President's Message

What a wonderful meeting the Alabama Section had in Alex City. This was probably the most attendance that we have had at a Quarterly meeting since the formation of the Alabama Section. I wish to thank Freddie Blankenship and his staff for the wonderful job they did in hosting the meeting.

Congratulations is also in order to the Alabama Section for winning the prestigious Outstanding Section of the Year award for District Five. The award was given at the Annual District V meeting in Raleigh, North Carolina. The Alabama Section had an outstanding year in 1993 and should have an outstanding year this year.

One of my goals for this year is to encourage the Transportation community. In trying to accomplish this goal I would like to help the State of Alabama establish an IMSA chapter. I think this would help our technicians feel wanted and important. I also think the only way to get an IMSA chapter started in Alabama is for the Alabama Section ITE to get behind this and sponsor the chapter. This is the way the Georgia chapter got started and this may be the only way an Alabama chapter can get started.

I also want to encourage each member to get involved in Career Guidance. The Section has the career guidance tape that was made by International ITE. If any member would like a copy of this tape to use in a local high school or university, we will be glad to furnish you a copy. Ken Cush is heading up this committee for the Section and Jim Meads heads this up for the District and they need your help and input.

I am encouraged by the input from the Membership committee. I think the plan they have come up with to encourage joining ITE is wonderful. I appreciate the hard work and initiative these people have given.

As I think about ITE, I want to share with you my very first Section meeting that I attended. At that time it was not a Section, it was the Alabama Division. I was a Senior at Auburn University and the Student Chapter had just been formed. I had been elected Secretary/Treasurer for the Chapter with Harry Rice and Don Arkle serving as the other Officers. Dr. Robert Vecellio had invited us to attend the meeting in Tuscaloosa. We loaded up and drove to the meeting, where I met Gerald Anderson, Charles Alexander, and Bob Wolfe. I remember these men more than most because they made the most memorable impression. I also remember that a lot of these men smoked pipes and cigars. I thought at the time that to come to these meetings when I got older I would have to learn to smoke a pipe so I could look distinguished. Thank goodness this is not the case. I remember thinking as I left that I would someday like to work in Traffic Engineering under Charles Alexander. The Good Lord must have been listening because within the next five years I went to work for Charles Alexander and worked with him until about five years ago. I owe many thanks to Charles for his influence and guidance in my life.

I deem it a privilege to serve as your Section President and I look forward to work with each one to build up the Section. If you see anything that I or the Board can do better, please do not hesitate to call. I look forward to seeing each one of you in Gulf Shores at our Annual meeting - June 16 & 17. Until next time ...

Locke D. (Bubba) Bowden
ALSITE Annual Meeting
JUNE 16 & 17, 1994

Registration/Refreshments
8:00-11:00..............................................Registration
9:00-9:30..............................................Coffee

Technical Session I
9:30.....................................................Welcome
9:45-10:30..............Strategic Highway Research Program
(S.H.R.P.) - Larry Lockett, Alabama D.O.T.
10:30-11:15...........Baldwin Co. Rural Transportation System
(B.R.A.T.S.) - Rosie Broadus, Director of Transportation
11:15-12:00......"An American Motorist View of the
Autobahn" - Robert L. Wolfe, Sr., R.L.
Wolfe & Associates

Lunch
12:00-1:30.......................On Your Own
1:30-2:15.......................Inverted Profile Traffic Stripe - A New
Technology in Highway Striping - Dana
Burney, Rainline Corp., Mandebille, LA
2:30-3:15......................."Operation and Maintenance of a Closed
Loop Signal System" - Blake Temple,
Temple, Inc.
3:15-4:00.............."Advanced Traffic Management System -
Frank Dorsey, Faradine Corp., Atlanta, GA

Spring Meeting Minutes
March 17, 1994

I. Call To Order:
The meeting was called to order at 1:00 PM by President Locke
D. (Bubba) Bowden.

II. Minutes:
President Bowden called for corrections/additions to the minutes of the Fall 1993 Meeting as published in the spring 1994 Newsletter. There being none, Dick Garner made a motion, seconded by Ken Cush to accept the official minutes. The motion was unanimously approved by voice vote.

III. Officers/Director's Reports:
A. Secretary/Treasurer's Report:
1. The annual Secretary/Treasurer's Report was presented by Vice-President Robert Adams for 1993. It was reported that the receipts for the year ending December 31, 1993 were $11,340.00 and expenditures were $7,779.75. Leaving a balance of $9,368.39. The membership status was reported to be 83 members, 50 class I affiliates, 66 class II affiliates, and 4 retired members for a total membership of 203. There were 10 new members added, including 5 membership upgrades and 4 class II affiliates. Resignations and exclusions included 8 members, 10 class I affiliates, and 86 class II affiliates.

2. The current Secretary/Treasurer's Report was presented by Bruce Thomason detailing the receipts and expenditures since January 1, 1994. It was reported that the receipts were $140.00 and expenditures were $398.53, leaving a current balance of $9,109.86. The current membership status was reported to be 84 members, 69 class II affiliates, 54 class I affiliates and 4 retired members for a total membership of 211. It was also reported that 160 members and affiliates have paid their dues, 21 owe $30 each, 7 owe $10 each, and 19 owe $10 each.

A motion was made by Ken Cush and seconded by Dan Turner to accept the Secretary/Treasurer's Reports as presented. The motion was unanimously approved by voice vote.

B. District 5 Representative Report:

C. Vice-President's Report:
Robert Adams reported on the proceedings of the Board Meeting on March 16, 1994. It was reported that the Board voted to pursue the establishment of a foundation to administer the Scholarship Committee. It was also reported that the Board voted to accept the recommendation of the committee to award one scholarship this year in the amount of $2,500.

IV. Committee Reports
A. Scholarship Committee:
Harold Raynor reported that the Committee recommended a Division of the Alabama Section be created to administer a Scholarship Foundation. The Directors of the Foundation will be Dan Turner, David Griffith, Bob Vecello, Harold Raynor, and Jerry Reeves.

B. Immediate Past President:
Nancy Hudson reminded everyone that the forms for awards in the Spring Newsletter are due by April 10, 1994.

C. Meeting Site/Selection Committee:
Robert Adams reported that the Annual Meeting will be on June 16 & 17, in Gulf Shores and the Fall Meeting will be in Huntsville with a tentative date of October 13. Tim Barnett has agreed to serve as local arrangements chairman at the Fall Meeting.

D. Membership Committee:
Ken Cush reported that the committee is recommending that we have a membership drive beginning immediately and ending at the Annual Meeting in 1995. Prizes will be awarded as incentives for membership recruitment with a cash grand prize of $200 to the member who recruits the most new members. Dick Garner seconded the Membership Committee's motion and the motion was unanimously approved by voice vote.

V. Old Business:
A. Nancy Hudson said we are resubmitting the paperwork for our tax exempt status.

VI. New Business:
A. President Bowden asked that anyone with ideas for the technical program for the Annual Meeting to contact Robert Adams.

B. President Bowden presented a plaque to Immediate Past President Nancy Hudson in appreciation for her service as 1993 President. Nancy expressed her appreciation to those presidents who preceded her.

C. President Bowden discussed a proposal from the Past President's Committee to host the 1999 District Meeting in Montgomery. The proposal would be submitted at the Annual Meeting in April. Robby Anderson seconded the Past President's Committee's motion and the motion was carried unanimously by voice vote.

VII. Adjourn:
The meeting was adjourned at 1:20 PM.
Current Dues and Membership Report

Dues Status on March 17, 1994:

<table>
<thead>
<tr>
<th>Members:</th>
<th>Affiliates - Class I</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paid 78</td>
<td>Paid 40</td>
</tr>
<tr>
<td>Owe $10 6</td>
<td>Owe $10 14</td>
</tr>
<tr>
<td>Total: 84</td>
<td>Total: 54</td>
</tr>
</tbody>
</table>

Affiliates - Class II Summary:

| Paid 42            | Paid 160             |
| Owe $30 21         | Owe $30 21           |
| Owe $20 6          | Owe $20 7            |
| Total: 54          | Owe $10 19           |
| Total: 207         |                      |

Membership Status on March 17, 1994:

<table>
<thead>
<tr>
<th>Members</th>
<th>84</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affiliates - Class II</td>
<td>69</td>
</tr>
<tr>
<td>Affiliates - Class I</td>
<td>54</td>
</tr>
<tr>
<td>Retired Members</td>
<td>4</td>
</tr>
<tr>
<td>Total Membership</td>
<td>211</td>
</tr>
</tbody>
</table>

Officers Nominating Committee Report

The Officer's Nominating Committee has recommended the following Members as candidates for Section office for 1994:
- President - Robert W. Akers
- Vice President - Bruce Thomason
- Secretary/Treasurer - Dr. Brian Bowman & James Brown
- Affiliate Director - William Flowers
- Assistant Affiliate Director - James Pollock & Lamar Strickland


Nominations for Secretary / Treasurer

Dr. Brian Bowman

Brian Bowman is an Associate Professor of Civil Engineering at Auburn University. Prior to joining Auburn University he was Manager of Civil Engineering with a private consultant based in Southfield, Michigan. While with private industry, Dr. Bowman conducted numerous studies for the FHWA, NHTSA, NHI, and state and local governments in addition to studies for private developers. His studies for the FHWA included developing a handbook on pedestrian facility planning and design, three projects related to railroad-highway grade crossings, truck safety on freeways and downgrades, narrow bridge countermeasures, and developing training materials. He was the Principal Investigator on the NHTSA project designed to assess seat belt use and misuse in 19 cities throughout the U.S. His current projects include assessing Alabama's rail-highway program, a study of highway safety appurtenances for the FHWA, development of a bicycle/pedestrian facility design training course for the FHWA. He is a member of ITE, ASCE, and chairman of the TRB Committee on rail-highway grade crossings.

James Brown

Mr. Brown graduated from Mississippi State University in 1979 where upon graduation he accepted employment with Howard, Needles, Tamman and Bergendoff (HNTB) in their Kansas City, Missouri office as a highway engineer. In 1981 HNTB opened their design office in Houston, Texas and Mr. Brown transferred there to be the project engineer on a $50 million fully directional interchange. Before leaving HNTB in 1986, Mr. Brown served as project manager on a variety of projects including state, county, toll road authority and airport authority projects. In June 1986 Mr. Brown accepted employment with Post, Buckley, Schuh & Jernigan (PBS&J) to manage their office in Tuscaloosa. PBS&J consolidated their Birmingham and Tuscaloosa offices in February 1987. Mr. Brown has been the Regional Transportation Manager responsible for projects produced by PBS&J in the State of Alabama for the past 4 years.

Mr. Brown has been a member of the Alabama Section ITE for 5 years and a member of National ITE. Mr. Brown is also a member of the Technical Committee, Newsletter and Transportation Consultant Committee.

Alabama Section ITE Secretary/Treasurer's Report

March 14, 1994

FINANCIAL REPORT:

Treasury Balance on January 1, 1994.........................$9,368.39

Receipts Since January 1, 1994

| Dues Payment | 140.00 |

TOTAL RECEIPTS: 140.00

Expenditures since January 1, 1994

| Office Supplies | $15.33 |
| Plaque (Outgoing President's) | 65.50 |
| Postage (Newsletter) | 87.00 |
| Printing (Annual Report) | 230.70 |

TOTAL EXPENDITURES: $398.53

Treasury Balance on March 14, 1994.........................$9,109.86
Nominations For Assistant Affiliate Director

JAMES POLLOCK

Mr. Pollock is originally from Eufaula, Alabama. In the summer of 1959, he began work for the Alabama Highway Department in a statewide surveying party. In 1972, James transferred to the Traffic Engineering Section of the Design Bureau from where he retired in 1989. In September of 1989, Mr. Pollock started a second career in Traffic Engineering with the City of Montgomery where he is presently employed.

While surveying statewide, James married Gail Edwards in Fort Payne. They have one daughter and two granddaughters. His other hobbies include hunting, fishing and photography.

LAMAR STRICKLAND

Mr. Strickland began employment with the Alabama Department of Transportation in January 1983, working within the Sixth Division, Fifth District, in Selma, Alabama. He worked as an inspector on various types of construction projects in the Fifth District from January 1983 until May 1987. Mr. Strickland was transferred to the Sixth Division office to work in the drafting room and later was transferred to the Maintenance Bureau as the Maintenance Management Specialist and Assistant Division Traffic Engineer. In June of 1993, Mr. Strickland became Division Traffic Engineer for the Sixth Division and serves as the Division's Railroad Coordinator and Safety Project Coordinator.

Mr. Strickland has been married for ten (10) years to his wife Betty and has one daughter, Kim. His hobbies include softball and bowling.

Water-Filled Barrier System Promotes Safety

From: Public Works Magazine, April 1994

Motorists traveling on southbound Interstate Highway 25 through Cheyenne, Wyoming, saw an unusual sight near the Interstate 80 junction this past summer. An eye-catching orange and white wall had been erected between fast-moving traffic and construction work areas.

The wall was the TRITON BARRIER™, a water-filled, portable, crash-worthy barrier system from Energy Absorption Systems, Inc., Chicago, Illinois, developed as a safer alternative to the cones, barricades, and other similar devices that section off construction areas.

Wyoming highway officials approved this first interstate highway installation of the system after evaluating the potential danger of a two-lane site where workers were doing concrete work on a bridge. The project created large excavations in the roadway that presented a frightening hazard for any motorist unlucky enough to inadvertently drive into the construction zone.

The situation was further complicated by an entrance ramp located just before the construction site. Cars and trucks entering this ramp had to quickly move to the left lane, since the work had closed the right lane.

The TRITON BARRIER allowed engineers to maintain the posted speed at 65 mph. Safety engineers placed 350 ft of barrier along the roadway from the entrance ramp to guide drivers safely into the left lane.

Mike Gostovich, staff engineer for the traffic operations branch of the Wyoming Department of Transportation, said, "I was surprised by the mobility of the unit. We put over 300 ft in place in less than two hours, and we had never worked with the product before."

Installation is also made easier by the portability of the barrier. Each empty section weighs 140 lb, allowing workers to quickly move the pieces in place. The barrier also offers high visibility. During the three weeks it was in place, it was never hit.

The barrier consists of lightweight polyethylene sections, and is designed to bring a moving vehicle to a safe, controlled stop without bouncing it back into the traffic flow. After the barrier sections are connected with steel pins and cables, they are filled with 145 gal of water and weigh in at 1350 lb. When a windstorm hit the construction site during the night, the barrier was still standing in the morning, although the traditional delineation devices and signage had been blown away.
California Studies Improve Utility Cut Repairs
From: Better Roads, March 1994

Pavement cuts for utility repairs are a major contributor to pavement deterioration and public complaints. Utilities are required to place a temporary patch on cuts where pavement has been removed and then to replace the temporary patch with a permanent hot patch after allowing time for some settlement of the soil to occur. This procedure causes traffic to be disrupted twice for each cut and is expensive for the utility companies. Even after all this expense and disruption of traffic, utility cut repairs often continue to settle after being permanently repaired, which tends to shorten the life of the pavement and causes a rough ride.

Southern California Gas Company has taken the lead in studying this problem by providing funding to examine the feasibility of placing a permanent patch immediately after backfilling a pavement cut. The Los Angeles County Department of Public Works has been cooperating with SoCal in order to improve the quality of streets and to reduce traffic delays.

The primary goal of the county's involvement in this study is to reduce the damage to streets caused by pavement cuts performed by utility companies. A secondary goal is to develop a permanent street repair method to use existing materials and to reduce the amount of soil and asphalt going into landfills. Some agencies currently require the removal of all excavated material and replacement with sand slurry. The sand slurry procedure requires the transportation of soil and asphalt to a landfill and shortens the life of the landfill.

The Materials Engineering Division's Materials Quality Assurance and Analysis Section has established the requirements for the backfill and the permanent cold mix, in addition to making recommendations for equipment modifications and construction methods. The Los Angeles County Department of Public Works has also offered sites for testing materials and construction methods.

The materials laboratory has on file large volumes of test data. Tests include the following:
• Deflection data.
• Rutting measurements.
• Shoving measurements.
• Subgrade density.
• Base density.
• Asphalt density.
• Asphalt S value.
• Asphalt aggregate gradation.
• Asphalt oil content.
• Traffic data.
• Pavement history.
• Permanent patch locations.

San Dimas Canyon Road

After preliminary discussions with Southern California Gas Company, it was determined that a test section should be constructed to see if it was possible to design a cold mix that could hold up under heavy truck traffic. Four mix designs were selected to be tested; two manufactured by Dura Perm, and two manufactured by Western Hygrade. The San Dimas Canyon test site was selected due to the heavy truck traffic and the good subgrade. A good subgrade was desired in order to remove soil considerations from the analysis of the asphalt layer's performance.

The Southern California Gas Company paced test sections prior to public works clean out of a debris basin. The public works department provided data on truck traffic and weights, a testing program, and, with the Southern California Gas Company conducted tests. Next, the public works department analyzed data tabulated by the gas company. Two cold mix formulas were accepted for use as permanent patch.

Azusa Avenue

After the San Dimas Canyon tests were completed, it was determined that different methods of compacting a poor soil should be tried, using the approved cold mix-asphalt concrete from San Dimas Canyon tests. Two methods of soil compaction were tried; one using a 30-lb. powder-puff hammer, and one using both 30-lb. powder-puff and a 90-lb hammer.

The Southern Gas Company placed test sections prior to the public works department road cash contract. And the public works department provided traffic data, while the gas company conducted tests. Equipment and the compaction technique were approved for use in permanent patches.

Carson Street

Southern California Gas Company hired A.R.E. Engineering to set up a test program and to monitor the performance of bell holes cut into Carson Street. The program was very broad in scope, studying the effects of poor compaction of the subgrade, poor compaction of the asphalt concrete and T section design, in addition to the permanent patch studies.

The public works department provided traffic data and traffic control during construction. A.R.E. Engineering conducted tests and analysis. As a result, the permanent patch cold mix did not meet the public works requirements, and failures occurred soon after placement. The permanent patch cold mix was replaced with a mix that met the public works requirements and the repairs are performing well.

(continued on Insert B)
What you need to know –

Work out good specifications and meet them to save everyone time and trouble in the long run.

In California, experimental SoCal utility-cut repairs showed several important facts:

- In regard to soil density, varying moisture content made it difficult to achieve target density of 90 +/- 2%. Low densities in some repairs resulted from placing relatively thin lifts.

- In regard to the aggregate base, densities from 93 to 97% were achieved in all but one example. The aggregate base density in existing pavement ranged from 96 to 100% except at one site with a density at 86%. For this site, it was important to add water to the aggregate base in order to achieve higher densities.

- With temporary cold mix, higher density was generally achieved when the 90-lb. jackhammer with the 8-in. sq.ft. was used exclusively. However, this was a difficult process. Compaction was quicker, easier, and more uniform when the powder puff compaction device was used for initial compaction, followed by the 90-lb. jackhammer on each lift.

- When placing permanent cold mix, extra effort must be exercised in compacting the materials. Otherwise, low density can result.

- When placing hot mix asphalt concrete, mix cooling may affect the density achieved in later repairs.

Compaction time definitely affected density.

Procedure –

SoCal's compaction procedure showed that the moisture meter provided fairly reliable moisture measurements for imported and native soils. The meter was not reliable for sand and aggregate base materials.

Minimum compaction time of 7 sec./sq.ft./lift generally provided densities of 90% or more in the imported and sand materials.

In native soil, it took about 3 min./lift to achieve 90% density.

SoCal's minimum dynamic cone penetrometer requirement is 11 blows. DCP readings insured a minimum density of 90% in the imported soil. Additional compaction was required in other materials.

In regard to deflection, T-sections don't appear to produce a stronger structural section. Repairs cause a loss of support in the existing pavement within 2 ft. of the repair.

Recommendations –

After the experiments were completed, recommendations included:

Permanent patch cold mix is a proprietary product and its manufacturers do not want their mix formulas revealed. However, experience and analysis of test data indicate that satisfactory service is obtained if the cold mix meets the criteria of Stabilometer value equal to 30 or greater and aggregate gradation equal to Class C2.

The Stabilometer value is a modified test where the sample is compacted at 77 degrees F +/- degrees F and then heated to 140 degrees F for 1.5 hrs. The remainder of the test is performed according to California Test 304.

Class C2 aggregate gradation is specified in the standard specifications for public works construction.

How to use it –

1. Obtain the standard excavation permit.

2. Use only in bituminous asphalt street. All PCC pavement shall be replaced in kind.

3. Use only in isolated cuts with 4 - by 4-ft. maximum size.

4. A.C. depth shall be the existing pavement thickness plus 1 in. with a 5-in minimum and a 10-in. maximum.

5. Edges of cut shall be vertical and tack-coated.

6. Permanent patch cold mix material shall be fully compacted to grade.

7. Cuts will be tagged indicating company, material, and date.

8. Failures will be responded to by the utility company within 24 hrs.

9. Failures that are potentially hazardous shall be barricaded and repairs made as quickly as possible. The utility company will be billed for any emergency work performed by the county.

10. Failures will be replaced with hot A.C. mix.

11. The utility company assumes maintenance responsibility in perpetuity or until the street is overlayed or reconstructed.

12. Type of resurfacing material will be noted on the permit.
**ALSITE Membership Spotlight**

**RODNEY HIGGINBOTHAM**

Mr. Higginbotham was born February 23, 1949, in Pinson, Alabama, and still lives in the same area. After graduation from Mortimer Jordan High School, he worked summers for the Alabama Highway Department while attending college. After returning from active duty with the Alabama National Guard, he began working for the City of Birmingham's Traffic Engineering Department in 1971. Mr. Higginbotham is presently a Traffic Analyst with the City. Mr. Higginbotham and his wife, Alice, have one daughter who is a recent graduate from the University of Montevallo. He is very active in his church and enjoys fishing, travelling and woodworking during his free time. Mr. Higginbotham is an Associate Member of ITE and has served on the Local Arrangement Committee for ALSITE meetings held in Birmingham.

**Past President's Spotlight**

**Dr. Bob Vecellio**

Bob Vecellio is currently an Associate Professor in the Department of Civil Engineering at Auburn University. He has been at Auburn since 1973. He obtained B.S., M.S., and Ph.D. degrees from Ohio State University and has previous work experience with the Ohio D.O.T. Dr. Vecellio's interests are in traffic engineering, highway design, transportation planning, and probability & statistics. He is the technical director of the Alabama Technology Transfer Program and the Rural Transit Assistance Program at Auburn University. His most satisfying accomplishments have been working with students and "serving as Faculty Advisor to the Auburn ITE Student Chapter."

Dr. Vecellio's outside interests include the study of stochastic processes (football), landscaping (yard work), and wave dynamics (beachcombing). Dr. Vecellio has been married 21 years to Pauline with children Linda living in Opelika and Doug in Traverse City, Michigan.

**Traffic Data Acquisition Conference Scheduled**

The Connecticut Department of Transportation, in cooperation with the Federal Highway Administration, is hosting the 1994 National Traffic Data Acquisition Conference (NATDAC), September 18 to 22, 1994, Rocky Hill, Connecticut. The biannual conference provides an opportunity to examine and share state-of-the-art technology, knowledge, and progress in the field of traffic data collection and utilization. The comprehensive conference will include informative discussions and demonstrations on current issues involving traffic data information.

The program agenda focuses on the needs of governmental transportation personnel involved with traffic data acquisition. The anticipated topics to be covered, as pertaining to traffic data, include weigh-in-motion, management systems, classification, air quality, congestion, expert systems, enforcement, and counting. In addition, insight will be provided on urban issues, non-intrusive technology, data quality, and an information exchange for weigh-in-motion technology users. One day of the conference will be dedicated to technical demonstrations at field locations in Connecticut.

Those interested in attending should contact Anne-Marie McDonnell at (203) 258-0308, or write: NATDAC '94, c/o Connecticut Department of Transportation, Division of Research, 280 West Street, Rocky Hill, Connecticut 06067.

**Alabama Department of Transportation Adopts MUTCD**

On January 1, 1994 the Alabama Department of Transportation adopted the National Manual for a uniform system of traffic control devices for the state of Alabama. The Department will refer to the present Alabama Manual on Uniform Traffic Control Devices Volumes 1 and 2 as a handbook to be used in concert with the national MUTCD.
JAMES P. BANNON  
Vice President

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ALSITE NEWS
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Fax: (205) 254-2415

Vice President: Robert Adams
Alabama Dept. of Transp.
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Secretary-Treasurer: J. Bruce Thomasson, P.E.
Asst. Division Maint. Engineer
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President: Locke D. (Bubba) Bowden, P.E.
Transport Engineer
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Assistant Affiliate Director: William A. Flowers
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1994 ALSITE Standing Committees, Representatives and Liaisons...

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Tommy Lee 943-2645

AWARDS:
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Dan Turner 348-6550
Darrell Skipper 967-9284
David Griffin 349-0240
Bob Vescellio 844-6286

CAREER GUIDANCE COMMITTEE:
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Bob Vescellio 844-6286
Jill Pitts 254-2450

HISTORIAN:
Billie Joe DeRamus 242-6756
William Flowers 269-2311

ITE LEGISLATIVE COMMITTEE:
Don Arkle* 242-6164
Dan Turner 348-6550
Dick Garner 279-8507
Dale Lenoir 242-6163

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PROGRAM, AND SITE SELECTION:
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Bob Vescellio 844-6286
Gary Dennis 943-1541

Cecil Colson 242-6180
Robert Camp 234-4265
Ken Cush 234-8495
Richard Smallwood 536-0491

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Robert Camp 234-4265
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