

143

MICHIGAN  
STATE HIGHWAY DEPARTMENT  
Charles M. Ziegler  
State Highway Commissioner

143

SKIDDING ACCIDENTS OCCURRING ON STONE SAND  
CONCRETE PAVEMENTS AUGUST, 1948 TO  
AUGUST, 1949

By

E. A. Finney

LAST COPY  
DO NOT REMOVE FROM LIBRARY

Highway Research Project 48 G-41

Supplement to Report No. 117 on Investigation of  
Slippery Conditions on Stone Sand Concrete Pavements

Research Laboratory  
Testing and Research Division  
Report No. 143  
December 13, 1949

ACCIDENTS OCCURRING ON STONE SAND  
CONCRETE PAVEMENT, AUGUST, 1948 TO AUGUST, 1949

This is a summary of accidents reported by State Police which have occurred on concrete pavement projects containing stone sand, located in particular on US-2 and US-31. The report covers the period from August, 1948 to August, 1949. In all cases the accidents reported have been due to skidding on wet surfaces.

Included in the summary is a listing of accidents and their locations. This information has also been presented graphically. On the graphs the heavy black arrows indicate accidents prior to August, 1948, the long red arrows with dates indicate new accidents within the period stipulated above. In addition, there is shown on the graphs in green ink the location, type, and length of bituminous resurfacing applied during 1948 and 1949 to reduce accidents. Furthermore, although not indicated on the graphs, the highways contain signs: "Slippery when wet".

The information presented discloses two significant facts.

1. The method of using warning signs and resurfacing only the worst areas is apparently not the answer to the problem.
2. The accident pattern disclosed by the graphs indicates that a complete bituminous resurfacing program will be necessary to insure a safe highway.

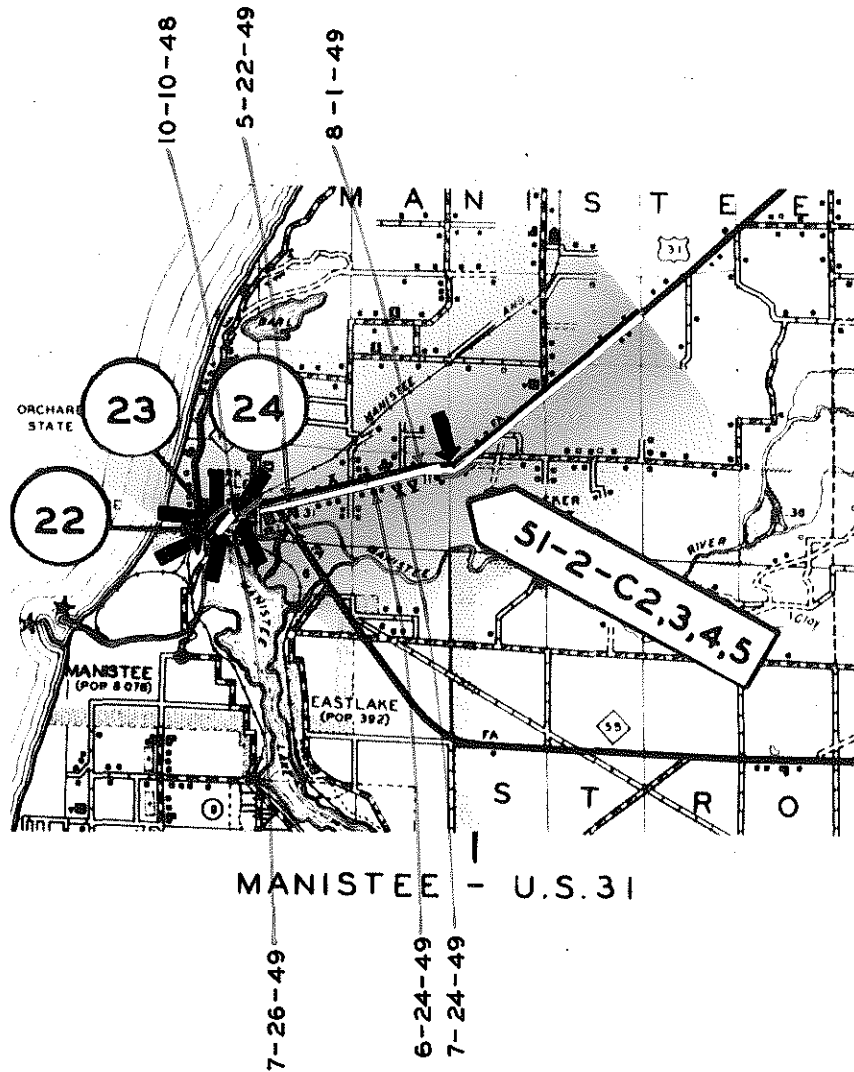
This material is intended as a supplement to Report No. 117 entitled, "Investigation of Slippery Condition of Stone Sand Concrete Pavement", Research Project 48 Q-41 and should be appended thereto for future reference.

SUMMARY OF SLIDING ACCIDENTS ON CONCRETE PAVEMENTS  
FROM AUGUST 1948 TO AUGUST 1949\*

Complaint Number	Date	County	Township	Route	Location	Residence of Driver	Speed	Project Number	Construction Date	Type	Condition	Payment	Alignment
82-809-48	10-27-48	Madison	Moran	US-2	1 Block East from Gros Cap Road	Grand Rapids	50-55	49-28-02	1936	A	Wet	Wet	Curves
82-844-48	12-5-48	Madison	Moran	US-2	7 Miles N. from W. St. Ignace City Limits	Brooklyn	30	49-28-02	1936	A	Wet	Wet	Straight
82-823-48	8-1-49	Madison	Moran	US-2	2 Miles E. from Gould City	Staubenville	45	49-30-01	1941	A	Wet	Wet	Straight
84-815-48	10-9-48	Schoolcraft	Meslier	US-2	.9 Miles W. from M-77 & US-2	Staubenville	45	75-14-04	1943	A	Wet	Wet	Curves
84-813-49	6-25-49	Schoolcraft	Meslier	US-2	3.5 Miles West from M-77 & US-2	Staubenville	45	75-31-04	1939	A	Wet	Wet	Straight
84-833-49	7-3-49	Schoolcraft	Meslier	US-2	.5 Miles West from M-77	Detroit	40	75-24-04	1943	A	Wet	Wet	Straight
84-845-49	7-5-49	Schoolcraft	Meslier	US-2	2 Miles West from M-77	Detroit	45	75-31-03	1939	A	Wet	Wet	Straight
84-852-49	7-9-49	Schoolcraft	Meslier	US-2	.7 Miles West from M-77	Chicago	45	75-31-03	1939	A	Wet	Wet	Curves
84-853-49	7-9-49	Schoolcraft	Meslier	US-2	.7 Miles West from M-77	Manistique	45	75-31-03	1939	A	Wet	Wet	Curves
84-892-49	7-16-49	Schoolcraft	Meslier	US-2	.7 Miles West from M-77 & US-2	Baltimore, Md.	40	75-24-04	1943	A	Wet	Wet	Curves
84-815-49	8-1-49	Schoolcraft	Meslier	US-2	.8 Miles East from Green School Corners	Detroit	60	75-31-03	1939	A	Wet	Wet	Straight
84-856-49	7-15-49	Schoolcraft	Doyle	US-2	Block No. 511700	Detroit	40	75-31-05	1943	A	Wet	Wet	Curves
84-820-49	7-16-49	Schoolcraft	Doyle	US-2	.2 Miles West from Post Inland Road	Manitowish	40	75-31-04	1938	A	Wet	Wet	Curves
84-816-49	8-1-49	Schoolcraft	Doyle	US-2	Village of Galliver	Manitowish	45	75-31-04	1938	A	Wet	Wet	Straight
84-835-49	8-10-49	Schoolcraft	Doyle	US-2	12 Miles East of Manistique City Limits	Manitowish, Minn.	25	75-31-04	1938	A	Wet	Wet	Straight
84-814-49	6-25-49	Schoolcraft	Manistique	US-2	1.2 Miles East of Manistique City Limits	Detroit	50	75-31-04	1930	O	Wet	Wet	Straight
84-838-49	7-15-49	Schoolcraft	Manistique	US-2	.2 Miles West from Sheets Corners	Chicago	55	75-31-07	1940	A	Wet	Wet	Straight
84-895-49	7-27-49	Schoolcraft	Manistique	US-2	4 Miles East from Manistique	Gould City	40	75-31-07	1941	A	Wet	Wet	Straight
84-836-49	8-10-49	Schoolcraft	Manistique	US-2	4 Miles West from City Limits of Manistique	Toledo	40	75-30-07	1936	A	Wet	Wet	Straight
84-832-48	9-30-48	Schoolcraft	Manistique	US-2	At Cooks Junction	Manistique	50	75-30-05	1936	A	Wet	Wet	Straight
84-851-48	11-1-48	Delta	Garden	US-2	3/4 Miles West from Isabella	Cooks	40	21-29-07	1937	A	Wet	Wet	Curves
84-853-49	6-13-49	Delta	Garden	US-2	.8 Miles West from Schoolcraft County Line	Franklin	40	21-29-09	1937	A	Wet	Wet	Straight
84-821-49	8-6-49	Delta	Garden	US-2	25 Yards West from Delta County Rd. No. 483	Manistique	40	21-29-08	1937	A	Wet	Wet	Straight
42424	5-17-49	Delta	Mahma	US-2	1 Mile East from Mahma Junction	Manistique	50	21-29-09	1937	A	Wet	Wet	Straight
84-838-49	7-3-49	Delta	Mahma	US-2	1.6 Miles West from Mahma Junction	Manistique	45	21-28-04	1937	A	Wet	Wet	Straight
85-829-49	7-5-49	Delta	Mahma	US-2	.3 Miles East from the Ogema River Bridge	Manistique	50	21-28-05	1936	A	Wet	Wet	Straight
85-835-49	7-5-49	Delta	Mahma	US-2	1/2 Mile W. from Intersection at Isabella Rd. #497	Manistique	40	21-28-04	1937	A	Wet	Wet	Straight
85-858-49	7-18-49	Delta	Mahma	US-2	1 Miles West from County Road #497	Manistique	20-25	21-28-04	1937	A	Wet	Wet	Straight
85-873-49	7-21-49	Delta	Mahma	US-2	1 Miles West from County Road #477	Roxbury, Mass.	35	21-28-04	1937	A	Wet	Wet	Straight
84-821-49	7-26-49	Delta	Mahma	US-2	3 Miles West from Isabella	Townsend, N.Y.	5%	21-29-08	1937	A	Wet	Wet	Straight
84-828-49	8-6-49	Delta	Mahma	US-2	200 Yards West from Federal Highway 13	Detroit	40	21-29-08	1936	A	Wet	Wet	Straight
85-877-49	7-24-49	Delta	Manistee	US-2	At Esig	Sudbury, Ont.	45	21-28-04	1937	A	Wet	Wet	Straight
85-840-48	10-30-48	Delta	Masonville	US-41, US-2	200 Feet North from US-2	Detroit	35	21-25-04	1938	A	Wet	Wet	Curves
77-846-48	10-16-48	Manistee	Manistee	US-31	.2 Miles North from US-31 & M-110	Kenosha	25	51-2-03	1944	A	Wet	Wet	Curves
77-870-49	5-22-49	Manistee	Manistee	US-21	.5 Miles North from M-55	Frankfort	50	51-2-03	1944	A	Wet	Wet	Straight
77-837-49	6-24-49	Manistee	Manistee	US-31	1.2 Miles Northeast from M-55	Beauregard	55	51-2-03	1944	A	Wet	Wet	Straight
77-836-49	7-24-49	Manistee	Manistee	US-31	1.1 Miles NE from Intersection of M-55	Dumais	35	51-2-03	1944	A	Wet	Wet	Straight
77-844-49	7-26-49	Manistee	Manistee	US-31	200 Feet North from M-22	Chicago	50	51-2-03	1944	A	Wet	Wet	Straight
77-859-49	8-1-49	Manistee	Manistee	US-31	1.7 Miles S. from Intersection of US-31 & M-55	Traverse City	35	51-2-03	1944	A	Wet	Wet	Straight

\* From State Police Reports via Planning and Traffic Division

A - Inland Coarse Aggregate and Stone Sand  
C - Natural Aggregate



Green - Bituminous retread with Seal Coat; August, 1949







MICHIGAN  
STATE HIGHWAY DEPARTMENT  
Charles M. Ziegler  
State Highway Commissioner

INTEROFFICE COMMUNICATION

January 23, 1951

TO: W. W. McLaughlin  
Testing and Research Engineer


SUBJECT: Accidents Occurring on Stone Sand Concrete Pavement, US-2,  
May to October, 1950. Supplement to Report 117.

This is a summary of accidents reported by State Police which have occurred on concrete pavement projects containing stone sand, located on US-2 between St. Ignace and US-41. This report includes the accidents for the period from May to October, 1950. In all cases the accidents reported have been due to skidding on wet surfaces. The summary in Table 1 contains pertinent data relative to the accidents. Where two cars are involved in an accident, the same complaint number appears twice in Table 1 in order to present data on both cars. The locations of the 1950 accidents have been presented graphically by red arrows in Figure 1. For comparative study, skidding accidents occurring since 1946 are also shown in Figure 1. The heavy black arrows indicate accidents between 1946 and 1948; the green arrows indicate accidents between August, 1948 and August, 1949; and the red arrows indicate the accidents occurring between May and October, 1950.

In Figure 1, there is also shown by green ink the location of the concrete bituminous surfacing which was applied in 1949 and 1950. The bituminous concrete resurfacing between Gulliver and Blaney Park (M-77) was started at M-77 on August 29 and completed at Gulliver Corners on September 17, 1950. With but two exceptions, all accidents reported on this stretch of pavement have occurred prior to resurfacing operations. These two occurred during resurfacing operations.

Further, Table 2 presents a summary of property damage and personal injuries resulting from reported accidents on US-2 for the years 1948, 1949, and 1950. These data show the gradual increase of property damage and accidents as well as the increase in traffic for the past three years.

The information submitted herewith should be helpful to the Department in programming future bituminous concrete resurfacing work on US-2.

  
E. A. Finney  
Assistant Testing and Research  
Engineer in Charge of Research

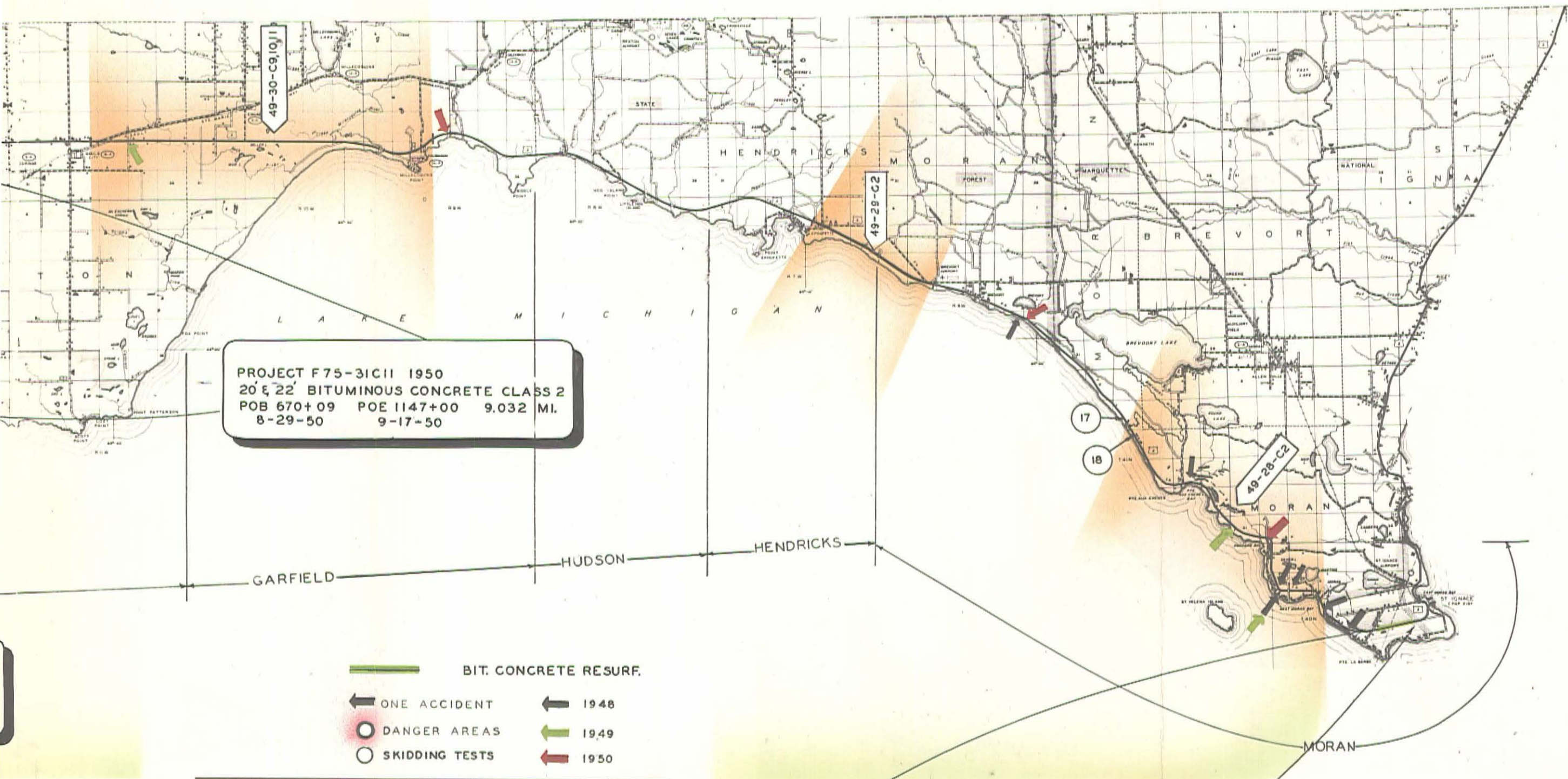
EAF:shl

TABLE 1

SUMMARY OF SKIDDING ACCIDENTS ON US-2  
 BETWEEN US-41 AND ST. IGNACE  
 MAY TO OCTOBER 1950

Complaint No.	Date	County	Township	Route	Location	Residence of Driver	Speed	Project No.	Construction Date	Pavement		
										Type	Condition	Alignment
85-353-50	5-7-50	Delta	Ensign	US-2	.1 Mile East County Road J-424	Detroit, Michigan	40	21-28, C3,4	1937	A	Wet	Straight
85-419-50	7-1-50	Delta	Ensign	US-2	3 Miles East from East Village limits of Ensign	Pontiac, Michigan	50	21-28, C5,6	1937	A	Wet	Straight
85-420-50	7-1-50	Delta	Ensign	US-2	3 Miles East from East Village limits of Ensign	Detroit, Michigan	50	21-28, C5,6	1937	A	Wet	Straight
85-471-50	7-17-50	Delta	Ensign	US-2	.6 Mile East from County Road #511	London, Ontario	45	21-28, C3,4	1937	A	Wet	Straight
85-471-50	7-17-50	Delta	Ensign	US-2	.6 Mile East from County Road #511	Chicago, Illinois	35	21-23, C3,4	1937	A	Wet	Straight
85-510-50	7-30-50	Delta	Ensign	US-2	1.8 Miles East Ogontz Road	Nahma, Michigan	40	21-28, C4	1937	A	Wet	Straight
85-548-50	7-30-50	Delta	Ensign	US-2	1.8 Miles East Ogontz Road	Detroit, Michigan	40	21-28, C4	1937	A	Wet	Straight
85-510-50	7-30-50	Delta	Ensign	US-2	60' East from County Road J-1 at Magnusson's Store	Pontiac, Michigan	60	21-28, C3,4	1937	A	Wet	Straight
85-548-50	8-15-50	Delta	Ensign	US-2	60' East from County Road J-1 at Magnusson's Store	Ensign, Michigan	0	21-28, C3,4	1937	A	Wet	Straight
85-619-50	9-12-50	Delta	Ensign	US-2 & 41	.2 Mile West Ensign Village limit	Oxbow Saskatchewan Canada	30	21-28, C3,4	1937	A	Wet	Straight
85-619-50	9-12-50	Delta	Ensign	US-2 & 41	.2 Mile West Ensign Village limit	Oxbow Saskatchewan Canada	0	21-28, C3,4	1937	A	Wet	Straight
84-262-50	6-30-50	Delta	Garden	US-2	1 Mile West from Schoolcraft and Delta County line	Ft. Williams, Ontario	50	21-29, C6,8	1936	A	Wet	Curve
84-263-50	6-30-50	Delta	Garden	US-2	1 Mile West from Schoolcraft and Delta County line	Gladstone, Michigan	20	21-29, C6,8	1936	A	Wet	Curve
84-263-50	6-30-50	Delta	Garden	US-2	1 Mile West from Schoolcraft and Delta County line	Detroit, Michigan	25	21-29, C6,8	1936	A	Wet	Curve
84-317-50	7-14-50	Delta	Garden	US-2	1 Mile West from County Road #493	Cooks, Michigan	40	21-17, C1,2	1921, 23	A	Wet	Straight
84-322-50	7-15-50	Delta	Garden	US-2	1 Mile West from County Road #493	Highland Park, Michigan	50	21-17, C1,2	1921, 23	A	Wet	Straight
84-449-50	8-28-50	Delta	Garden	US-2	100 yards West from Fish Dam Bridge at Black #1372/00	Akron, Michigan	40	21-29, C6,8	1936	A	Wet	Straight
84-502-50	9-13-50	Delta	Garden	US-2	1.1 Miles West Delta County - Schoolcraft County line	Lake Odessa, Michigan	50	75-30, C1,4,5	1935, 36	A	Wet	Straight
85-275-50	5-7-50	Delta	Masonville	US-2	South on US-41	Escanaba, Michigan	50	21-28, C5	1934	B	Wet	Curve
85-287-50	6-18-50	Delta	Masonville	US-41 @ US-2	US-41 at US-2	Wilson, Michigan	0	21-25, C4	1938	A	Wet	Curve
85-387-50	6-12-50	Delta	Masonville	US-41 @ US-2	US-41 at US-2	Crystal Falls, Michigan	15	21-25, C4	1938	A	Wet	Curve
85-512-50	7-30-50	Delta	Masonville	US-2	.2 Mile East US-2 at Tascosh River Bridge	Escanaba, Michigan	60	21-28, C1,2	1938	A	Wet	Straight
85-515-50	8-8-50	Delta	Masonville	US-2	.1 Mile North from Soo Line Railroad	Gladstone, Michigan	50	21-28, C1,2	1933	A	Wet	Straight
84-245-50	6-23-50	Delta	Nahma	US-2	25 Ft. Nahma Northern Railroad at Nahma Junction	Northport, N. Y.	45	21-27, C5,6	1937	A	Wet	Straight
84-245-50	6-23-50	Delta	Nahma	US-2	25 Ft. Nahma Northern Railroad at Nahma Junction	Jackson, Michigan	25	21-28, C5,6	1937	A	Wet	Straight
84-252-50	6-27-50	Delta	Nahma	US-2	1/4 Mile West from Isabella	Detroit, Michigan	45	21-29, C7	1936	A	Wet	Straight
84-252-50	6-27-50	Delta	Nahma	US-2	1/4 Mile West from Isabella	Highland Park, Michigan	55	21-29, C7	1936	A	Wet	Straight
85-634-50	9-18-50	Delta	Nahma	US-2	.4 Mile from Delta County Road L-7	Wyandotte, Michigan	40	21-28, C5,6	1937	A	Wet	Straight
85-723-50	10-18-50	Delta	Nahma	US-2	1000 Ft. West from County Road L-7 in the village limit	Escanaba, Michigan	22	21-28, C5,6	1937	A	Wet	Straight
85-730-50	10-22-50	Delta	Nahma	US-2	1/20 Mile East from County Road L-7 at 40-20 section 2	Harbor Springs, Mich.	50	21-28, C5,6	1937	A	Wet	Straight
85-730-50	10-22-50	Delta	Nahma	US-2	1/20 Mile East from County Road L-7	Nahma, Michigan	25	21-28, C5,6	1937	A	Wet	Straight
84-450-50	8-28-50	Delta	Nahma	US-2	Intersection of US-2 and County Road L-3	Gladstone, Michigan	45	21-29, C7	1936	A	Wet	Straight
84-450-50	8-28-50	Delta	Nahma	US-2	Intersection of US-2 and County Road L-3	Escanaba, Michigan	25	21-29, C7	1936	A	Wet	Straight
83-422-50	7-14-50	MacKinnac	Moran	US-2	8.2 Miles West from St. Ignace, Michigan	Port Huron, Michigan	50	49-28, C1,2	1936	A	Wet	Straight
84-422-50	7-14-50	MacKinnac	Moran	US-2	8.2 Miles West from St. Ignace, Michigan	Garrett, Indiana	45	49-28, C1,2	1936	A	Wet	Straight
83-502-50	8-2-50	MacKinnac	Moran	US-2	1 Mile West Brewort Lake Road	St. Johns, Michigan	50	49-28, C3,4	1936	C	Wet	Curve
83-502-50	8-2-50	MacKinnac	Moran	US-2	1 Mile West Brewort Lake Road	Loansport, Indiana	25	49-28, C3,4	1936	C	Wet	Curve
83-628-50	9-3-50	MacKinnac	Garfield	US-2	1 Mile East Mainway	Green Bay, Wisconsin	50	49-30, C4,8,9	1941	C	Wet	Curve
84-266-50	7-1-50	Schoolcraft	Doyle	US-2	2 Miles East from Gulliver, Michigan	Kittery, Maine	40-45	75-31, C8	1941	A	Wet	Curve
84-266-50	7-1-50	Schoolcraft	Doyle	US-2	2 Miles West from Gulliver, Michigan	Kemora, Ontario	50-55	75-31, C8	1941	A	Wet	Curve
84-360-50	7-30-50	Schoolcraft	Doyle	US-2	450' West Pt. Inland Rd.	Gulliver, Michigan	30	75-31, C3,4,5	1936	A	Wet	Straight
84-360-50	7-30-50	Schoolcraft	Doyle	US-2	450' West Pt. Inland Rd.	Sault Saint Marie, Mich.	45	75-31, C3,4,5	1936	A	Wet	Straight
84-363-50	7-30-50	Schoolcraft	Doyle	US-2	250' West Pt. Inland Rd. at E & J Restaurant	Toronto, Canada	40	75-31, C3,4,5	1936	A	Wet	Straight
84-390-50	8-8-50	Schoolcraft	Doyle	US-2	Village of Gulliver Mich. Across from Bowman Oil Co.	Ironwood, Michigan	55	75-31, C8	1940	A	Wet	Straight
84-391-50	8-8-50	Schoolcraft	Doyle	US-2	Village of Gulliver Michigan	Detroit, Michigan	45	75-31, C8	1940	A	Wet	Curve
84-428-50	8-21-50	Schoolcraft	Doyle	US-2	Front of E & J Diner at Gulliver, Michigan	Escanaba, Michigan	65	75-31, C8	1940	A	Wet	Straight
84-428-50	8-21-50	Schoolcraft	Doyle	US-2	Front of E & J Diner at Gulliver, Michigan	Crookston, Michigan	25	75-31, C8	1940	A	Wet	Straight
84-448-50	8-28-50	Schoolcraft	Doyle	US-2	Village of Gulliver	Detroit, Michigan	45	75-31, C8	1940	A	Wet	Curve
84-604-50	10-11-50	Schoolcraft	Doyle	US-2	1/2 Mile West from Gulliver, Michigan	Wallace, Michigan	45	75-21, C3	1933	A	Wet	Straight
84-604-50	10-11-50	Schoolcraft	Doyle	US-2	1/2 Mile West from Gulliver, Michigan	Menominee, Michigan	45	75-21, C3	1933	A	Wet	Straight
84-230-50	6-16-50	Schoolcraft	Garden	US-2	.3 Mile Delta County Line	Grand Rapids, Michigan	50	75-30, C1,4,5	1935, 36	A	Wet	Curve
84-267-50	7-1-50	Schoolcraft	Inwood	US-2	6 Miles West from the Village of Thompson	Newberry, Michigan	55	75-30, C1,4,5	1935, 36	A	Wet	Straight
84-280-50	7-4-50	Schoolcraft	Inwood	US-2	3 Miles West from 100 Mile to Straitsville	Bearon, Michigan	40	75-30, C1,4,5	1935, 36	A	Wet	Straight
84-285-50	7-5-50	Schoolcraft	Inwood	US-2	5 Miles West from old US-2	Escanaba, Michigan	40	75-30, C1,4,5	1935, 36	A	Wet	Straight
84-326-50	7-17-50	Schoolcraft	Inwood	US-2	10 Miles West from Manistique	Iron Mountain, Michigan	45	75-30, C1,4,5	1935, 36	A	Wet	Straight
84-338-50	7-23-50	Schoolcraft	Inwood	US-2	.7 Mile from Coolon Corners	Elm Grove, N. Y.	35	75-30, C2,4,5,7	1935, 36	A	Wet	Curve
84-274-50	7-3-50	Schoolcraft	Manistique	US-2	5.3 Miles East from East City Limits of Manistique	Elm, Michigan	35	75-31, C6,7	1941	A	Wet	Curve
84-314-50	7-14-50	Schoolcraft	Manistique	US-2	.1 Mile East from Harbleshed Dairy Road	Onsted, Michigan	50	75-31, C6,7	1941	A	Wet	Curve
84-314-50	7-14-50	Schoolcraft	Manistique	US-2	.1 Mile East from Harbleshed Dairy Road	Red Oak, Iowa	40	75-31, C6,7	1941	A	Wet	Curve
84-315-50	7-14-50	Schoolcraft	Manistique	US-2	6 Miles East from Manistique, Mich. at the Harbleshed	Marquette, Michigan	50	75-31, C6,7	1941	A	Wet	Straight
84-588-50	10-7-50	Schoolcraft	Manistique	US-2	2 Miles East from Manistique City Limits	Case City, Michigan	50	75-31, C6,7	1941	D	Wet	Straight
84-615-50	10-16-50	Schoolcraft	Manistique	US-2	1 Mile East from Manistique, Michigan	Manistique, Michigan	60	75-6, C4	1930	D	Wet	Curve
84-506-50	9-13-50	Schoolcraft	Manistique	US-2	1 Mile East from Manistique East City Limits	Manistique, Michigan	65	75-6, C4	1930	D	Wet	Straight
84-506-50	9-13-50	Schoolcraft	Manistique	US-2	1 Mile East from Manistique East City Limits	Manistique, Michigan	40	75-6, C4	1930	D	Wet	Straight
84-255-50	6-28-50	Schoolcraft	Mueller	US-2	.7 Mile West M-77	Escanaba, Michigan	40	75-31, C1,3	1939	A	Wet	Curve
84-255-50	6-28-50	Schoolcraft	Mueller	US-2	.7 Mile West M-77	Gerrislee, Michigan	40	75-31, C1,3	1939	A	Wet	Curve
84-273-50	7-3-50	Schoolcraft	Mueller	US-2	1 Mile North from old US-2	Minwaukee, Wisconsin	50	75-31, C3,4,5	1939	A	Wet	Straight
84-359-50	7-30-50	Schoolcraft	Mueller	US-2	2 Miles West M-77	Esora, Michigan	40	75-31, C1	1939	A	Wet	Straight
84-359-50	7-30-50	Schoolcraft	Mueller	US-2	2 Miles West M-77	Deep River, Ontario	45	75-31, C1	1939	A	Wet	Straight
84-362-50	7-30-50	Schoolcraft	Mueller	US-2	3 Miles West M-77 at Block 1033/00	Detroit, Michigan	55	75-31, C1,3	1939	A	Wet	Straight
85-368-50	8-1-50	Schoolcraft	Mueller	US-2	3 Miles East Gulliver, Michigan at 915/00	Lake Orion, Michigan	40	75-31, C3,4,5	1936	A	Wet	Straight
84-377-50	8-2-50	Schoolcraft	Mueller	US-2	3 Miles West from Intersection of US-2 & M-77	Ann Arbor, Michigan	50	75-31, C1,3	1939	A	Wet	Straight
84-377-50	8-2-50	Schoolcraft	Mueller	US-2	3 Miles West from Intersection of US-2 & M-77	Empadine, Michigan	40	75-31, C1,3	1939	A	Wet	Straight
84-396-50	8-9-50	Schoolcraft	Mueller	US-2	1 Mile North from old US-2 or Green School Corner	Maple Rapids, Michigan	45	75-31, C3,4,5	1939	A	Wet	Straight
84-396-50	8-9-50	Schoolcraft	Mueller	US-2	1 Mile North from old US-2 or Green School Corner	Toledo, Ohio	0	75-31, C3,4,5	1939	A	Wet	Straight
84-426-50	8-21-50	Schoolcraft	Mueller	US-2	2 Miles West from J. Nelson with M-77	Nahma, Michigan	40	75-5, C1	1933	A	Wet	Straight
84-459-50	8-28-50	Schoolcraft	Mueller	US-2	2 Miles West from M-77	Gulliver, Michigan	25	75-5, C1	1933	A	Wet	Straight
84-476-50	9-3-50	Schoolcraft	Mueller	US-2	.7 Mile West from M-77	Elm, Michigan	55	75-31, C3,4,5	1939	A	Wet	Curve
84-510-50	9-14-50	Schoolcraft	Mueller	US-2	5 Miles East Village of Gulliver, Michigan	Chicago, Illinois	35	75-31, C3,4,5	1939	A	Wet	Curve
84-510-50	9-14-50	Schoolcraft	Mueller	US-2	5 Miles East Village of Gulliver, Michigan	Hannock, Michigan	60	75-31, C3,4,5	1939	A	Wet	Curve
84-309-50	7-12-50	Schoolcraft	Thompson	US-2	.4 Mile from M-149	Union City, Michigan	40	75-30, C1,4,5	1935, 36	A	Wet	Curve
84-316-50	7-14-50	Schoolcraft	Thompson	US-2	2 Miles West from Manistique at road to picnic table	Menominee, Michigan	20	75-28, C2	1941	A	Wet	Straight
84-316-50	7-14-50	Schoolcraft	Thompson	US-2	2 Miles West from Manistique at road to picnic table	Kankakee, Illinois	40	75-28, C2	1941	A	Wet	Straight
84-318-50	7-14-50	Schoolcraft	Thompson	US-2	1/4 Mile West from M-149	E. Lansing, Michigan	55	75-30, C1,4,5	1935, 36	A	Wet	Curve
84-318-50	7-14-50	Schoolcraft	Thompson	US-2	1/4 Mile West from M-149	Kooze Jaw Saskatchewan	40	75-30, C1,4,5	1935, 36	A		












**PROJECT F 75-31C11 1950**  
 20' & 22' BITUMINOUS CONCRETE CLASS 2  
 POB 670+09 POE 1147+00 9.032 MI.  
 8-29-50 9-17-50

**PROJECT M 49-42C2 1949**  
 BITUMINOUS CONCRETE RESURFACING  
 (1) POB 841+50 POE 874+23  
 (2) POB 944+65 POE 985+48  
 1.4 MI.

**U.P. STONE SAND CONCRETE PROJECTS  
 INCLUDED IN INVESTIGATION**

-  BIT. CONCRETE RESURF.
-  ONE ACCIDENT  1948
-  DANGER AREAS  1949
-  SKIDDING TESTS  1950



41



2



7  
TABLE 2

SUMMARY OF PROPERTY DAMAGE AND PERSONAL INJURIES RESULTING FROM ACCIDENTS ON US-2  
(Based on State Police Accident Reports)

	<u>1949</u> July 25 to Dec. 5 4 mo. period	<u>1949</u> May 17 to Oct. 31 5-1/2 mo. period	<u>1950</u> May 7 to Dec. 4 7 mo. period
CARS INVOLVED			
Number of Cars	27	64	87
Low per Car	\$50	\$20	\$25
High per Car	\$800	\$900	\$800
Average per Car	\$201	\$230	\$295
*Total Property Damage	\$5440	\$14756	\$25670
On a Monthly Basis	\$1560	\$2682	\$3687
PERSONS INVOLVED			
Number Injured	13	29	37
Number Hospitalised	11	21	24
Not Hospitalized	1	7	2
Number Deaths	1	1	1
Average Daily Traffic			
Total Vehicles	1422	1590	1659

\*Note: Property Damage estimated by State Police at time of accident.