



TRAFFIC CONTROL INFORMATION

**YOU MUST REPORT
TO YOUR DIVISION
MANAGEMENT BEFORE
DRIVING ON THE
ROAD SYSTEM!**

**Proving
Ground**

**PREPARED BY:
TRAFFIC CONTROL**

INTRODUCTION

The information in this booklet is for the guidance of Non-Resident employees or others who infrequently visit the Proving Ground. Only the basic driving regulations and information is included. The Driving Regulations are detailed in the regular Driving Regulations Book which is available in each department or division.

Driver Qualification

Only trained and qualified employees are permitted to drive on the road system. Special instructions cover persons not employed by the Corporation.

Driver Instructions

A complete set of driver instructions is listed in the Driving Regulations Book. The following instructions will assist you until you have read the regular book.

1. When entering or exiting the Main Gate, a complete stop must be made.
2. The speed limit on DuPont Circle near the Main Gate is 20 mph.
3. The speed limit in all of the building areas is 15 mph. Inside the buildings it is 5 mph.
4. The Main Gas Station is a self-service facility. Traffic through this facility is one-way.
5. Do not remove ignition keys from vehicles parked in buildings or immediate vicinity.
6. If special conditions demand more than normal risks, contact the Safety Department for the required safety equipment.
7. Do not throw lighted tobacco or litter from car.
8. Turn off the ignition before fueling any vehicle.

Warning Lights - Gates - Signs

The road system is controlled by red and amber lights, Road Closed gates, Stop-Wrong Way gates, and in some cases, proper barricading.

The majority of the roads on the road system are one-way. Two-way roads are signed accordingly. Generally, the signs that are used conform to the Michigan Uniform Traffic Devices Code.

Driving Regulations

For various reasons driving regulations change frequently. Bulletins are issued regarding the changes and posted on all bulletin boards. Permanent changes are placed in a loose-leaf notebook located near the bulletin boards or in the drivers' rooms. It is imperative that these changes be noted each time you visit the Proving Ground.

Schedules and Special Tests

A special test is one which a vehicle is being operated in a manner which may create a hazard unless special precautions are taken. When severe or unusual tests call for driving that might endanger other drivers, closing of the road is required.

Coordinating schedules and approving or arranging for certain special tests on the road system is a function of Traffic Control. All new schedules, changes in existing schedules, or running a test that does not conform to regulations must be approved by Traffic Control.

Vehicle Dynamics Test Area

This area is under the direct control of the Vehicle Dynamics Department. Permission to use any portion of it must be obtained from the controller stationed at the site.

Circular Test Track

The Circular Track has five traffic lanes with posted minimum speeds. All scheduled stops must be made in the brake pads. No stopping or rapid decelerations will be allowed in the five traffic lanes. Only stops of 20 seconds or less are permitted in the brake pads. Getting out of the vehicle while on the brake pads is not permitted.

Circular Track (cont'd.)

No employe will be allowed to drive at speeds over 100 mph until he has been specifically authorized to do so. Each Division Resident Manager will be responsible for this authorization.

Operating at speeds from 125-150 mph will require the approval of the Division Resident Manager or the Proving Ground Garage Department Superintendent. In addition, the Plant Protection Department must be notified.

Operating at speeds over 150 mph will require the approval of the Proving Ground Director and the track will be closed.

Oval Test Track

The Oval Track is divided into four traffic lanes. Three of the lanes are posted with minimum speeds. The inside lane is a "Stops" lane. The speed limit on the straightaway sections is 100 mph and in the supers it is 80 mph.

Momentary stops are permitted in the low-speed lane only. Stops of over five seconds must be made in the "Stops" lane only.

Handling Pad, East-West Straightaway

Traffic on the Handling Pad is one-way in a westerly direction. When exiting the pad, the connector to Hyne Road must be used. Do not re-enter the straightaway from the Handling Pad. Entering the Handling Pad from the east-bound lanes of the straightaway is prohibited.

North-South Straightaway

Use of this facility is restricted exclusively for authorized tests. No one should drive this road unless he is thoroughly familiar with it and has been checked out on it with the appropriate authorities. The flashing light located at the south end must be turned on when a crew is operating on the straightaway in the speed range above 125 mph.

North-South Straightaway (cont'd.)

High-speed (over 80 mph) panic brake stops are to be conducted in the northbound lane between the 0.6 and the 1.3 mile markers only. The Plant Protection Department must be notified and the road closed to all other traffic before conducting such tests.

Controlled brake stops are permitted on the low-speed lane.

Sway Tests - Zig-Zag Tests

Passing or simulated passing maneuvers from one traffic lane into the adjacent lane and back are not restricted provided it does not interfere with normal traffic.

Violent, whipping maneuvers or "zig-zag" maneuvers that could possibly result in loss of control will not be permitted without special authorization and the test facility must be closed.

Emergency Procedures

1. In all emergencies, call the emergency number 222.
2. Give the exact location of the emergency and your name.
3. Emergency phones are located throughout the road system. (See Driving Regulations Book)

Vehicle Accidents

1. Notify Plant Protection immediately. If an emergency exists, call 222.
2. Do not move an injured person unless necessary for his safety.
3. Do not move vehicles or destroy evidence.
4. All accidents will be reported on Form PG-1150. This form is available in all departments and divisions.

IF THERE ARE ANY QUESTIONS REGARDING TRAFFIC INFORMATION, CONSULT THE DRIVING REGULATIONS BOOK OR CALL TRAFFIC CONTROL, EXT. 226.

STATISTICS

General Motors Proving Ground Milford, Michigan

ESTABLISHED	1924
RESIDENT DIVISIONS AND STAFFS	14
APPROXIMATE NUMBER OF EMPLOYEES	1,700
LAND AREA	4,009 ACRES
BUILDING AREA	924,178 SQ. FT.
TEST ROADS	79 MILES
TYPICAL TEST ROAD TRAFFIC VOLUME	275 CARS
VEHICLE DYNAMICS TEST AREA	67 ACRES
OVAL TEST TRACK	3.8 MILES
CIRCULAR TEST TRACK	4.5 MILES
MILFORD PROVING GROUND TEST MILES :	
CUMULATIVE TOTAL 1924-1969	364,718,905
DAILY AVERAGE	67,000
ALL FACILITIES TEST MILES :	
CUMULATIVE TOTAL	416,344,661
DAILY AVERAGE	90,000

