	US 2	EBOL	.50	B. C.	6	0
	US 2	EBIL	.59	B. C.		
	US 2	WBOL	.53	Conc.		
	US 2	WBIL	.60	Conc.		
<u>Gogebic County</u>						
US 2 at US 45	US 2	WB	.54	B. C.	6	1
	US 2	EB	.55	B. C.		
	US 45	SB	.52	B. C.		
	US 45	NB	.58	B. C.		
<u>Iron County</u>						
US 2 at Co. Rd. 643 and Cactus Bar	US 2	WB	.54	Conc.	5	1
	US 2	EB	.52	Conc.		
<u>Marquette County</u>						
US 41 at M 95	US 41	WB	.59	Conc.	3	1
	US 41	EB	.57	Conc.		
	M 95	NB	.68	B. C.		

DISTRICT 2
Tests Run in September 1962

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Chippewa County</u>						
US 2 at Tone Rd.	US 2	NB	.50	B. C.	4	1
	US 2	SB	.51	B. C.		
<u>Luce County</u>						
M 28 at M 123 (Old M 117) W. Jct.	M 28	EB	.44	New sand		
	M 28	WB	.48	asphalt*		
<u>Mackinac County</u>						
US 2 at M 117	US 2	EB	.47	New sand		
	US 2	WB	.50	asphalt*		
US 2 at Martin Rd.	US 2	EB	.47	New sand		
	US 2	WB	.47	asphalt*		
<u>Schoolcraft County</u>						
US 2 at Co. Rd. 433 E. Jct.	US 2	WB	.44	B. C.	2	1
	US 2	EB	.50	B. C.		
	CR 433	SB	.80	B. C.		

* These intersections surfaced September 5-6, 1962, with sand asphalt sheet as a result of 1960 skid tests.

DISTRICT 3
Tests Run in October 1962

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Antrim County</u>						
US 131 at M 32 (S. Jct.)	US 131	SBOL	.53	B. C.	3	2
	US 131	SBIL	.57	B. C.		
	US 131	NBOL	.56	B. C.		
	US 131	NBIL	.76	B. C.		
	M 32	WB	.54	B. C.		
<u>Charlevoix County</u>						
M 66 at Ranney Rd.	M 66	NB	.45	B. C.	2	2
	M 66	SB	.43	B. C.		
<u>Clare County</u>						
US 10 at M 115	M 115-US 10	WB	.37	B. C.	7	2
	US 10	EB	.45	B. C.		
	M 115	EB	.40	B. C.		
<u>Manistee County</u>						
US 31 at Merkey Rd.	US 31	NB	.49	Conc.	5	0
	US 31	SB	.48	Conc.		
	Merkey	WB	.39	B. C.		
	Merkey	EB	.42	B. C.		
<u>Wexford County</u>						
US 131 at M 115	M 115	WB	.36	B. C.	4	2
	M 115	EB	.29	B. C.		
	US 131	SB	.40	B. C.		
	US 131	NB	.36	B. C.		

DISTRICT 4
Tests Run in October 1962

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Crawford County</u>						
M 93 at M 72	M 93-M 72	WB	.31	B. C.	6	1
	M 72	EB	.34	B. C.		
	M 93	NB	.51	Conc.		
<u>Emmet County</u>						
US 31 at M 131 (Chimney Corners)	US 31	NB	.35	B. C.	7	4
	US 31	SB	.38	B. C.		
	M 131	EB	.39	B. C.		
<u>Ogemaw County</u>						
M 33 at Co. Rd. 16	M 33	NB	.49	B. C.	2	2
	M 33	SB	.52	B. C.		
	CR 16	WB	.55	B. C.		
	CR 16	EB	.50	B. C.		
<u>Roscommon County</u>						
M 55 at Co. Rd. 270 (Old US 27)	M 55	EBOL	.51	B. C.	6	2
	M 55	EBIL	.50	B. C.		
	M 55	WBOL	.53	B. C.		
	M 55	WBIL	.53	B. C.		
	Old US 27	NB	.62	B. C.		
	Old US 27	SB	.57	B. C.		

DISTRICT 5
Tests Run in October and November 1962

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Clinton County</u>						
US 27 at Sheridan Rd.	US 27	NBOL	.43	B. C.	6	3
	US 27	NBIL	.46	B. C.		
	US 27	SBOL	.43	B. C.		
	US 27	SBIL	.48	B. C.		
US 27 at State Rd.	US 27	NBOL	.45	B. C.	8	3
	US 27	NBIL	.50	B. C.		
	US 27	SBOL	.43	B. C.		
	US 27	SBIL	.46	B. C.		
	State	EB	.47	B. C.		
	State	WB	.41	B. C.		
<u>Kent County</u>						
M 11-W. Belt (Old US 16) at M 50	M 50	EBOL	.50	B. C.	12	3
	M 50	EBIL	.43	B. C.		
	M 50	WBOL	.45	B. C.		
	M 50	WBIL	.45	B. C.		
	M 11	NB	.47	B. C.		
	M 11	SB	.47	B. C.		
US 16BR at M 11- W. Belt	M 11	NB	.32	B. C.	11	1
	Wilson	SB	.53	B. C.		
	US 16BR	EBOL	.38	Conc.		
	US 16BR	EBIL	.52	Conc.		
	US 16BR	WBOL	.42	Conc.		
	US 16BR	WBIL	.54	Conc.		
US 16BR (Cascade) at US 131 (E. Belt)	US 16BR	WBOL	.39	Conc.	13	3
	US 16BR	WBIL	.44	Brick		
	US 16BR	EBOL	.44	Conc.		
	US 16BR	EBIL	.43	Brick		
	US 131	NBOL	.36	B. C.		
	US 131	NBIL	.34	B. C.		
	US 131	SBOL	.38	B. C.		
	US 131	SBIL	.32	B. C.		

DISTRICT 5 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
M 37 at 4 Mile Rd. (Temp. Const.)	M 37	NBOL	.43	B. C.	10	4
	M 37	NBIL	.47	B. C.		
	M 37	SBOL	.47	B. C.		
	M 37	SBIL	.54	B. C.		
	4 Mile	WB	.40	B. C.		
	4 Mile	EB	.41	B. C.		
US 131 (detour) at Bradford St.	US 131	NB	.50	B. C.	5	2
	US 131	SB	.47	B. C.		
US 131 at US 131BR	US 131	SBOL	.47	Conc.	11	4
	US 131	SBIL	.56	Conc.		
	US 131	NBOL	.45	B. C.		
	US 131	NBIL	.48	B. C.		
	US 131BR	NBOL	.45	Conc.		
	US 131BR	NBIL	.48	Conc.		
US 131 at Cannonsburg Rd. & West River Dr.	US 131	NBOL	.49	B. C.	15	2
	US 131	NBIL	.48	B. C.		
	US 131	SBOL	.53	Conc.		
	US 131	SBIL	.58	Conc.		
	Cannonsburg	WB	.50	B. C.		
	West River	EB	.41	Conc.		
<u>Mecosta County</u>						
US 131 at Rogers Dam Curves	US 131	NB	.34	B. C.	12	5
	US 131	SB	.36	B. C.		
<u>Muskegon County</u>						
US 16, US 31BR (Seaway Dr.) at Hackley Ave.	Hackley	WB	.31	B. C.	18	5
	Hackley	EB	.35	B. C.		
	US 16-US 31BR	SBOL	.42	Conc.		
	US 16-US 31BR	SBIL	.48	Conc.		
	US 16-US 31BR	NBOL	.46	Conc.		
US 16-US 31BR	NBIL	.54	Conc.			

DISTRICT 5 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
US 16, US 31BR (Seaway Dr.) at Laketon Ave.	US 16-US 31BR	NBOL	.45	Conc.	15	5
	US 16-US 31BR	NBIL	.50	Conc.		
	US 16-US 31BR	SBOL	.46	Conc.		
	US 16-US 31BR	SBIL	.52	Conc.		
	Laketon	WBOL	.32	B. C.		
	Laketon	WBIL	.29	B. C.		
	Laketon	EBOL	.22	B. C.		
	Laketon	EBIL	.24	B. C.		
US 16, US 31BR (Seaway Dr.) at Sherman Blvd.	US 16-US 31BR	SBOL	.46	Conc.	22	6
	US 16-US 31BR	SBIL	.50	Conc.		
	US 16-US 31BR	NBOL	.44	Conc.		
	US 16-US 31BR	NBIL	.53	Conc.		
	Sherman	EBOL	.33	B. C.		
	Sherman	EBIL	.33	B. C.		
	Sherman	WB	.33	B. C.		
US 31 at US 31BR (Ottawa)	US 31	WB	.44	Conc.	26	16
	US 31	SBIL	.36	B. C.		
	US 31BR	NBOL	.40	B. C.		
	US 31BR	NBIL	.39	B. C.		
US 31 at Witham Dr. and curve	US 31	NB	.31	B. C.	7	5
	Witham	NB	.44	B. C.		
	US 31	SB	.25	B. C.		
M 46 at Quarterline Rd.	M 46	EB	.23	B. C.	10	4
	M 46	WB	.25	B. C.		
	Quarterline	SB	.36	B. C.		
	Quarterline	NB	.38	B. C.		
I 196 at Airline (Old US 16) accidents during construction of overpass	Old US 16	SB	.43	Conc.	8	3
	Old US 16	NB	.40	Conc.		
	I 196	EBOL	.46	B. C.		
	I 196	EBIL	.56	B. C.		
	I 196	WBOL	.44	B. C.		
	I 196	WBIL	.59	B. C.		
<u>Newaygo County</u>						
M 20 at M 82	M 20	NB	.48	Conc.	4	3
	M 20	SB	.40	Conc.		
	M 82	SB	.34	B. C.		

DISTRICT 5 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Ottawa County</u>						
M 21 at 104th Ave.	M 21	WBOL	.53	Conc.	4	2
	M 21	WBIL	.61	Conc.		
	M 21	EBOL	.54	Conc.		
	M 21	EBIL	.62	Conc.		
US 31 at Van Wagoner Rd. Interchange and vicinity	US 31	NBOL	.35	B. C.	5	2
	US 31	NBIL	.51	B. C.		
	US 31	SBOL	.39	B. C.		
	US 31	SBIL	.55	B. C.		

DISTRICT 6
Tests Run in November 1962

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Arenac County</u>						
US 23 at S. Senske curve 1.5 miles south from Standish	US 23	SBOL	.42	Conc.	4	3
	US 23	SBIL	.39	B. C.		
	US 23	NBOL	.40	B. C.		
	US 23	NBIL	.47	B. C.		
<u>Bay County</u>						
M 13 (Euclid) at North St. (Wilder Rd.)	M 13	NBOL	.40	Conc.	15	3
	M 13	NBIL	.41	Conc.		
	M 13	SBOL	.42	Conc.		
	M 13	SBIL	.43	Conc.		
	Wilder	WB	.44	Conc.		
M 13 (Euclid) at North Union	N. Union	WB	.34	B. C.	8	3
	M 13	NBOL	.37	B. C.		
	M 13	NBIL	.37	B. C.		
	M 13	SBOL	.46	Conc.		
	M 13	SBIL	.40	Conc.		
US 10 at US 23 & M 15, M 25 Interchange & vicinity	US 23	SBOL	.52	Conc.	15	0
	US 23	SBIL	.55	Conc.		
	US 23	NBOL	.51	Conc.		
	US 23	NBIL	.56	Conc.		
M 13 (Euclid) at I 75 BL (Salsburg Rd.)	I 75 BL & M 13	WBOL	.32	B. C.	9	4
		WBIL	.32	B. C.		
	BL 75	EBOL	.32	B. C.		
	BL 75	EBIL	.31	B. C.		
	M 13	SBOL	.32	B. C.		
	M 13	SBCL	.33	B. C.		
	M 13	SBIL	.31	B. C.		
M 13 (River Rd.) at curve 0.1 mile south from Cheboyganing Creek	M 13	SBOL	.44	B. C.	5	2
	M 13	SBIL	.50	B. C.		
	M 13	NBOL	.42	B. C.		
	M 13	NBIL	.46	B. C.		

DISTRICT 6 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
M 15 at 22nd Street	22nd	EB	.47	Conc.	4	2
	22nd	WB	.57	Conc.		
	M 15	SBOL	.47	Conc.		
	M 15	SBIL	.56	Conc.		
	M 15	NBOL	.50	Conc.		
	M 15	NBIL	.55	Conc.		
US 23 at Linwood Rd.	US 23	SBOL	.31	B. C.	15	8
	US 23	SBIL	.31	B. C.		
	US 23	NBOL	.39	Conc.		
	US 23	NBIL	.44	Conc.		
	Linwood	WB	.41	Conc.		
	Linwood	EB	.36	Conc.		
US 23 at Beaver and Old Kawkawlin Rds.	US 23	SBOL	.42	Conc.	17	3
	US 23	SBIL	.34	B. C.		
	US 23	NBOL	.33	B. C.		
	US 23	NBIL	.41	B. C.		
	Beaver	EB	.42	B. C.		
US 23 at Grove St.	US 23	SBOL	.36	B. C.	21	7
	US 23	SBIL	.37	B. C.		
	US 23	NBOL	.39	B. C.		
	US 23	NBIL	.44	B. C.		
	Grove St.	EB	.35	B. C.		
	Grove St.	WB	.31	B. C.		
US 23 at M 13	US 23	SBOL	.40	B. C.	26	4
	US 23	SBIL	.40	B. C.		
	US 23	NBOL	.42	B. C.		
	US 23	NBIL	.46	B. C.		
	M 13	NB	.34	B. C.		
US 23 at Cody-Estey Rd.	US 23	SBOL	.43	Conc.	5	2
	US 23	SBIL	.40	B. C.		
	US 23	NBOL	.43	B. C.		
	US 23	NBIL	.46	B. C.		
M 25 at Kroger drive-way between Leadyard and Heavenridge Roads	M 25	WBOL	.47	Conc.	5	2
	M 25	WBIL	.36	B. C.		
	M 25	EBOL	.48	Conc.		
	M 25	EBIL	.33	B. C.		

DISTRICT 6 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
I 75 BL at Salsburg Road and curve	I 75	SB	.32	B. C.	4	2
	I 75	NB	.28	B. C.		
	Salsburg	EB	.42	B. C.		
<u>Genesee County</u>						
US 10 (Saginaw) at M 57 (Vienna)	US 10	NBOL	.33	B. C.	15	7
	US 10	NBIL	.35	B. C.		
	US 10	SBOL	.31	B. C.		
	US 10	SBIL	.36	B. C.		
	M 57	WB	.41	B. C.		
	M 57	EB	.41	B. C.		
US 10 BR (Saginaw) at M 121 (Bristol)	M 121	WB	.35	B. C.	19	7
	M 121	EB	.33	B. C.		
	US 10 BR	NBOL	.39	B. C.		
	US 10 BR	NBIL	.40	B. C.		
	US 10 BR	SBOL	.44	B. C.		
	US 10 BR	SBIL	.39	B. C.		
US 10 BR (Saginaw) at Connell St.	US 10 BR	NBOL	.43	B. C.	4	3
	US 10 BR	NBIL	.42	B. C.		
	US 10 BR	SBOL	.41	B. C.		
	US 10 BR	SBIL	.44	B. C.		
US 10 BR (Saginaw) at Coldwater Rd.	US 10 BR	SBOL	.40	Conc.	9	5
	US 10 BR	SBIL	.39	Conc.		
	US 10 BR	NBOL	.36	Conc.		
	US 10 BR	NBIL	.37	Conc.		
	Coldwater	WBOL	.41	Conc.		
	Coldwater	WBIL	.43	Conc.		
	Coldwater	EB	.39	B. C.		
US 10 BR (Saginaw) at Carpenter Rd.	US 10 BR	SBOL	.37	Conc.	5	2
	US 10 BR	SBIL	.40	Conc.		
	US 10 BR	NBOL	.45	B. C.		
	US 10 BR	NBIL	.48	B. C.		
US 10 BR at Cornell Ave.	US 10 BR	NBOL	.38	Conc.	9	4
	US 10 BR	NBIL	.38	Conc.		
	US 10 BR	SBOL	.37	Conc.		
	US 10 BR	SBIL	.38	Conc.		

DISTRICT 6 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
M 21 (Davison Rd) at Center Rd.	M 21	WBOL	.36	Conc.	8	3
	M 21	WBIL	.46	B. C.		
	M 21	EBOL	.40	Conc.		
	M 21	EBIL	.48	B. C.		
	Center	NB	.43	B. C.		
	Center	SB	.43	B. C.		
US 10 (Dort) at M 121 (Bristol)	M 121	EB	.37	B. C.	8	3
	Bristol	WB	.37	B. C.		
	US 10	NBOL	.37	B. C.		
	US 10	NBIL	.49	B. C.		
	US 10	SBOL	.33	B. C.		
	US 10	SBIL	.42	B. C.		
US 10 (Dort) at Hemphill Rd.	US 10	SBOL	.32	B. C.	5	2
	US 10	SBIL	.37	B. C.		
	US 10	NBOL	.32	B. C.		
	US 10	NBIL	.39	B. C.		
	Hemphill	EB	.37	B. C.		
	Hemphill	WB	.30	B. C.		
M 121 at Van Slyke Rd.	M 121	WBIL	.39	Conc.	11	6
	M 121	EBIL	.36	Conc.		
	M 121	EBOL	.36	Conc.		
	Van Slyke	NB	.48	B. C.		
	Van Slyke	SB	.39	Conc.		
<u>Saginaw County</u>						
US 10 at Birch Run Road	US 10	SBOL	.36	B. C.	23	8
	US 10	SBIL	.46	B. C.		
	US 10	NBOL	.39	B. C.		
	US 10	NBIL	.41	B. C.		
US 10, US 23, I 75 at I 75 BL	I 75 BL	EBOL	.33	B. C.	26	9
	I 75 BL	EBIL	.41	B. C.		
	I 75 BL	WBOL	.36	B. C.		
	I 75 BL	WBIL	.44	B. C.		
	US 23	SBOL	.50	Conc.		
	US 23	SBIL	.56	Conc.		
	US 23	NBOL	.50	Conc.		
	US 23	NBIL	.53	Conc.		

DISTRICT 6 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
M 15 at M 81	M 81	EB	.53	Conc.	6	3
	M 81	WB	.52	Conc.		
	M 15	SBOL	.54	Conc.		
	M 15	SBIL	.52	Conc.		
	M 15	NBOL	.43	Conc.		
	M 15	NBIL	.52	Conc.		
M 46 at M 83	M 83	NB	.53	Conc.	7	4
	M 83	SB	.44	Conc.		
	M 46	EB	.47	Conc.		
	M 46	WB	.50	Conc.		
M 47 at M 81	M 47	NB	.31	B. C.	5	3
	M 47	SB	.32	B. C.		
	M 81	NBOL	.47	Conc.		
	M 81	NBIL	.38	B. C.		
<u>Shiawassee County</u>						
M 47 at M 78	M 47	SB	.49	B. C.	10	4
	M 47	NB	.44	B. C.		
	M 78	EBOL	.45	Conc.		
	M 78	EBIL	.53	Conc.		
	M 78	WBOL	.44	B. C.		
	M 78	WBIL	.57	B. C.		

DISTRICT 7
Tests Run in June and October 1962

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Allegan County</u>						
US 31 at M 89	US 31	NB	.44	B. C.	4	2
	US 31	SB	.37	Conc.		
	M 89	WB	.27	B. C.		
M 89 at Hicks Ham- burger Drive east from US 131 Interchange	M 89	WBOL	.46	Conc.	4	2
	M 89	WBIL	.46	Conc.		
<u>Berrien County</u>						
US 31 at North Shore Drive and Rocky Gap Road	US 31	NBOL	.46	Conc.	5	4
	US 31	NBIL	.56	Conc.		
	US 31	SBOL	.46	Conc.		
	US 31	SBIL	.55	Conc.		
	Rocky Gap	EB	.38	B. C.		
	North Shore	WB	.50	B. C.		
US 31 - US 33 at Fulkerson Rd.	US 31 - US 33	SBOL	.44	Conc.	11	4
	US 31 - US 33	SBIL	.49	Conc.		
	US 31 - US 33	NBOL	.44	Conc.		
	US 31 - US 33	NBIL	.48	Conc.		
US 12, M 60 (old US 112) at US 31 - US 33 Interchange & vicinity	US 31 - US 33	NBOL	.24	B. C.	9	3
	US 31 - US 33	NBIL	.26	B. C.		
	US 31 - US 33	SBOL	.22	B. C.		
	US 31 - US 33	SBIL	.28	B. C.		
US 31 - US 33 at Bertrand Road	US 31 - US 33	NBOL	.29	Conc.	14	3
	US 31 - US 33	NBIL	.35	Conc.		
	US 31 - US 33	SBOL	.31	Conc.		
	US 31 - US 33	SBIL	.35	Conc.		
	Bertrand	EB	.24	B. C.		
	Bertrand	WB	.28	B. C.		
I 94 (temp.) (old US 12) at Sawyer Rd.	Sawyer	WB	.47	B. C.	12	1
	Temp. I 94	NBOL	.32	B. C.		
	Temp. I 94	NBIL	.52	B. C.		
	Temp. I 94	SBOL	.39	B. C.		
	Temp. I 94	SBIL	.55	B. C.		

DISTRICT 7 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
Temp. I 94 at Prairie Road	Temp. I 94	NBOL	.40	B. C.	4	2
	Temp. I 94	NBIL	.52	B. C.		
	Temp. I 94	SBOL	.39	B. C.		
	Temp. I 94	SBIL	.52	B. C.		
US 12 at M 60 (temp. I 94 at M 60 - Old US 112)	US 12	NBOL	.33	B. C.	12	5
	US 12	NBIL	.37	B. C.		
	US 12	SBOL	.34	B. C.		
	US 12	SBIL	.35	B. C.		
	M 60	WBOL	.38	B. C.		
	M 60	WBIL	.41	B. C.		
M 139 at Napier	M 139	NBOL	.40	B. C.	12	2
	M 139	NBIL	.32	B. C.		
	M 139	SBOL	.35	B. C.		
	M 139	SBIL	.33	B. C.		
	Napier	WBOL	.36	B. C.		
	Napier	WBIL	.39	B. C.		
	Napier	EBOL	.34	B. C.		
	Napier	EBIL	.35	B. C.		
M 139 at Pipestone	M 139	SBOL	.23	B. C.	22	5
	M 139	SBIL	.24	B. C.		
	M 139	NB	.32	Conc.		
	Pipestone	WB	.22	B. C.		
	Pipestone	EB	.24	B. C.		
Old M 78 at B-Drive So.	Old M 78	WB	.49	B. C.	4	3
	Old M 78	EB	.49	B. C.		
I 94 at Michigan Ave. (I 94 BL)	Michigan	SB	.37	Conc.	18*	2*
	Michigan	NB	.38	Conc.		
I 94 BL, M 78 (Capital) at Columbia Ave. (old US 12)	Capital	NB	.24	B. C.	13*	6*
	Capital	SB	.28	B. C.		
	Columbia	WB	.23	B. C.		
	Columbia	EB	.23	B. C.		

* 1960 Accident Record.

DISTRICT 7 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
I 94 BL at Raymond Road	I 94 BL	WB	.42	Conc.	12	2
	I 94 BL	EB	.45	Conc.		
	Raymond	NB	.48	B. C.		
	Raymond	SB	.49	Conc.		
<u>Cass County</u>						
M 60 at M 60 BR (Yankee)	Yankee	SB	.35	B. C.	10*	1*
	M 60	NBIL	.43	B. C.		
	M 60	WBIL	.53	B. C.		
	M 60	EBOL	.47	B. C.		
	M 60	EBIL	.43	B. C.		
M 60 at M 119	M 60	WB	.49	Conc.	4	2
	M 60	EB	.51	Conc.		
	M 119	NB	.54	B. C.		
	M 119	SB	.64	B. C.		
M 60 at Calvin Center Road	M 60	WB	.54	Conc.	4	2
	M 60	EB	.53	Conc.		
	Calvin	NB	.48	B. C.		
	Penn	SB	.58	B. C.		
<u>Kalamazoo County</u>						
M 43 at Nazareth Rd.	M 43	WB	.31	B. C.	4	2
	M 43	EB	.33	B. C.		
	Nazareth	NB	.35	B. C.		
	Nazareth	SB	.36	B. C.		
I 94 at 35th St. (Shafter Rd.) interchange and vicinity	I 94	WBOL	.51	Conc.	4	2
	I 94	WBIL	.61	Conc.		
	I 94	EBOL	.48	Conc.		
	I 94	EBIL	.59	Conc.		
	35th	NB	.53	B. C.		
	35th	SB	.54	B. C.		

* 1960 Accident Record.

DISTRICT 7 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
I 94 BL at Lake St.	I 94 BL	NBOL	.38	Conc.	9	2
	I 94 BL	NBIL	.40	Conc.		
	I 94 BL	SBOL	.34	Conc.		
	I 94 BL	SBIL	.48	Conc.		
	Lake	WB	.39	B. C.		
	Lake	EB	.41	B. C.		
US 131 at Milham	US 131	NB	.32	Conc.	11	4
	US 131	SB	.35	Conc.		
	Milham	EB	.37	B. C.		
	Milham	WB	.39	B. C.		
<u>St. Joseph County</u>						
M 60 at curve 0.3 mile N. from Heimback Road	M 60	NB	.36	B. C.	4	3
	M 60	SB	.34	B. C.		
<u>Van Buren County</u>						
US 31 at Phoenix Rd.	US 31	NBOL	.33	B. C.	18	5
	US 31	NBIL	.38	B. C.		
	US 31	SBOL	.40	Conc.		
	US 31	SBIL	.51	Conc.		
US 31 at M 43	US 31	NBOL	.42	Conc.	10	2
	US 31	NBIL	.50	Conc.		
	US 31	SBOL	.41	Conc.		
	US 31	SBIL	.46	Conc.		
	M 43	WB	.24	B. C.		
	M 43	EB	.39	Conc.		
I 94 at M 119 Interchange and vicinity	M 119	SBOL	.39	Conc.	11	0
	M 119	SBIL	.44	Conc.		
	M 119	NB	.41	Conc.		

DISTRICT 8
Tests Run in October 1962

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Ingham County</u>						
Old US 16 (M 43) Grand River at Poplars Motel 0.2 miles W. from Park Lake Road	US 16	EBOL	.44	B. C.	5	3
	US 16	EBIL	.43	B. C.		
	US 16	WBOL	.40	B. C.		
	US 16	WBIL	.42	B. C.		
US 27 - M 78 at Waverly Road	Waverly	NBOL	.55	Conc.	21	6
	Waverly	NBIL	.53	Conc.		
	Waverly	SBOL	.55	Conc.		
	Waverly	SBIL	.57	Conc.		
	M 78	EBOL	.45	Conc.		
	M 78	EBIL	.45	Conc.		
	M 78	WBOL	.46	Conc.		
M 78	WBIL	.49	Conc.			
US 127 at Holt Rd.	US 127	NBOL	.37	B. C.	7	3
	US 127	NBIL	.49	B. C.		
	US 127	SB	.55	B. C.		
	Holt	EB	.45	B. C.		
<u>Jackson County</u>						
I 94 at M 106 Interchange and vicinity	I 94	EBOL	.40	Conc.	28	6
	I 94	EBIL	.52	Conc.		
	I 94	WBOL	.42	Conc.		
	I 94	WBIL	.57	Conc.		
	M 106	NB	.40	B. C.		
	M 106	SB	.40	B. C.		
I 94 at US 127 W. Jct. Interchange and vicinity	US 127	SBOL	.43	Conc.	15	5
	US 127	SBIL	.56	Conc.		
	US 127	NBOL	.40	Conc.		
	US 127	NBIL	.46	Conc.		
	I 94	EBOL	.44	Conc.		
	I 94	EBIL	.55	Conc.		
	I 94	WBOL	.41	Conc.		
	I 94	WBIL	.52	Conc.		

DISTRICT 8 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
I 94 at Hawkins-Sutton Rds.	I 94	EBOL	.44	Conc.	8	3
	I 94	EBIL	.58	Conc.		
	I 94	WBOL	.44	Conc.		
	I 94	WBIL	.59	Conc.		
<u>Lenawee County</u>						
US 12 (old US 112) at US 127 - US 223	US 127	SB	.45	Conc.	12	3
	US 12	WB	.37	B. C.		
	US 12	EB	.42	B. C.		
	US 127	NB	.35	B. C.		
	US 223	NWB	.41	B. C.		
M 50 at M 52 (N. Adrian Rd.)	M 52	NB	.38	B. C.	5	2
	M 50	EB	.51	Conc.		
	M 50	WB	.48	Conc.		
US 223 at US 223 BR (Maumee St.) West Junction	US 223 BR	WB	.31	B. C.	5	2
	US 223	SBOL	.44	Conc.		
	US 223	SBIL	.59	Conc.		
	US 223	NBOL	.52	Conc.		
	US 223	NBIL	.50	Conc.		
<u>Livingston County</u>						
Old US 16 at Hilton Road	US 16	NBOL	.39	B. C.	5	2
	US 16	NBIL	.51	B. C.		
	US 16	SBOL	.44	B. C.		
	US 16	SBIL	.49	B. C.		
Old US 16 at Golf Club Road	US 16	NBOL	.41	B. C.	4	2
	US 16	NBIL	.50	B. C.		
	US 16	SBOL	.46	B. C.		
	US 16	SBIL	.54	B. C.		
Old US 23 at M 59	Old US 23	NB	.43	B. C.	15	3
	Old US 23	SB	.47	B. C.		
	M 59	EB	.49	Conc.		
	M 59	WB	.43	B. C.		

DISTRICT 8 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Washtenaw County</u>						
US 12 BR at Harris Road	US 12 BR	WBOL	.40	B. C.	11	6
	US 12 BR	WBIL	.43	B. C.		
	US 12 BR	EBOL	.42	B. C.		
	US 12 BR	EBIL	.44	B. C.		
M 17 (Ecorse) at curve between Maus and Emerick Sts.	M 17	NB	.50	B. C.	4	2
	M 17	SB	.49	B. C.		
US 23 (Carpenter) at M 17 and Hogback Rd.	US 23	EB	.46	B. C.	16	6
	US 23	NB	.32	B. C.		
	M 17	WB	.32	B. C.		
US 23 (Carpenter) at Packard Rd.	US 23	SB	.36	B. C.	11	7
	US 23	NB	.41	B. C.		
	Packard	EB	.36	B. C.		
	Packard	WB	.38	B. C.		
US 23 (Carpenter) at Willis Road	US 23	SB	.44	B. C.	4	2
	US 23	NB	.48	B. C.		
	Willis	EB	.53	B. C.		
	Willis	WB	.55	B. C.		
US 23 (Carpenter) at Textile Road	US 23	NB	.41	B. C.	5	4
	US 23	SB	.42	B. C.		
	Textile	EB	.47	B. C.		
	Textile	WB	.35	B. C.		
I 94 at US 23 (Carpenter) Interchange and vicinity	I 94	EBOL	.42	Conc.	14	2
	I 94	EBIL	.58	Conc.		
	I 94	WBOL	.47	Conc.		
	I 94	WBIL	.54	Conc.		
	US 23	SBOL	.49	Conc.		
	US 23	SBIL	.52	Conc.		
	US 23	NBOL	.46	Conc.		
	US 23	NBIL	.56	Conc.		

DISTRICT 8 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
I 94 at Wiard Rd. Interchange and vicinity	I 94	WBOL	.42	Conc.	16	2
	I 94	WBIL	.55	Conc.		
	I 94	EBOL	.43	Conc.		
	I 94	EBIL	.55	Conc.		
I 94 at I 94 BL and US 12 Interchange and vicinity	US 12	SBOL	.55	Conc.	13	1
	US 12	SBIL	.51	Conc.		
	US 12	NBOL	.49	Conc.		
	US 12	NBIL	.53	Conc.		
	I 94	WBOL	.51	Conc.		
	I 94	WBIL	.60	Conc.		
	I 94	EBOL	.48	B. C.		
	I 94	EBIL	.49	B. C.		

DISTRICT 9
Tests Run in October 1961 and
July, August, September 1962

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1960 Accidents	
					Total	Wet Surface
<u>Oakland County</u>						
US 10 at M 15*	US 10	NBOL	.43	B. C.	10	2
	US 10	NBIL	.43	B. C.		
	US 10	SBOL	.43	B. C.		
	US 10	SBIL	.44	B. C.		
	M 15	SB	.43	B. C.		
US 10 at Scott Lake* Rd.	US 10	NBOL	.49	B. C.	13	5
	US 10	NBIL	.52	B. C.		
	US 10	SBOL	.45	B. C.		
	US 10	SBIL	.51	B. C.		
US 10 at Kennett Rd. (BR)*	US 10 BR	NBOL	.41	B. C.	13	1
	US 10 BR	NBIL	.45	B. C.		
	US 10 BR	SBOL	.42	B. C.		
	US 10 BR	SBIL	.43	B. C.		
US 10 (M 58) at Voorheis Rd.*	US 10	SBOL	.45	B. C.	10	2
	US 10	SBCL	.43	B. C.		
	US 10	SBIL	.46	B. C.		
	US 10	NBOL	.45	B. C.		
	US 10	NBCL	.45	B. C.		
	US 10	NBIL	.49	B. C.		
M 59 at Cass Lake Rd.*	M 59	WBOL	.48	B. C.	13	3
	M 59	WBIL	.47	B. C.		
	M 59	EBOL	.46	B. C.		
	M 59	EBIL	.51	B. C.		
M 59 at Airport Rd.*	M 59	WB	.45	B. C.	21	5
	M 59	EB	.43	B. C.		
	Airport	NB	.44	B. C.		
	Airport	SB	.45	B. C.		
M 146 at Water St. (Interchange)*	M 146	NBOL	.58	Conc.	5	0
	M 146	NBIL	.66	Conc.		
	M 146	SBOL	.55	Conc.		
	M 146	SBIL	.65	Conc.		
	Water St.	EB	.52	Conc.		
	Water St.	WB	.52	Conc.		

* Six Oakland County intersections not previously reported, run in October 1961, on basis of 1960 accident data. Not retested in 1962.

DISTRICT 9 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Macomb County</u>						
US 25 at M 29 (23 Mile Road) N. Jct.	US 25	SBOL	.28	B. C.	30	17
	US 25	SBIL	.26	B. C.		
	US 25	NBOL	.34	Conc.		
	US 25	NBIL	.37	Conc.		
	M 29	NWB	.43	Conc.		
US 25 at 21 Mile Rd.	US 25	NBOL	.37	B. C.	19	8
	US 25	NBIL	.38	B. C.		
	US 25	SBOL	.24	B. C.		
	US 25	SBIL	.25	B. C.		
	21 Mile	WBOL	.44	Conc.		
	21 Mile	WBIL	.51	Conc.		
US 25 at Woodbury St.	US 25	SBOL	.33	B. C.	4	2
	US 25	SBIL	.33	B. C.		
	US 25	NBOL	.32	Conc.		
	US 25	NBIL	.33	Conc.		
US 25 at Sharkey	US 25	SBOL	.34	Conc.	4	2
	US 25	SB #3	.36	Conc.		
	US 25	SB #2	.34	Conc.		
	US 25	SBIL	.31	Conc.		
	US 25	NBOL	.35	Conc.		
	US 25	NBIL	.34	Conc.		
US 25 at Metro Beach Parkway	US 25	NBOL	.33	Conc.	27	7
	US 25	NBIL	.32	Conc.		
	US 25	SBOL	.35	B. C.		
	US 25	SBIL	.32	B. C.		
	Metro	EBOL	.39	Conc.		
	Metro	EBIL	.43	Conc.		
	Metro	WBOL	.38	Conc.		
	Metro	WBIL	.40	Conc.		
US 25 at Harrington	Harrington	EB	.37	Conc.	12	5
	US 25	SBOL	.32	Conc.		
	US 25	SBIL	.30	B. C.		
	US 25	NBIL	.32	B. C.		
	US 25	NBOL	.32	Conc.		

DISTRICT 9 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
M 53 at 23 Mile Rd.	M 53	NB	.34	B. C.	15	7
	M 53	SB	.34	B. C.		
	23 Mile	WB	.36	B. C.		
	23 Mile	EB	.38	Conc.		
M 53 at 14 Mile Rd.	M 53	NBOL	.36	B. C.	14	7
	M 53	NBIL	.34	B. C.		
	M 53	SBOL	.34	Conc.		
	M 53	SBIL	.38	Conc.		
	14 Mile	EB	.34	B. C.		
	14 Mile	WB	.45	B. C.		
M 53 at 17 Mile Rd.	M 53	SB	.31	B. C.	7	3
	M 53	NB	.34	B. C.		
M 53 at Utica Road	M 53	NB	.36	B. C.	7	3
	M 53	SB	.32	B. C.		
	Utica	EB	.33	B. C.		
	Utica	WB	.33	B. C.		
M 59 at Ryan Road	M 59	EB	.35	B. C.	8	4
	M 59	WB	.34	B. C.		
	Ryan	NB	.37	B. C.		
	Ryan	SB	.35	B. C.		
M 59 (Hall) at M 97	M 59	WBOL	.42	Conc.	15	3
	M 59	WBIL	.38	Conc.		
	M 59	EB	.42	Conc.		
	M 97	NBIL	.46	B. C.		
	M 97	NBOL	.45	Conc.		
	North Ave.	SB	.38	B. C.		
M 97 at Elizabeth Rd.	M 97	SBOL	.40	B. C.	7	3
	M 97	SBIL	.42	B. C.		
	M 97	NBOL	.44	Conc.		
	M 97	NBIL	.45	Conc.		
	Elizabeth	EB	.36	Conc.		
	Elizabeth	WB	.37	Conc.		
M 97 at Hillsdale Rd. and curve	M 97	NBOL	.37	Conc.	5	3
	M 97	NBIL	.39	Conc.		
	M 97	SBOL	.42	B. C.		
	M 97	SBIL	.38	B. C.		

DISTRICT 9 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Oakland County</u>						
US 10 (Woodward) at Quarton and Big Beaver Roads	US 10	NBOL	.42	B. C.	17	7
	US 10	NB #3	.40	B. C.		
		NB #2	.41	B. C.		
		NBIL	.42	B. C.		
		SBOL	.38	B. C.		
		SB #3	.27	B. C.		
		SB #2	.32	B. C.		
		SBIL	.34	B. C.		
US 10 (Woodward) at M 24 (Square Lake Rd.)	US 10	SBOL	.39	B. C.	35	11
	US 10	SB #3	.39	B. C.		
	US 10	SB #2	.36	B. C.		
	US 10	SBIL	.43	B. C.		
	US 10	NBOL	.41	B. C.		
	US 10	NB #3	.38	B. C.		
	US 10	NB #2	.41	B. C.		
	US 10	NBIL	.42	B. C.		
	M 24	EBOL	.42	Conc.		
	M 24	EBIL	.41	Conc.		
US 10, M 24 (Square Lake Road) at Franklin Road	US 10 - M 24	WBOL	.34	Conc.	24	5
	US 10 - M 24	WBCL	.34	Conc.		
	US 10 - M 24	EB	.31	Conc.		
	Franklin	SB	.34	Conc.		
	Franklin	NB	.35	B. C.		
US 10, M 24 (Square Lake Road) at US 24 (Telegraph Road)	US 24	NBOL	.36	B. C.	24	5
	US 24	NBIL	.36	B. C.		
	US 10 - M 24	SBOL	.37	B. C.		
	US 10 - M 24	SBIL	.34	B. C.		
	Square Lake	WBOL	.38	B. C.		
	Square Lake	WBIL	.37	B. C.		
	Square Lake	EBOL	.36	Conc.		
	Square Lake	EBIL	.35	Conc.		
US 10 at Other Miracle Mile Entrances and Exits	US 10	SBOL	.40	B. C.	5	3
	US 10	SBIL	.40	B. C.		
	US 10	NBOL	.40	B. C.		
	US 10	NBIL	.38	B. C.		

DISTRICT 9 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
US 10 at I 75 0.1 mi north from Rinke Rd.	US 10	NBOL	.46	New B.C.	25	8
	US 10	NBIL	.49	New B.C.		
	US 10	SBOL	.43	New B.C.		
	US 10	SBIL	.45	New B.C.		
US 10 (Telegraph) at M 59 (Huron)	US 10	NBIL	.44	B.C.	26	5
	US 10	NBCL	.46	B.C.		
	US 10	NBOL	.45	B.C.		
	US 10	SBIL	.45	B.C.		
	US 10	SBCL	.42	B.C.		
	US 10	SBOL	.42	B.C.		
	M 59	WBOL	.44	Conc.		
	M 59	WBIL	.45	Conc.		
	M 59	EBOL	.44	B.C.		
M 59	EBIL	.45	B.C.			
US 10 (Telegraph) at US 10 - US 10 BR (Dixie Hwy.)	US 10	SBOL	.38	B.C.	23	8
	US 10	SBIL	.41	B.C.		
	US 10	EBOL	.33	B.C.		
	US 10	EBIL	.38	B.C.		
	US 10 BR	NBOL	.34	B.C.		
	US 10 BR	NBIL	.35	B.C.		
US 10 (Dixie Hwy.) at Andersonville Road	US 10	NBOL	.35	B.C.	13	7
	US 10	NBIL	.40	B.C.		
	US 10	SBOL	.41	B.C.		
	US 10	SBIL	.39	B.C.		
US 10 (Dixie) at Sashabaw Rd.	US 10	SBOL	.38	B.C.	8	6
	US 10	SBIL	.35	B.C.		
	US 10	NBOL	.36	B.C.		
	US 10	NBIL	.35	B.C.		
	Sashabaw	WB	.34	B.C.		
US 10 (Dixie) at Walton Blvd. and Williams Lake Road	US 10	NBOL	.37	B.C.	20	11
	US 10	NBIL	.37	B.C.		
	US 10	SBOL	.39	B.C.		
	US 10	SBIL	.38	B.C.		
	Walton	WB	.34	B.C.		
	Williams	EB	.36	B.C.		

DISTRICT 9 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
US 10 (Dixie) at Frembles	US 10	SBOL	.38	B. C.	10	4
	US 10	SBIL	.36	B. C.		
	US 10	NBOL	.38	B. C.		
	US 10	NBIL	.38	B. C.		
	Frembles	WB	.32	S. T.		
	Frembles	EB	.30	S. T.		
US 10 (Dixie) at Saginaw Tr.	US 10	SBOL	.36	B. C.	4	2
	US 10	SBIL	.35	B. C.		
	US 10	NBOL	.36	B. C.		
	US 10	NBIL	.42	B. C.		
US 16 at M 102 (8 Mile Rd.)	US 16	WBIL	.33	B. C.	40	22
	US 16	WB #2	.30	B. C.		
	US 16	WB #3	.33	B. C.		
	US 16	WBOL	.32	B. C.		
	US 16	EBIL	.33	B. C.		
	US 16	EB #2	.30	B. C.		
	US 16	EB #3	.32	B. C.		
	US 16	EBOL	.31	B. C.		
	8 Mile	EB	.36	B. C.		
	8 Mile	WBIL	.34	B. C.		
	8 Mile	WBCL	.34	B. C.		
	8 Mile	WBOL	.34	B. C.		
US 16 at Roosevelt	US 16	WBOL	.47	B. C.	10*	0*
	US 16	WB #3	.45	B. C.		
	US 16	WB #2	.41	B. C.		
	US 16	WBIL	.43	B. C.		
	US 16	EBOL	.46	B. C.		
	US 16	EB #3	.44	B. C.		
	US 16	EB #2	.46	B. C.		
	US 16	EBIL	.41	B. C.		
US 16 at Colgate	US 16	WBOL	.45	B. C.	10*	2*
	US 16	WB #3	.44	B. C.		
	US 16	WB #2	.41	B. C.		
	US 16	WBIL	.44	B. C.		
	US 16	EBOL	.45	Conc.		
	US 16	EB #3	.45	Conc.		
	US 16	EB #2	.49	Conc.		
	US 16	EBIL	.50	Conc.		

* 1960 Traffic Record

DISTRICT 9 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
US 24 at Lincoln Drive	US 24	SBOL	.53	Conc.	12	3
	US 24	SBIL	.59	B. C.		
	US 24	NBOL	.49	Conc.		
	US 24	NBIL	.59	B. C.		
US 16 at Oxford St.	US 16	EBOL	.32	B. C.	8	6
	US 16	EB #3	.23	B. C.		
	US 16	EB #2	.27	B. C.		
	US 16	EBIL	.26	B. C.		
	US 16	WBOL	.34	B. C.		
	US 16	WB #3	.35	B. C.		
	US 16	WB #2	.31	B. C.		
	US 16	WBIL	.32	B. C.		
US 24 at Maple Road	US 24	NBOL	.32	B. C.	36	10
	US 24	NBIL	.39	B. C.		
	US 24	SBOL	.31	B. C.		
	US 24	SBIL	.38	B. C.		
	Maple	EBOL	.33	Conc.		
	Maple	EBIL	.31	Conc.		
	Maple	WBOL	.34	Conc.		
	Maple	WBIL	.32	Conc.		
US 24 at Lone Pine Road	US 24	NBOL	.38	Conc.	11	4
	US 24	NBIL	.24	B. C.		
	US 24	SBOL	.38	Conc.		
	US 24	SBIL	.28	B. C.		
US 24 at Quarton (S. Jct.)	US 24	SBOL	.36	Conc.	7	5
	US 24	SBIL	.25	B. C.		
	US 24	NBOL	.38	B. C.		
	US 24	NBIL	.25	B. C.		
US 24 at Quarton (N. Jct.)	US 24	SBOL	.36	Conc.	14	6
	US 24	SBIL	.27	B. C.		
	US 24	NBOL	.36	Conc.		
	US 24	NBIL	.26	B. C.		
	Quarton	EB	.42	B. C.		

DISTRICT 9 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
M 59 (Auburn) at Crooks Rd.	M 59	EB	.37	B. C.	6	3
	M 59	WB	.39	B. C.		
	Crooks	SB	.43	B. C.		
	Crooks	NB	.32	B. C.		
M 59 (Highland) at Crescent Lake Road	M 59	WB	.35	B. C.	8	3
	M 59	EB	.42	B. C.		
	Crescent	NB	.37	B. C.		
	Crescent	SB	.36	B. C.		
M 59 (Highland) at Elizabeth Lake Road	M 59	WBOL	.39	B. C.	26	9
	M 59	WBIL	.41	B. C.		
	M 59	EBOL	.37	B. C.		
	M 59	EBIL	.42	B. C.		
	Elizabeth	SB	.33	Conc.		
	Elizabeth	NB	.40	Conc.		
M 59 (Huron) at Voorheis Rd.	M 59	EBIL	.39	B. C.	8	4
	M 59	EBOL	.41	B. C.		
	M 59	WBIL	.41	B. C.		
	M 59	WBOL	.39	B. C.		
	Voorheis	SB	.36	B. C.		
	Voorheis	NB	.34	B. C.		
M 59 (Highland) at Dundee	M 59	WB	.37	B. C.	4	2
	M 59	EB	.37	B. C.		
	Dundee	NB	.45	B. C.		
M 218 at Ward Road	M 218	WB	.35	Conc.	4	3
	M 218	EB	.36	Conc.		
<u>St. Clair County</u>						
US 25 A (24th Ave.) at M 136 (Pine Grove) (Former M 51)	US 25 A	NBOL	.27	B. C.	5	4
	US 25 A	NBCL	.28	B. C.		
	US 25 A	NBIL	.26	B. C.		
	US 25 A	SB	.33	B. C.		
US 25 A, M 136 (Pine Grove) at Canal Bridge 0.1 mi north from Holland Avenue	US 25 A	NB	.24	B. C.	4	2
	US 25 A	SB	.22	B. C.		

DISTRICT 10
Tests Run in September 1961
and September, October 1962

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
<u>Monroe County</u>						
US 24 at Stewart Rd.*	US 24	NB	.36	B. C.	12*	6*
	US 24	SB	.38	B. C.		
	Stewart	WB	.53	B. C.		
	Stewart	EB	.53	B. C.		
US 25 at Rosalie St. and Monroe Shopping Center Entrances & Exits	US 25	SBIL	.39	B. C.	17	10
	US 25	NBOL	.49	B. C.		
	US 25	NBIL	.37	B. C.		
M 151 at Summerfield Rd.	M 151	WB	.41	B. C.	6	3
	M 151	EB	.37	B. C.		
	Summerfield	NB	.37	B. C.		
	Summerfield	SB	.38	B. C.		
US 223 at Head-O-Lakes Rd.	US 223	NB	.36	B. C.	4	3
	US 223	SB	.34	B. C.		
<u>Wayne County</u>						
M 14 (Plymouth) at Beech-Daly Rd.**	M 14	WBOL	.40	B. C.	17**	3**
	M 14	WBIL	.38	B. C.		
	M 14	EBOL	.40	B. C.		
	M 14	EBIL	.38	B. C.		
	Beech	SB	.35	Conc.		
	Beech	NB	.37	Conc.		
M 14 (Plymouth) at Inkster**	M 14	WBOL	.43	B. C.	11**	2**
	M 14	WBIL	.39	B. C.		
	M 14	EBOL	.36	B. C.		
	M 14	EBIL	.39	B. C.		
	Inkster	NBOL	.47	B. C.		
	Inkster	NBIL	.49	B. C.		
	Inkster	SBOL	.55	B. C.		
Inkster	SBIL	.48	B. C.			

* Monroe County intersection not previously reported, run in September 1961, on basis of 1960 accident data. Not retested in 1962.

** Wayne County intersections not previously reported, run in September 1961, on basis of 1960 accident data. Not retested in 1962.

DISTRICT 10 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1960 Accidents	
					Total	Wet Surface
M 14 (Plymouth) at Virgil**	M 14	WBOL	.40	B. C.	10	3
	M 14	WBIL	.43	B. C.		
	M 14	EBOL	.39	B. C.		
	M 14	EBIL	.41	B. C.		
	Virgil	NB	.47	Conc.		
	Virgil	SB	.51	Conc.		
US 16 at Garfield**	US 16	WBOL	.48	B. C.	11	3
	US 16	WBCL	.48	B. C.		
	US 16	WBIL	.46	B. C.		
	Garfield	SB	.48	Conc.		
M 17 at Merriman**	M 17	EB	.37	B. C.	17	5
	M 17	WB	.37	B. C.		
	Merriman	NBOL	.47	Conc.		
	Merriman	NBIL	.47	Conc.		
	Merriman	SB	.41	Conc.		
M 17 at Pardee**	M 17	WBOL	.46	B. C.	15	9
	M 17	WBIL	.38	B. C.		
	M 17	EBOL	.41	B. C.		
	M 17	EBIL	.39	B. C.		
	Pardee	NB	.38	B. C.		
US 24 (NB) at US 25 (SB)**	US 25	SB	.50	Conc.	12	2
	US 24	NBIL	.48	Conc.		
	US 24	NBOL	.42	Conc.		
US 24 at Davison**	US 24	SBOL	.43	Conc.	14	4
	US 24	SBCL	.46	Conc.		
	US 24	SBIL	.50	Conc.		
	US 24	NBOL	.46	Conc.		
	US 24	NBCL	.48	Conc.		
	US 24	NBIL	.40	Conc.		
	Davison	EB	.49	Conc.		
US 24 at Acacia Rd. **	US 24	SBOL	.40	Conc.	17	6
	US 24	SBCL	.44	Conc.		
	US 24	SBIL	.46	Conc.		
	Acacia	EB	.49	Conc.		

** Eighteen Wayne County intersections not previously reported, run in September 1961, on basis of 1960 accident data. Not retested in 1962.

DISTRICT 10 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1960 Accidents	
					Total	Wet Surface
	**					
US 24 at Pennsylvania	US 24	NBOL	.48	B. C.	13	5
	US 24	NBIL	.48	B. C.		
	US 24	SBOL	.46	B. C.		
	US 24	SBIL	.44	B. C.		
	Pennsylvania	WB	.51	B. C.		
	Pennsylvania	EB	.47	B. C.		
US 25 at Sibley Rd. **	US 25	SBOL	.51	B. C.	19	1
	US 25	SBIL	.58	B. C.		
	Sibley	EB	.48	B. C.		
	Sibley	WB	.47	B. C.		
I 94 at Hannon Rd. **	I 94	EBOL	.45	Conc.	17	7
	I 94	EBIL	.51	Conc.		
	I 94	WBOL	.43	B. C.		
	I 94	WBIL	.46	B. C.		
	Hannon	SB	.43	B. C.		
	Hannon	NB	.47	B. C.		
I 94 at Middlebelt **	I 94	EBOL	.43	B. C.	15	4
	I 94	EBIL	.46	B. C.		
	I 94	WBCL	.43	B. C.		
	I 94	WBOL	.42	B. C.		
I 94 at Merriman **	I 94	WBOL	.44	B. C.	14	3
	I 94	WBIL	.47	B. C.		
	I 94	EBOL	.45	B. C.		
	I 94	EBIL	.49	B. C.		
I 94 at Belleville Rd. **	I 94	WBOL	.47	B. C.	16	4
	I 94	WBIL	.48	B. C.		
	I 94	EBOL	.47	B. C.		
	I 94	EBIL	.51	B. C.		
I 94 at Haggerty Rd. **	I 94	WBOL	.43	B. C.	14	3
	I 94	WBIL	.47	B. C.		
	I 94	EBOL	.47	B. C.		
	I 94	EBIL	.48	B. C.		

** Eighteen Wayne County intersections not previously reported, run in September 1961, on basis of 1960 accident data. Not retested in 1962.

DISTRICT 10 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
M 14 at Norborne	M 14	WBOL	.33	B. C.	4	2
	M 14	WBIL	.33	B. C.		
	M 14	EBOL	.35	B. C.		
	M 14	EBIL	.34	B. C.		
US 16 at Indian St.	US 16	EBOL	.36	B. C.	5	2
	US 16	EBCL	.38	B. C.		
	US 16	EBIL	.37	B. C.		
	US 16	WBOL	.40	B. C.		
	US 16	WBCL	.42	B. C.		
	US 16	WBIL	.40	B. C.		
M 17 at Middlebelt Rd.	M 17	EB	.36	B. C.	8	3
	M 17	WB	.36	B. C.		
	Middlebelt	SB	.41	B. C.		
	Middlebelt	NB	.43	B. C.		
M 17 at Mayfair	M 17	EBOL	.32	B. C.	12	6
	M 17	EBIL	.32	B. C.		
	M 17	WBOL	.32	B. C.		
	M 17	WBIL	.31	B. C.		
	Mayfair	NB	.35	Conc.		
	Mayfair	SB	.39	Conc.		
M 17 at Jackson St.	M 17	WBOL	.34	B. C.	4	2
	M 17	WBIL	.32	B. C.		
	M 17	EBOL	.32	B. C.		
	M 17	EBIL	.32	B. C.		
	Jackson	SB	.42	Conc.		
	Jackson	NB	.39	Conc.		
M 17 at Byers (now: Ercorse)	M 17	EBOL	.32	B. C.	6	4
	M 17	EBIL	.33	B. C.		
	Ercorse	WB	.32	Conc.		
M 17 at Harding	M 17	WBOL	.32	B. C.	5	2
	M 17	WBIL	.31	B. C.		
	M 17	EBOL	.31	B. C.		
	M 17	EBIL	.34	B. C.		
	Harding	SB	.43	Conc.		
	Harding	NB	.39	Conc.		

DISTRICT 10 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
M 17 at Beck Road	M 17	WBOL	.42	Conc.	4	2
	M 17	WBIL	.53	Conc.		
	M 17	EBOL	.49	Conc.		
	M 17	EBIL	.52	Conc.		
	Beck	NB	.47	Conc.		
US 24 at Van Born Road	US 24	NBOL	.39	B. C.	57	17
	US 24	NB #3	.37	B. C.		
	US 24	NB #2	.37	B. C.		
	US 24	NBIL	.39	B. C.		
	US 24	SBOL	.45	Conc.		
	US 24	SBCL	.48	Conc.		
	US 24	SBIL	.46	Conc.		
	Van Born	WBOL	.35	B. C.		
	Van Born	WBIL	.40	B. C.		
	Van Born	EBOL	.37	Conc.		
	Van Born	EBIL	.44	B. C.		
	US 24 at Warren Road	Warren	WBOL	.49		
Warren		WBCL	.41	B. C.		
Warren		WBIL	.37	B. C.		
Warren		EBOL	.35	B. C.		
Warren		EBIL	.43	B. C.		
US 24		SBOL	.47	Conc.		
US 24		SBCL	.41	Conc.		
US 24		SBIL	.45	Conc.		
US 24		NBOL	.38	B. C.		
US 24		NBCL	.36	B. C.		
US 24		NBIL	.31	B. C.		
US 24 at George	US 24	SBOL	.44	Conc.	5	2
	US 24	SBCL	.46	Conc.		
	US 24	SBIL	.48	Conc.		
	US 24	NBIL	.30	B. C.		
	US 24	NB #2	.32	B. C.		
	US 24	NB #3	.33	B. C.		
	US 24	NBOL	.40	B. C.		

DISTRICT 10 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
US 24 at Powers	US 24	NBOL	.40	B. C.	5	2
	US 24	NB #3	.36	B. C.		
	US 24	NB #2	.38	B. C.		
	US 24	NBIL	.40	B. C.		
	US 24	SBOL	.49	Conc.		
	US 24	SBCL	.51	Conc.		
	US 24	SBIL	.49	Conc.		
US 24 at Schoolcraft	Schoolcraft	EBOL	.37	B. C.	51	21
	Schoolcraft	EBIL	.37	B. C.		
	Schoolcraft	WBOL	.43	B. C.		
	Schoolcraft	WBCL	.42	B. C.		
	Schoolcraft	WBIL	.39	B. C.		
	US 24	SBOL	.45	Conc.		
	US 24	SBCL	.45	Conc.		
	US 24	SBIL	.47	Conc.		
	US 24	NBOL	.30	B. C.		
	US 24	NBCL	.29	B. C.		
	US 24	NBIL	.31	B. C.		
US 24 at Cathedral	US 24	SBOL	.46	Conc.	4	3
	US 24	SBCL	.49	Conc.		
	US 24	SBIL	.49	Conc.		
	US 24	NBOL	.32	B. C.		
	US 24	NB #3	.31	B. C.		
	US 24	NB #2	.29	B. C.		
	US 24	NBIL	.28	B. C.		
US 24 at Wohlfeil and Chernick Roads	US 24	NBOL	.44	B. C.	10	6
	US 24	NBCL	.48	B. C.		
	US 24	NBIL	.52	B. C.		
	US 24	SBOL	.43	Conc.		
	US 24	SBCL	.49	Conc.		
	US 24	SBIL	.52	Conc.		
M 153 (Ford Rd.) at Canton Center Road	M 153	WB	.43	B. C.	6	3
	M 153	EB	.46	B. C.		
	Canton	NB	.49	B. C.		
	Canton	SB	.45	B. C.		

DISTRICT 10 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
M 153 at Beech-Daly	M 153	WBOL	.45	B. C.	35	13
	M 153	WBIL	.46	B. C.		
	M 153	EBOL	.45	B. C.		
	M 153	EBIL	.43	B. C.		
	Beech-Daly	SB	.42	Conc.		
	Beech-Daly	NBOL	.59	Conc.		
	Beech-Daly	NBIL	.46	Conc.		
M 153 at Gulley	M 153	WBOL	.43	B. C.	23	10
	M 153	WBIL	.43	B. C.		
	M 153	EBOL	.44	B. C.		
	M 153	EBIL	.40	B. C.		
	Gulley	NB	.47	Conc.		
M 153 at Golfview**	M 153	EBOL	.42	B. C.	11**	3**
	M 153	EBIL	.44	B. C.		
	M 153	WBOL	.45	B. C.		
	M 153	WBIL	.44	B. C.		
M 153 at Evergreen**	M 153	EBOL	.39	B. C.	15**	1**
	M 153	EBCL	.37	B. C.		
	M 153	EBIL	.41	B. C.		
	M 153	WBOL	.42	B. C.		
	M 153	WBCL	.40	B. C.		
	M 153	WBIL	.41	B. C.		
	Evergreen	NB	.49	Conc.		
	Evergreen	SBOL	.40	Conc.		
	Evergreen	SBIL	.38	Conc.		
US 12 at Belleville Road	US 12	EBOL	.35	B. C.	9	6
	US 12	EBIL	.34	B. C.		
	US 12	WBOL	.35	B. C.		
	US 12	WBIL	.35	B. C.		
	Belleville	NBOL	.44	Conc.		
	Belleville	NBIL	.50	B. C.		
	Belleville	SB	.49	B. C.		

** Eighteen Wayne County intersections not previously reported, run in September 1961, on basis of 1960 accident data. Not retested in 1962.

DISTRICT 10 (Continued)

Intersection	Route	Direction and Lane	Avg. Coef.	Type Surface	1961 Accidents	
					Total	Wet Surface
US 12 at Denton Road	US 12	EBOL	.35	B. C.	4	2
	US 12	EBIL	.34	B. C.		
	US 12	WBOL	.38	B. C.		
	US 12	WBIL	.42	B. C.		
	Denton	NB	.40	B. C.		
	Denton	SB	.47	B. C.		
US 12 at Hannan Road	US 12	EBOL	.33	B. C.	4	2
	US 12	EBIL	.37	B. C.		
	US 12	WBOL	.35	B. C.		
	US 12	WBIL	.43	B. C.		
	Hannan	NB	.43	B. C.		
	Hannan	SB	.49	B. C.		
M 14 at Haggerty Road	M 14	WB	.39	B. C.	4	2
	M 14	EB	.39	B. C.		
	Haggerty	SB	.40	B. C.		
	Haggerty	NB	.44	B. C.		