

PROJECT ADMINISTRATION DATA SHEET

☒ ORIGINAL ☐ REVISION NO. _____Project No. E-20-647 (R6109-OA0) GTRC ~~XXX~~ DATE 5 / 7 / 86Project Director: John Moskaluk School/ ~~XXX~~ CESponsor: Georgia Department of TransportationType Agreement: Task Order No. 5 under BOA #90Award Period: From 3/1/86 To 4/1/87 (Performance) 1/1/87 (Reports)Sponsor Amount: This Change Total to DateEstimated: \$ 93,750 \$ 93,750Funded: \$ 93,750 \$ 93,750Cost Sharing Amount: \$ 18,205 Cost Sharing No: E-20-325 (F6109-OA0)Title: Technology Transfer Program for Local Transportation Agencies (4th year Program)

ADMINISTRATIVE DATA

OCA Contact Brian J. Lindberg X4820

1) Sponsor Technical Contact:

2) Sponsor Admin/Contractual Matters:

Sam VoloPercy B. Middlebrooks, Jr.Georgia Dept. of TransportationChief, Operations Research BranchOffice of Materials & ResearchOffice of Materials & Research15 Kennedy Dr.15 Kennedy Dr.Forest Park, GA 30050-2599Forest Park, GA 30050-2599363-7567363-7567Defense Priority Rating: N/A Military Security Classification: N/A(or) Company/Industrial Proprietary: N/A

RESTRICTIONS

See Attached N/A Supplemental Information Sheet for Additional Requirements.

Travel: Foreign travel must have prior approval - Contact OCA in each case. Domestic travel requires sponsor approval where total will exceed greater of \$500 or 125% of approved proposal budget category.

Equipment: Title vests with Sponsor. However, none proposed or anticipated.

COMMENTS:

Follow-on to Project E-20-624

COPIES TO:

SPONSOR'S I. D. NO. 02.300.000.86.011Project Director
Research Administrative Network
Research Property Management
AccountingProcurement/GTRI Supply Services
Research Security Services
Reports Coordinator (OCA)
Research Communications (2)GTRC
Library
Project File
Other A. Jones/Legal

SPONSORED PROJECT TERMINATION/CLOSEOUT SHEETDate 5-22-87Project No. E-20-647School/ ~~XXX~~ CEIncludes Subproject No.(s) N/AProject Director(s) M.J. MoskalukGTRC / ~~GTR~~Sponsor Georgia Department of TransportationTitle Technology Program for Local Transportation Agencies (4th year Program)Effective Completion Date: 4/1/87 (Performance) 4/1/87 (Reports)

Grant/Contract Closeout Actions Remaining:

- ☐ None
- ☒ Final Invoice or Final Fiscal Report
- ☒ Closing Documents
- ☒ Final Report of Inventions - Questionnaire sent to P.I.
- ☒ Govt. Property Inventory & Related Certificate
- ☐ Classified Material Certificate
- ☐ Other _____

Continues Project No. E-20-624Continued by Project No. E-20-606

COPIES TO:

Project Director
Research Administrative Network
Research Property Management
Accounting
Procurement/GTRI Supply Services
Research Security Services
Reports Coordinator (OCA)
~~XXXXXXXXXX~~

Library
GTRC
~~Research Coordinator XXXX~~
Project File
Other Duane H.
Angela DuBose
Russ Embry

RESEARCH PROJECT PROGRESS REPORT
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project No. RTA-HPR(1)	Project Title TECHNOLOGY TRANSFER PROGRAM FOR LOCAL TRANSPORTATION AGENCIES	Report No. 14 Report Period from 1 April 1986 to 30 June 1986															
Research Agency(s) GEORGIA INSTITUTE OF TECHNOLOGY ATLANTA, GA 30332		Project Director(s) M. JOHN MOSKALUK															
Starting Date 1 March 1986 Completion Date 31 December 1986	% Time Expended 40% Schedule Status <input checked="" type="checkbox"/> On <input type="checkbox"/> Ahead <input type="checkbox"/> Behind	Funding Sources(s) HPR 100% FHWA Funding															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">Funds Authorized</th> </tr> <tr> <td>Total</td> </tr> <tr> <td>\$93,750</td> </tr> </table>	Funds Authorized	Total	\$93,750	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: left;">Funds Expended</th> </tr> <tr> <th style="text-align: left;">Total, %</th> <th style="text-align: left;">Report Period</th> </tr> <tr> <td>\$31,409</td> <td>\$17,705</td> </tr> </table>	Funds Expended		Total, %	Report Period	\$31,409	\$17,705	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: left;">Fiscal Year Funding</th> </tr> <tr> <th style="text-align: left;">Authorized</th> <th style="text-align: left;">Expended, %</th> </tr> <tr> <td></td> <td>\$31,409</td> </tr> </table>	Fiscal Year Funding		Authorized	Expended, %		\$31,409
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Project Objectives, Status, Progress

Report Date July 31, 1986

PROJECT GOAL: To communicate to local transportation agencies the availability and application of new technology that bridges the gap between research and implementation in the area of roadways, bridges, and transit.

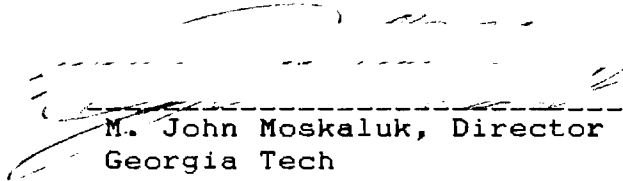
OBJECTIVES:

- o To enhance the existing programs of technology services of GDOT and Georgia Tech.
- o To improve and further promote communication on technical transportation issues between GDOT/Georgia Tech and the local agencies.
- o To help insure that appropriate technology consistent with the needs of the local agencies in mind is made available.
- o To encourage implementation of effective procedures, practices, and materials at local levels.

STATUS: A report on the third year activities of the Center was completed and submitted to the Georgia DOT on March 10, 1986. Since then, the Center has responded to 43 requests for technical assistance, and prepared the Spring and Summer issues of Tech Trans. In addition, seven sessions of the Roadway Maintenance Workshop were held between April and June, 1986. A total of 332 participants from 57 counties and 87 cities attended the seven sessions. A statewide summary of the workshop is attached. A seminar on "Transportation Resource Management" was held at the Radisson Inn Hotel on April 17-18, 1986. The seminar was attended by 11 people.

WORK PLANNED FOR NEXT PERIOD: In response to several requests from local officials, the Center will build a videotape library to include training presentations on subjects of interest. The tapes will be made available to local agencies on free loan. Seven sessions of a workshop on Traffic Applications of Microcomputers is scheduled for August, 1986

PROBLEMS: None


M. John Moskaluk, Director
Georgia Tech
Technology Transfer Center

WORK PLAN SCHEDULE

TECHNOLOGY TRANSFER PROGRAM
FOR
LOCAL TRANSPORTATION AGENCIES

Research Tasks	Months of the Year									
	1	2	3	4	5	6	7	8	9	10
Task A: Compile & Maintain Mailing List	[Solid Bar]									
Task B: Publish Quarterly Newsletter	[Solid Bar]									
Task C: Provide Technology Transfer Materials				AS REQUIRED						
Task D: Provide Information Service				AS REQUIRED						
Task E: Conduct Seminars and Training Sessions				10 WORKSHOPS REQUIRED PER YEAR 8 WORKSHOPS COMPLETED TO DATE						
Task F: Evaluate Effectiveness of Program	[Dashed Box]	[Dashed Box]								[Dashed Box]

[Dashed Box] Approved Schedule

[Dashed Box] Work Completed Schedule

ROADWAY MAINTENANCE WORKSHOP

APRIL - JUNE, 1966

SUMMARY

CONTENTS

Statewide

Gainesville

Tennille

Thomaston

Tifton

Jesup

Cartersville

Atlanta

ROADWAY MAINTENANCE WORKSHOP

STATEWIDE SUMMARY

WORKSHOP LOCATIONS AND DATES HELD	PEOPLE ATTENDING	COUNTIES REPRESENTED	CITIES REPRESENTED
1. Gainesville May 20-22, 1986	54	9	10
2. Tennille May 6-8, 1986	45	9	13
3. Thomaston May 13-15, 1986	50	10	17
4. Tifton April 29-May 1, 1986	50	11	14
5. Jesup April 22-24, 1986	55	9	16
6. Cartersville May 27-29, 1986	13	4	3
7. Atlanta June 3-5, 1986	65	5	14
	-----	-----	-----
	332	57	87

- percent of state's 159 counties represented: 35.85

- average workshop : 47.4 persons, 8.1 counties, 12.4 cities

- comparison to 1983/84 Roadway Maintenance Workshop:

* 10.3% more persons (332 vs. 301)

* 12.3% fewer counties (57 vs. 65)

* 52.6% more cities (87 vs. 57)

RESEARCH PROJECT PROGRESS REPORT
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project No. RTA-HPR(1)	Project Title TECHNOLOGY TRANSFER PROGRAM FOR LOCAL TRANSPORTATION AGENCIES		Report No. 15 Report Period from July 1, 1986 to December 31, 1986												
Research Agency(s) GEORGIA INSTITUTE OF TECHNOLOGY ATLANTA, GEORGIA 30332			Project Director(s) M. JOHN MOSKALUK												
Starting Date March 1, 1986 Completion Date December 31, 1986	% Time Expended 100% TIME EXTENDED 4/1/87	Schedule Status <input checked="" type="checkbox"/> On <input type="checkbox"/> Ahead <input type="checkbox"/> Behind	Funding Sources(s) 100% FHWA FUNDING												
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Project Objectives, Status, Progress Report Date 2/2/87

PROJECT GOAL: To communicate to local transportation agencies the availability and application of new technology that bridges the gap between research and implementation in the area of roadways, bridges, and transit.

OBJECTIVES:

- o To enhance the existing programs of technology services of GDOT and Georgia Tech.
- o To improve and further promote communication on technical transportation issues between GDOT/Georgia Tech and the local agencies.
- o To help insure that appropriate technology consistent with the needs of the local agencies in mind is made available.
- o To encourage implementation of effective procedures, practices, and materials at local levels.

STATUS: The three major tasks of the project are: conduct training seminars, publish a quarterly newsletter, and respond to requests for information and assistance. Four training workshops were held during 1986. A total of 930 participants attended the sessions and 3480 publications were distributed at the workshops. Four quarterly newsletters were published and a total of 7,100 copies of those newsletters were distributed. In addition, the Center received 23 requests for technical assistance and 410 requests for publications. Technical requests included assistance in such topics as drainage, road surface treatment, geotextiles, traffic signal timing, and downtown traffic circulation planning.

The Center has also assisted the GDOT Bureau of Public Transportation in the selection and specification of microcomputers for several local transit operations. Local agencies assisted are Albany, Athens, Augusta, Macon, and Savannah. For several agencies, microcomputer installation and training assistance was also provided.

PROBLEMS: None

M. John Moskaluk, Director
Georgia Tech
Technology Transfer Center

FOURTH YEAR WORK PLAN SCHEDULE

[illegible]

GEORGIA TECH
TECHNOLOGY TRANSFER CENTER

FOURTH YEAR
ANNUAL REPORT

Prepared By:

Georgia Tech
Technology Transfer Center

Submitted To:

Georgia Department of Transportation
Office of Materials and Research

MARCH, 1987

GEORGIA INSTITUTE OF TECHNOLOGY
A UNIT OF THE UNIVERSITY OF SYSTEMS
SCHOOL OF CIVIL ENGINEERING
ATLANTA, GEORGIA



GEORGIA TECH
TECHNOLOGY TRANSFER CENTER

ANNUAL REPORT

MARCH, 1987

SCHOOL OF CIVIL ENGINEERING
GEORGIA INSTITUTE OF TECHNOLOGY
ATLANTA, GEORGIA 30032

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Vol. 4 No. 4 - Fall 1986	

INTRODUCTION

The performance of the Georgia Tech Technology Transfer Center remained high during the fourth year of operations. The Center sponsored several training courses, published four quarterly newsletters, responded to numerous requests for technical information and publications.

This report presents counts and summaries of the units (i.e. publications distributed, workshops conducted, on-site visits, etc.), associated with each activity as maintained by the Center.

BACKGROUND

In Georgia, there are 159 county and 310 city jurisdictions that have been defined as local agencies to participate in the Technology Transfer to Local Transportation Agencies. All of these jurisdictions are included on the Center's mailing list. In fact, many of the agencies are represented on the list by multiple individuals.

There is no standardized form of government for local agencies. For counties, the form can be one commissioner to a board of commissioners. Larger counties have a board of commissioners with 3 to 7 people on the board. Counties may or may not have a county manager. In the case of only one commissioner, there would be no manager. In fact, this elected official could be the roadway superintendent, the

garbage collection crew, as well as the motor grader operator. Small jurisdictions have a rather small agency budget with no budget dedicated to roadway maintenance or operation. Cities operate much like counties. The smaller the city, the smaller the budget, therefore, the smaller the roadway maintenance crew will be.

The GDOT has divided the State into 7 Districts. Each GDOT District is staffed with a District Engineer, Maintenance Engineer, Construction Engineer, Traffic Engineer and a Training Officer. Within any particular District, there are a number of counties for which the District has GDOT responsibility. In addition, there are District Resident Engineers which have GDOT responsibility for four to five counties. Resident Engineers work on a daily basis with their assigned counties. During the years, a strong working relationship has developed between the local agency staff and the GDOT District Engineers. Much of the technical assistance received by the local agencies occurs because of the omnipresence of the GDOT Engineers working in each District. Scheduled training courses (workshops) are not presented to local agencies by GDOT.

When the Center started its operation, it quickly realized the advantage of using the GDOT relationship with the local jurisdictions as a vehicle to get the Program underway and to began establishing credibility. To this end,

the Center has developed a strong working relationship with each District Engineer, GDOT liaison person (Mr. Sam Vollo) and with many other GDOT Engineers. Further, a strong working relationship has been established with the FHWA liaison person (Mr. Andy Hughes) and other FHWA staff.

Center activities are monitored by two committees. These committees are the Technical Advisory Committee and Policy Advisory Committee. The Technical Advisory Committee is composed of Mr. Andy Hughes (FHWA), Mr. Sam Vollo (GDOT) and M. John Moskaluk (Georgia Tech). The prime function of this committee is to oversee the daily activities of the Center and to provide guidance to the Center Director.

The Policy Advisory Committee is composed of Commissioner Thomas Moreland (GDOT), Mr. Thomas Stapler (GDOT), Mr. Louis Papet (FHWA), Mr. Erwin Kee (FHWA Advisory), Mr. Jerry Griffin (Association County Commissioners), Mr. James Burgess (Georgia Municipal Association), Dr. J. Edmund Fitzgerald (Georgia Tech), and the Technical Advisory Committee. The function of this committee is to provide policy guidance to both the Technical Advisory Committee and to the Center Director. For example, the final decision to conduct a particular workshop rests with the Policy Committee. Further, the committee deals with the broad issues about how the Center conducts

its business and determines if a particular issue is worthy of the Center's attention.

Center Staff consists of John M. Moskaluk, Center Director, and his assistant, Marty Milliner.

CENTER ACTIVITIES

The following is a brief description of the third year activities undertaken by the Center.

Mailing List

The mailing list has grown since March 1986 from approximately 1500 to over 1800 addresses. This represents a 20% increase. The Mailing List can be sorted by employee type, agency, and district category.

Included on the Mailing List are Street Superintendents, City and County Engineers, City and County Maintenance Personnel, Law Enforcement Officials, County Commissioners, Area Planning and Development Commissions (APDC's), State Legislators, City Mayors, County Road Advisors, Georgia District Engineers, Federal Coordinators, Technology Transfer Centers, and others.

The Center has during the past year updated the mailing list after obtaining current directories from the Georgia Municipal Association, Association County Commissioners, Georgia State Capitol, and the Federal Highway Administration.

Publication List

The Microcomputer software for the IBM-PC which was developed by the Center staff to maintain, update, revise, and print the mailing list has been improved to include the Center's publication list. This list currently includes over 308 publications and can be sorted by subject and author.

Video Tape Library

The Center is currently in the process of building a video tape library. At the present time, the Center has twenty-two video tapes (VHS) which may be borrowed two at a time for a two week basis. The tapes are loaned free of charge to anyone who requests them. Updates on available tapes are made in the newsletter.

Workshops

Workshops are the most important service provided by the Center. Therefore, discussions are held before each workshop with local officials, GDOT, FHWA, and others to evaluate topics of potential benefits to local agencies. These discussions, along with summaries of returned questionnaires, provide the Policy Committee with the necessary information to make the final decision on workshop topics. The workshop duration and schedule for all 7 Districts are then selected so that maximum participation

can be achieved. Finally, instructors are chosen from GDOT, FHWA, local agencies, or consultants. To date most of the workshop instructors have been GDOT personnel.

The criteria used in making each of the above decisions are shown below:

DECISION -----	CRITERIA -----
- Workshop topic	- Potential benefits - Needs - Maximum participation
- Duration	- Maximum participation - Efficient coverage
- Schedule	- Maximum participation
- Instructors	- Knowledge of subject - Understanding of local agency needs - Cost

Sixteen workshop sessions were held during the last year with a total attendance of 579 averaging 36 participants per workshop. The following is a list of the workshops and the corresponding number of participants:

WORKSHOP TITLE	TIMES HELD	PARTICIPANTS
Microcomputers- - - - -	8 - - - - -	195
Road Surface Management- - - - -	1 - - - - -	52
Roadway Maintenance- - - - -	7 - - - - -	332

Newsletters (TECH TRANS)

Four quarterly newsletters were published by the center and distributed as shown below:

		COPIES
Winter 1986	- - - - -	1650
Spring 1986	- - - - -	1800
Summer 1986	- - - - -	1800
Fall 1986	- - - - -	1850

Total		7100

The contents of each Newsletter include the following:

- o Editor's Note: This column is devoted to informing the readers about what is happening at the Center and reporting on past events.
- o Articles: Each Newsletter contains two or more articles. Topics for these articles are selected by the season of the year or by what events are occurring in the State.
- o Maintenance Tips: Selected maintenance tips are published. Tips are obtained from the State maintenance personnel and from other publications.
- o Briefs, Trends, and Facts: On the lighter side, several short news worthy topics are published. Some of the items included under this heading are: historical facts, miscellaneous trends, general transportation related news, financial data, and humorous items.
- o Publications: Newly obtained or previously not advertised research reports and articles are listed so that local agencies can obtain a copy by requesting it from the Center.
- o Meetings and Seminars: A selective list of upcoming meetings, seminars, or conferences are listed so that the local agencies are aware of future events and can attend if they desire.

The newsletter has given the Center the opportunity to reach out to local officials and announce our services as

well as other Rural Technical Assistance Program (RTAP) services which are of great benefit to them.

Publication Distribution

Publications are distributed in two ways. 1) During seminars and workshops, publications related to the subject area are handed out to each of the participants. 2) Publications are sent by request to local officials. The same software used for the mailing list has recently been updated to maintain the Center's publication list in order to speed up the retrieval of information when a request for publication is received. The Center has during the past year distributed 3890 publications.

Technical Assistance

The Center has during the past year responded to 36 requests for technical assistance. Requests for assistance are made during workshops, by telephone, or by mail.

Typical areas of technical assistance provided were in microcomputer applications in transportation, roadway surface treatment, signalized intersection analysis, drainage, highway geometric design, vehicle maintenance, risk management, pavement and roadway maintenance, and traffic control and operations. Responses to these requests were provided by telephone, by mail, or by on-site visits.

In addition to the technical assistance provided in response to the 36 requests made last year, the center assisted Georgia Transit Authorities in their microcomputer operations. This assistance was provided thru eleven on-site visits made by the Center Director, M. John Moskaluk, to the Cities of Albany, Athens, Augusta, Macon, and Savannah.

CONCLUSION

The general feeling among local officials in Georgia is that the Center provides needed services. These services allow local agencies to benefit from the latest advances in both technologies and methodologies.

Benefits of the Center's services are not realized by local agencies until these services had been rendered. Once an agency has taken advantage of a service provided by the Center, it always seeks additional assistance.

In most cases, local officials do not have an opportunity to learn about "better" techniques for conducting their everyday activities. The Center provides these officials with such opportunity by reaching out to them through newsletters and training courses. On the whole, the Center has been able to contribute to the betterment of transportation in the State of Georgia.

It is expected that more services will be provided by the Center during the next year. The Center is receiving

more requests for technical assistance, it is gaining momentum in establishing credibility with local agencies, and it still enjoys an excellent working relationship with FHWA and the Georgia DOT. A lot of work has yet to be completed. The Center is relatively young and is still growing.

APPENDIX A

MAILING LIST

CLYDE HARDIN
POLICE CHIEF
2721 WASHINGTON ST. S.W.
AUSTELL, GA 30001

HON. JOHN L COLLAR
MAYOR
2722 BROAD STREET S.W.
CITY HALL
AUSTELL, GA 30001

HON. STEVE THOMPSON
DISTRICT 20 POST 4
4265 BRADLEY DR.
AUSTELL, GA 30001

DEWEY BROWN JR.
POLICE CHIEF
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AVONDALE ESTATES, GA 30002

HON. TERRY LAWLER
DISTRICT 20 POST 5
4887 MOSLEY RD.
CLARKDALE, GA 30020

HON. ERNIST WHALEY
MAYOR
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CITY HALL
CLARKSTON, GA 30021

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POLICE CHIEF
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ROADS & DRAINAGE
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SHERIFF
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HON. MANUEL MALDOF CHM.
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W. J. HUMMA
PURCHASING DIRECTOR
FOURTH FLOOR - ROOM 409
ONE CALLAWAY SQUARE
120 WEST TRINITY PLACE
DECATUR, GA 30030

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DISTRICT 50
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DECATUR, GA 30030

HON. PAT SWINDALL
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SUITE 140
DECATUR, GA 30030

CITY ENGINEER
P.O. BOX 220
DECATUR, GA 30031

HON. KEN WORKMAN
DISTRICT 51
3383 HYLAND DR.
DECATUR, GA 30032

F. D. HAND
PUBLIC SAFETY DIR.
4400 MEMORIAL DR.
DECATUR, GA 30032

MR. BOBBY WESTBROOKS
3449 BENNINGTON DR.
DECATUR, GA 30032

HON. ELEANOR RICHARDSON
DISTRICT 52
755 PARK LANE
DECATUR, GA 30033

HON. THOMAS SCOTT
DISTRICT 43
2887 ALAMEDA TR.
DECATUR, GA 30034

HON. BETTY AARON
DISTRICT 56
3920 JOHN HOPKINS CT.
DECATUR, GA 30034

HON. WILLIAM MANGUM JR.
DISTRICT 57 POST 2
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HON. DEAN ALFORD
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POLICE CHIEF
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FOREST PARK, GA 30050

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DEPT. OF P.W.
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MR. TOM STAPLER
GA. DEPT. OF TRANS.
15 KENNEDY DRIVE
FOREST PARK, GA 30050

MR. SAM VOLLO
SENIOR RES. ENGINEER
GA. DEPT. OF TRANS
15 KENNEDY DRIVE
FOREST PARK, GA 30050

HON. ALLISON VENABLE
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LITHONIA, GA 30058

JEROME WOODS
POLICE CHIEF
6980 MAIN ST.
LITHONIA, GA 30058

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MABLETON, GA 30059

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MARIETTA, GA 30060

MR. JIMMY PRUITT
ASPH SUPER
COBB COUNTY DOT
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MS. SHARON BOX
ENGINEER
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MARIETTA, GA 30060-575

MR. DONALD GRIFFITH
COBB CO. RIDE SHARE COOR.
COBB COUNTY DOT
PO BOX 649
MARIETTA, GA 30061

MR. SAM SMITH
MGR. COBB CO. AIRPORT
COBB COUNTY DOT
PO BOX 649
MARIETTA, GA 30061

STREET SUPERINTENDENT
P.O. BOX 609
MARIETTA, GA 30061

BILL HUTSON
SHERIFF
10 E. PARK SQ. N.E.
MARIETTA, GA 30061

HON. GEORGE DARDEN III
DISTRICT 20 POST 3
P.O. BOX 997
MARIETTA, GA 30061

JOHN BENNETT
POLICE CHIEF
140 PAGE ST. S.E.
MARIETTA, GA 30061

H. P. CRAFT
POLICE CHIEF
225 LAWRENCE ST.
MARIETTA, GA 30061

MR. JOHN W. WADE JR.
DIRECTOR
COBB COUNTY D.O.T.
PO BOX 649
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STREET SUPERINTENDENT
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LAGRANGE, GA 30240

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240 OAK STREET
COUNTY ADM. BLDG.
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COUNTY ENGINEER
COUNTY COURTHOUSE
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HON. REX MILLSAPS
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LILBURN, GA 30247

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1478 RIDGEWOOD DR.
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HON. THOMAS WHITE
DISTRICT 52
404 JAMES ST.
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P.O. BOX 1014
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HON. JANICE HORTON
DISTRICT 17
430 BURKE CIRCLE
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D. RAYBURN
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PEACHTREE CITY, GA 30269

MR. BOBBY THOMPSON
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BOYD COMMINGS
SUP'T OF WATER & SEWER
CITY OF RIVERDALE
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THOMASTON, GA 30286

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DISTRICT 79
709 GREENWOOD RD.
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136 PRYOR ST. S.W.
ATLANTA, GA 30303

COUNTY ENGINEER
165 CENTRAL AVE. S.W.
ATLANTA, GA 30303

CLINTON CHAFIN
POLICE CHIEF
183 CENTRAL AVE. S.W.
ATLANTA, GA 30303

HON. MICHAEL LOMAX CHM.
FULTON CO. COMM.
65 CENTRAL AVENUE SW
409 COURTHOUSE ANNEX
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MORRIS REDDING
POLICE CHIEF
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ATLANTA, GA 30303

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DIRECTOR
ASSOC. COUNTY COMM.
134 PEACHTREE STREET
SUITE 1201
ATLANTA, GA 30303

HON. JOHN GREER
DISTRICT 39
925 HEALY BLDG.
ATLANTA, GA 30303

MAYOR ANDREW YOUNG
CITY HALL
ATLANTA, GA 30303

HONORABLE SAM NUNN
FEDERAL OFFICE BLDG
ROOM 930
275 PEACHTREE ST NE
ATLANTA, GA 30303

HON. WYCHE FOWLER
US REP 5TH DIST
10 PARK PLACE
SUITE 210
ATLANTA, GA 30303

WINSTON PARKER
FULTON. CO. LAND DEPT.
WILLIAM OLIVER BLDG.
SUITE 403
32 PEACHTREE ST.
ATLANTA, GA 30303

HON. PAUL COVERDELL
DISTRICT 40
2015 PINE RD. NE
ATLANTA, GA 30309

HON. JULIAN BOND
DISTRICT 39
361 WESTVIEW DR. SW
ATLANTA, GA 30310

HON. TYRONE BROOKS
DISTRICT 34
STA. A P.O. BOX 11185
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HON. DOUGLAS DEAN
DISTRICT 29
350 ARTHUR ST SW
ATLANTA, GA 30310

HON. HORACE TATE
DISTRICT 38
621 LILLA DR. SW
ATLANTA, GA 30310

SPENCE JUNIE JR.
TECHNICIAN I
954 LAURELMONT DR.
ATLANTA, GA 30311

HON. LORENZO BENN
DISTRICT 38
574 FIELDING LA. SW
ATLANTA, GA 30311

HON. J. C. DOUGHERTY
DIST 33
15 CHESTNUT ST
ATLANTA, GA 30314

CYNTHIA TEASLEY
CREW SUPERVISOR
ATLANTA P.W.
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HAROLD WELROY
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HON. GRACE HAMILTON
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888 UNIVERSITY PL NW
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MARVIN BARBER
ASS'T SUP'T
CITY OF ATLANTA
120 CLAIRE DR. SW
ATLANTA, GA 30315

HON. DAVID SCOTT
DISTRICT 36
130 WENDELL DR. SE
ATLANTA, GA 30315

HON. GEORGINA SINKFIELD
DISTRICT 37
179 TONAWANDA DR.
ATLANTA, GA 30315

HON. PAUL BOLSTER
DISTRICT 30
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HON. BETTY CLARK
DISTRICT 55
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HON. HOSEA WILLIAMS
DISTRICT 54
8 E LAKE DR NE
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CITY OF ATLANTA
1587 HORTENSE PT. NW
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HON. J. E. MCKINNEY
DISTRICT 35
785 SHORTER TER NW
ATLANTA, GA 30318

HON. MAX DAVIS
DISTRICT 45
1177 W NANCY CR. DR NE
ATLANTA, GA 30319

HON. JAMES TYSINGER
DISTRICT 41
3781 WATKINS P1 NE
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HON. BARBARA COUCH
DISTRICT 40
2864 W ROXBORO RD NE
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HON. CATHEY STEINBERG
DISTRICT 46
1732 DUNWOODY P1
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HON. SIDNEY MARCUS
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ATLANTA, GA 30334

PHIL BRYANT
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ROOM 268 BDOT
NO. 2 CAPITOL SQUARE
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HON. JOE BURTON
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SWAINSBORO, GA 30401

HON. BILL ENGLISH
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214 GOLD DR.
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HON. RANDOLPH CARRH
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LOUISVILLE, GA 30434

HON. EMDRY BARGERON
DISTRICT 108
P.O. BOX 447
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STREET SUPERINTENDENT
417 N. STATE ST.
LYONS, GA 30436

HON. MELL TAYLOR CHM.
DOOMBS CO. COMM.
COUNTY COURTHOUSE
ROUTE 1
LYONS, GA 30436

HON. W.T. AIKEN
MAYOR
417 NORTH STATE ST.
CITY HALL
LYONS, GA 30436

HON. GEORGE BIRD CHM.
CANDLER CO. COMM.
COUNTY COURTHOUSE
METTER, GA 30439

CO. ROAD SUPERINTENDENT
COURTHOUSE
MILLEN, GA 30442

HON. CHARLES BRAGG CHM.
JENKINS CO. COMM.
COUNTY COURTHOUSE
MILLEN, GA 30442

HON. ROBERT FRIES
MAYOR
P.O. BOX 929
CITY HALL
MILLEN, GA 30442

CO. ROAD SUPERINTENDENT
COURTHOUSE
MT. VERNON, GA 30445

HON. JULIAN WARNOCK CHM.
MONTGOMERY CO. COMM.
COUNTY COURTHOUSE
MT VERNON, GA 30445

HON. J.M. FOUNTAIN
MAYOR
P.O. BOX 237
CITY HALL
MOUNT VERNON, GA 30445

HON. DENVER LANIER CHM.
BULLOCH CO. COMM.
ROUTE # 1
PORTAL, GA 30450

CO. ROAD SUPERINTENDENT
COURTHOUSE
REIDSVILLE, GA 30453

J. W. KEARNS
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REIDSVILLE P.D.
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HON. CECIL TOOTLE CHM.
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P.O. BOX 25
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ROBERT EDEN
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PLANNING AND DEVELOPMENT
CAT INC.
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SOPERTON, GA 30457

CO. ROAD SUPERINTENDENT
COURTHOUSE
SOPERTON, GA 30457

HON. JIM GILLIS CHM.
TREUTLEN CO. COMM.
COUNTY COURTHOUSE
SOPERTON, GA 30457

HON. FRANK RADFORD
MAYOR
P.O. BOX 238
CITY HALL
SOPERTON, GA 30457

HON. HUGH GILLIS SR.
DISTRICT 20
P.O. BOX 148
SOPERTON, GA 30457

HON. L. L. PHILLIPS
DISTRICT 120
BOX 166
SOPERTON, GA 30457

CITY ENGINEER
P.O. BOX H
SPARTA, GA 30458

CITY ENGINEER
P.O. BOX 348
STATESBORO, GA 30458

CO. ROAD SUPERINTENDENT
COUNTY COURTHOUSE
STATESBORO, GA 30458

HON. THURMAN LANIER
MAYOR
P.O. BOX 348
CITY HALL
STATESBORO, GA 30458

HON. LINDSAY THOMAS
US REP DIST 1
ROOM 220
FEDERAL BLDG
STATESBORO, GA 30458

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STILLMORE, GA 30464

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CITY MANAGER
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CO. ROAD SUPERINTENDENT
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SYLVANIA, GA 30467

STREET SUPERINTENDENT
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MAYOR
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SYLVANIA, GA 30467

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MAYOR
P.O. BOX 280
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VIDALIA, GA 30474

HON. E. A. JOHNSON
MAYOR
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CITY HALL
WADLEY, GA 30477

CITY ENGINEER
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GAINESVILLE, GA 30501

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CONST. SUPT.
PUBLIC WORKS DEPT.
HALL COUNTY
CALVARY CHURCH RD.
GAINESVILLE, GA 30501

MR. HAROLD GAINES
DIST. SUPERVISOR
PUBLIC WORKS DEPT.
HALL COUNTY
CALVARY CHURCH RD.
GAINESVILLE, GA 30501

MR. JOHNNY H. FREE
PUBLIC WORKS DEPT.
HALL COUNTY
CALVARY CHURCH ROAD
GAINESVILLE, GA 30501

HON. GRADY SAVAGE
DIST. SUPERVISOR
HALL CO. COURTHOUSE
GAINESVILLE, GA 30501

HON. JERRY NIX CHM.
HALL CO. COMM.
COUNTY COURTHOUSE
GAINESVILLE, GA 30501

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DIRECTOR OF PUBLIC WORKS
COUNTY COURTHOUSE
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HON. JERRY JACKSON
DISTRICT 3 POST 3
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CHESTNUT MTN. GA 30508

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DISTRICT ENGINEER
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GAINESVILLE, GA 30503

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HON. NATHAN DEAL
DISTRICT 49
P.O. BOX 2522
GAINESVILLE, GA 30503

HON. JOE WOOD
DISTRICT 9 POST 1
P.O. BOX 1417
GAINESVILLE, GA 30503

HON. BOBBY LAWSON
DISTRICT 9 POST 2
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HON. EDGAR L. JENKINS
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HON. JACK ERVIN
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ROUTE 1 BOX 217
BALDWIN, GA 30511

CITY ENGINEER
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BLUE RIDGE, GA 30512

CO. ROAD SUPERINTENDENT
COURTHOUSE
BLAIRSVILLE, GA 30512

HON. GLEN GOOCH
UNION CO. COMM.
COUNTY COURTHOUSE
BLAIRSVILLE, GA 30512

HON. CARLTON COLWELL
DISTRICT 4 POST 1
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BLAIRSVILLE, GA 30512

CO. ROAD SUPERINTENDENT
COURTHOUSE
BLUE RIDGE, GA 30513

HON. RICHARD STANLEY CHM.
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BLUE RIDGE, GA 30513

STREET SUPERINTENDENT
30 GARNETT STREET
BUFORD, GA 30518

HON. THOMAS HUGHES
MAYOR
30 GARNETT STREET
CITY HALL
BUFORD, GA 30518

HON. CHARLES MARTIN
DISTRICT 60
470 HILL ST.
BUFORD, GA 30518

CO. ROAD SUPERINTENDENT
COURTHOUSE
CARNESVILLE, GA 30521

HON. RON MILLER CHM.
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HON. OLIVE FORDE CHM.
HABERSHAM CO. COMM.
COUNTY COURTHOUSE
CLARKESVILLE, GA 30523

EARL ROBERTS
COMMISSIONER
HABERSHAM CO.
CO. COURTHOUSE
CLARKESVILLE, GA 30523

CO. ROAD SUPERINTENDENT
COUNTY COURTHOUSE
CLARKESVILLE, GA 30523

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DISTRICT 11 POST 1
TIMBROOK ROUTE 2
HOLLYWOOD, GA 30523

CO. ROAD SUPERINTENDENT
COURTHOUSE
CLAYTON, GA 30525

HON. MAX WATTS CHM.
RABUN CO. COMM.
COUNTY COURTHOUSE
CLAYTON, GA 30525

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CLAYTON, GA 30525

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CITY ENGINEER
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CO. ROAD SUPERINTENDENT
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CLEVELAND, GA 30528

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WHITE CO. COMM.
COUNTY COURTHOUSE
CLEVELAND, GA 30528

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COMMERCE, GA 30529

HON. TOMMY STEPHENSON
MAYOR
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CITY HALL
COMMERCE, GA 30529

HON. LAUREN McDONALD J
DISTRICT 12
RT. 5 DOGWOOD TR
COMMERCE, GA 30529

HON. DON HIGGENS
MAYOR
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CITY HALL
CORNELIA, GA 30531

HON. JOHN FOSTER
DISTRICT 50
P.O. BOX 100
CORNELIA, GA 30531

CO. ROAD SUPERINTENDENT
COURTHOUSE
DAHLONEGA, GA 30533

STREET SUPERINTENDENT
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HON. J. B. JONES
LUMPKIN CO. COMM.
COUNTY COURTHOUSE
DAHLONEGA, GA 30533

HON. HAINES HILL
MAYOR
201 WEST MAIN ST.
CITY HALL
DAHLONEGA, GA 30533

CITY ENGINEER
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CO. ROAD SUPERINTENDENT
COURTHOUSE
DAWSONVILLE, GA 30534

HON. JOE LANE COX CHM.
DAWSON CO. COMM.
COUNTY COURTHOUSE
DAWSONVILLE, GA 30534

CITY ENGINEER
P.O. BOX 128
DEMOREST, GA 30535

CO. ROAD SUPERINTENDENT
COURTHOUSE
ELLIJAY, GA 30540

HON. BEN WHITAKER CHM.
GILMER CO. COMM.
COUNTY COURTHOUSE
ELLIJAY, GA 30540

HON. HENRY GARTRELL
MAYOR
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CITY HALL
ELLIJAY, GA 30540

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CITY OF HELEN
PO DRAWER 280
HELEN, GA 30545

BEN HULSEY
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CO. ROAD SUPERINTENDENT
COURTHOUSE
HIAWASSEE, GA 30546

HON. TRUMAN BARRETT
PROBATE JUDGE/COMM.
TOWNS CO. COMM.
COUNTY COURTHOUSE
HIAWASSEE, GA 30546

HON. RALPH TWIGGS
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HON. HAROLD WATKINS CHM.
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COUNTY COURTHOUSE
HOMER, GA 30547

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HOMER, GA 30577

CO. ROAD SUPERINTENDENT
COURTHOUSE
JEFFERSON, GA 30549

HON. HENRY ROBINSON CHM.
JACKSON CO. COMM.
COUNTY COURTHOUSE
JEFFERSON, GA 30549

HON. BYRD BRUCE
MAYOR
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CITY HALL
JEFFERSON, GA 30549

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LAVONIA, GA 30553

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SCHOENEN CO. COMM.
COUNTY COURTHOUSE
RYLANDA, GA 30567

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CO. ROAD SUPERINTENDENT
COURTHOUSE
TOCCOA, GA 30577

HON. EVATT THOMASON CHWM.
STEPHENS CO. COMM.
COUNTY COURTHOUSE
TOCCOA, GA 30577

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TOCCOA, GA 30577

CITY ENGINEER
CITY HALL
ATHENS, GA 30601

SR. OPERATOR
ST. CONST. MAINT.
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305 POUND ST.
ATHENS, GA 30601

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CLARKE CO. COMM.
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EXECUTIVE DIRECTOR
NORTHEAST GEORGIA APD
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DISTRICT 68
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CLARKE COUNTY
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ATHENS, GA 30605

HON. HUGH LOGAN
DISTRICT 67
1328 PRINCE AVE.
ATHENS, GA 30606

HON. PAUL BROWN
DISTRICT 46
165 PULASKI ST.
ATHENS, GA 30610

SCOTT MORGAN
NORTHEAST GA. AREA
PLANNING AND DEV. COMM.
305 RESEARCH DRIVE
ATHENS, GA 30610

HON. LAUREN COILE
MAYOR
P.O. BOX 1868
CITY HALL
ATHENS, GA 30613

LAMAR G. BROWN
ASST STREET SUPT
STREET DEPT
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ATHENS, GA 30613-4199

CITY ENGINEER
P.O. BOX 186
BOWMAN, GA 30624

HON. HENRY MOORE CHM.
TALIAFERRO CO. COMM.
COUNTY COURTHOUSE
CRAWFORDVILLE, GA 30631

CO. ROAD SUPERINTENDENT
COURTHOUSE
CRAWFORDVILLE, GA 30631

CO. ROAD SUPERINTENDENT
COURTHOUSE
DANIELSVILLE, GA 30633

HON. BILL MADDEN CHM.
MADISON CO. COMM.
COUNTY COURTHOUSE
DANIELSVILLE, GA 30633

HON. LOUIE CLARK
DISTRICT 13 POST 1
ROUTE 2
DANIELSVILLE, GA 30633

CO. ROAD SUPERINTENDENT
COURTHOUSE
ELBERTON, GA 30635

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245 N. MCINTOSH ST
ELBERTON, GA 30635

HON. BILLY BROWN CHM.
ELBERT CO. COMM.
COUNTY COURTHOUSE
ELBERTON, GA 30635

HON. JOE FENDLEY SR.
MAYOR
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CITY HALL
ELBERTON, GA 30635

HON. CHARLES YEARGIN
DISTRICT 14
P.O. BOX 584
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CITY MANAGER
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HON. HARVEY HIGDON CHM.
GREENE CO. COMM.
COUNTY COURTHOUSE
GREENSBORO, GA 30642

HON. DEAN STEWART
MAYOR
212 NORTH MAIN ST.
CITY HALL
GREENSBORO, GA 30642

STREET SUPERINTENDENT
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HARTWELL, GA 30643

CURRAN CASHION
JUDGE
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HON. BRUCE TEAGLEY
ROAD SUPERINTENDENT
COUNTY COURTHOUSE
HARTWELL, GA 30643

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HARTWELL POLICE DEPT.
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HARTWELL, GA 30643

HON. JOAN SALIBA
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CITY HALL
HARTWELL, GA 30643

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HARTWELL POLICE DEPT.
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HON. PARKS BROWN
DISTRICT 47
P.O. BOX 37
HARTWELL, GA 30643

HON. BILLY MILFORD
DISTRICT 13 POST 2
ROUTE 3
HARTWELL, GA 30643

CO. ROAD SUPERINTENDENT
COURTHOUSE
LEXINGTON, GA 30648

HON. J. W. GRIFFITH CH.
OGLETHORPE CO. COMM.
COUNTY COURTHOUSE
LEXINGTON, GA 30648

CO. ROAD SUPERINTENDENT
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COUNTY COURTHOUSE
MADISON, GA 30650

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HON. ROY LAMBERT
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MONROE, GA 30655

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WALTON CO. COMM.
COUNTY COURTHOUSE
MONROE, GA 30655

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CITY OF MONROE
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MONROE, GA 30655

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ROYSTON, GA 30662

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CITY HALL
ROYSTON, GA 30662

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MAYOR
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UNION POINT, GA 30669

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CO. ROAD SUPERINTENDENT
COURTHOUSE
WASHINGTON, GA 30673

HON. BLY BUFORK CHM.
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83 EAST COURT STREET
ROOM 201
WASHINGTON, GA 30673

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WASHINGTON, GA 30673

HON. SAM MCGILL
DISTRICT 24
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WASHINGTON, GA 30673

HON. CHOYCE JOHNSON CHM.
SCOTTEE CO. COMM.
COUNTY COURTHOUSE
WATKINSVILLE, GA 30677

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WINDER POLICE DEPT.
320 S. BROAD ST.
WINDER, GA 30680

CO. ROAD SUPERINTENDENT
COURTHOUSE
WINDER, GA 30680

CLIFFORD SYKES
WINDER POLICE DEPT.
320 S. BROAD ST.
WINDER, GA 30680

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WINDER, GA 30680

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WINDER, GA 30680

HON. JOHN RUSSELL
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CALHOUN, GA 30701

COUNTY ENGINEER
COURTHOUSE
CALHOUN, GA 30701

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P.O. BOX 580
CALHOUN, GA 30701

HON. MAX BRANNON
DISTRICT 51
P.O. BOX 1027
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MELVIN GREESON
MEMBER
GORDON CO. BOARD OF CO
100 COURT STREET
CALHOUN, GA 30701

HON. J. C. MADDOX
DISTRICT 7
ROUTE 1
CALHOUN, GA 30701

CO. ROAD SUPERINTENDENT
COURTHOUSE
CHATSWORTH, GA 30705

STREET SUPERINTENDENT
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CHATSWORTH, GA 30705

HON. KIRBY PATTERSON CHM.
MURRAY CO. COMM.
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HON. W. FINCHER JR.
DISTRICT 54
P.O. DRAWER 400
CHATSWORTH, GA 30705

HON. TOM RAMSEY
DISTRICT 3
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CHATSWORTH, GA 30705

HON. FRANK PIERCE
MAYOR
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CHICKAMAUGA, GA 30707

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CITY ENGINEER
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DALTON, GA 30720

COUNTY ENGINEER
COURTHOUSE
DALTON, GA 30720

HON. LEONARD COCHRAN CHM.
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HON. JIMMY YOUNG JR.
MAYOR
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411 COLLEGE DR.
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HON. ROGER WILLIAMS
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NORTH GEORGIA APDC
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TRAFFIC ENGINEER
DOT
CITY HALL
LAFAYETTE, GA 30728

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POLICE CHIEF
CITY HALL
LAFAYETTE, GA 30728

MR. DAVID ALDRICH
CITY MANAGER
CITY HALL
LAFAYETTE, GA 30728

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MAYOR
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CITY HALL
LAFAYETTE, GA 30728

HON. JOHN CRAWFORD
DISTRICT 5
ROUTE 1 BOX 518
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RINGGOLD, GA 30736

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MAYOR
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RINGGOLD, GA 30736

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ECONOMIC DEV. COMM.
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STREET SUPERINTENDENT
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HON. CHARLES SHERRILL
MAYOR
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CITY HALL
ROSSVILLE, GA 30741

CITY ENGINEER
P.O. BOX 180
SUMMERVILLE, GA 30747

SUZAN SPIVEY
CHATTOOGA COUNTY
CHAMBER OF COMMERCE
108 W. WASHINGTON AVE.
P.O. BOX 217
SUMMERVILLE, GA 30747

HON. WAYNE DENSON CHM.
CHATTOOGA CO. COMM.
P.O. BOX 211
SUMMERVILLE, GA 30747

CO. ROAD SUPERINTENDENT
P.O. BOX 211
SUMMERVILLE, GA 30747

HON. SEWELL CASH
MAYOR
P.O. BOX 180
CITY HALL
SUMMERVILLE, GA 30747

HON. LARRY MOORE CHM.
DADE CO. COMM.
P.O. BOX 613
TRENTON, GA 30752

PRESTON DANIELS
FOREMAN
P.O. BOX 763
TRENTON, GA 30752

CO. ROAD SUPERINTENDENT
COUNTY COURTHOUSE
TRENTON, GA 30752

HON. A. T. LAWSON
MAYOR
BOX 518
CITY HALL
TRENTON, GA 30752

CO. ROAD SUPERINTENDENT
COURTHOUSE
GIBSON, GA 30810

HON. CHARLES ROBERTS CHM.
GLASCOCK CO. COMM.
P.O. BOX 66
GIBSON, GA 30810

HON. LEON DAVIDSON
MAYOR
P.O. BOX 120
CITY HALL
GROVETOWN, GA 30813

CO. ROAD SUPERINTENDENT
COURTHOUSE
LINCOLNTON, GA 30817

HON. WALKER NORMAN CHM.
LINCOLN CO. COMM.
P.O. BOX 340
LINCOLNTON, GA 30817

HON. BEN ROSS
DISTRICT 82
P.O. BOX 245
LINCOLNTON, GA 30817

STREET SUPERINTENDENT
P.O. BOX 953
THOMSON, GA 30824

CO. ROAD SUPERINTENDENT
COURTHOUSE
THOMSON, GA 30824

HON. WILLIAM HAWKINS CH.
McDUFFIE CO. COMM.
P.O. BOX 28
THOMSON, GA 30824

HON. ROBERT KNOX
MAYOR
P.O. BOX 1017
CITY HALL
THOMSON, GA 30824

HON. WARREN EVANS
DISTRICT 84
P.O. BOX 535
THOMSON, GA 30824

CO. ROAD SUPERINTENDENT
COURTHOUSE
WARRENTON, GA 30828

JULIAN ABBOTT
STREET SUPT.
CITY OF WARRENTON
PO BOX 23
WARRENTON, GA 30828

HON. ALLEN MAY
WARREN CO. COMM.
P.O. BOX 46
WARRENTON, GA 30828

HON. C. E. PHELPS SR.
MAYOR
P.O. BOX 103
CITY HALL
WARRENTON, GA 30828

HON. RAY DELAIGLE CHM.
BURKE CO. COMM.
P.O. BOX 62
WAYNESBORO, GA 30830

CO. ROAD SUPERINTENDENT
P.O. BOX 62
WAYNESBORO, GA 30830

HON. GEORGE DELOACH
MAYOR
628 MYRICK ST.
CITY HALL
WAYNESBORO, GA 30830

STREET SUPERINTENDENT
P.O. BOX 125
WRENS, GA 30833

HON. CHARLES WALKER
DISTRICT 85
1402 12TH ST.
AUGUSTA, GA 30901

DAVID POSS II
AUGUSTA AREA OFFICE
GEORGIA TECH
500 BLDG. SUITE 217
AUGUSTA, GA 30901

COUNTY ENGINEER
CITY-COUNTY BLDG.
AUGUSTA, GA 30902

HON. DAVID SHERROUSE CHM
RICHMOND CO. ADM.
COUNTY/CITY BLDG. Rm 605
AUGUSTA, GA 30902

HON. JIMMY LESTER
DISTRICT 23
985 BROAD ST.
AUGUSTA, GA 30902

CITY ENGINEER
530 GREEN STREET
AUGUSTA, GA 30903

HON. THOMAS F. ALLGOOD
DISTRICT 22
P.O. BOX 1523
AUGUSTA, GA 30903

HON. GEORGE BROWN
DISTRICT 88
P.O. BOX 1114
AUGUSTA, GA 30903

HON. JACK CONNELL
DISTRICT 87
P.O. BOX 308
AUGUSTA, GA 30903

W.S. JOHNSON
SUPT. OF PUBLIC WORKS
CITY OF AUGUSTA
1568 BROAD ST.
AUGUSTA, GA 30904

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HON. MICHAEL PADGETT
DISTRICT 86
ROUTE 1 BOX 5
AUGUSTA, GA 30906

MR. MILLARD F. GOODING
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ROADS AND BRIDGES DEPT.
RICHMOND CO.
2316 TOBACCO ROAD
AUGUSTA, GA 30906

HON. A. R. LANE CHM.
COLUMBIA CO. COMM.
P.O. BOX 11204
MARTINEZ, GA 30907

COUNTY ENGINEER
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HON. WILLIAM JACKSON
DISTRICT 83
3907 WASHINGTON RD.
MARTINEZ, GA 30907

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CHIEF OF ENG. SERVICES
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MARTINEZ, GA 30907

MR. DON BARTLES
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MARTINEZ, GA 30907

MR. LARRY MATTHEWS PE
GDOT ROUTE 2
4260 FRONTAGE ROAD
AUGUSTA, GA 30909

HON. TRAVIS BARNES
DISTRICT 90
407 ALMOND RD.
AUGUSTA, GA 30909

HON. DONALD CHEEKS
DISTRICT 89
714 WESTMINSTER CT.
AUGUSTA, GA 30909

CO. ROAD SUPERINTENDENT
COURTHOUSE
ABBEVILLE, GA 31001

HON. HARRY WALKER CHM.
WILCOX CO. COMM.
COUNTY COURTHOUSE
ABBEVILLE, GA 31001

KENNETH HENRY
ASST. SUPT.
EVANUEL COUNTY
ROUTE 12
ADRIAN, GA 31002

JOHN NEELY
P.O. BOX 118
BUTLER, GA 31006

COUNTY MANAGER
TAYLOR COUNTY
COUNTY COURTHOUSE
BUTLER, GA 31006

CO. ROAD SUPERINTENDENT
COURTHOUSE
BUTLER, GA 31006

HON. RUFUS GREEN CHM.
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COUNTY COURTHOUSE
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BUTLER, GA 31006

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BUTLER, GA 31006

HON. JAMES SPILLERS
MAYOR
P.O. BOX 476
CITY HALL
BUTLER, GA 31006

HON. WARD EDWARDS
DISTRICT 112
P.O. BOX 148
BUTLER, GA 31006

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BYROMVILLE, GA 31007

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CITY OF BYRON
P.O. BOX 376
BYRON, GA 31008

MAYOR JAMES WILLIAMS
P.O. BOX 376
BYRON, GA 31008

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CO. ROAD SUPERINTENDENT
COUNTY COURTHOUSE
COCHRAN, GA 31014

HON. CHARLES KILLEBREW
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COCHRAN, GA 31014

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CRISP CO. COMM.
COUNTY COURTHOUSE
CORDELE, GA 31015

DIRECTOR OF PUBLIC WORKS
COUNTY COURTHOUSE
CORDELE, GA 31015

HON. PERRY CULPEPPER
MAYOR
P.O. BOX 569
CITY HALL
CORDELE, GA 31015

HON. HOWARD RAINEY
DISTRICT 135
913 3RD AVE E
CORDELE, GA 31015

TOMMY TRUITT
PUBLIC WORKS SUPT.
CITY OF CULLODEN
PO BOX 37
CULLODEN, GA 31016

MAYOR CHARLES NORRIS
P.O. BOX 38
CULLODIN, GA 31016

MAYOR H. J. CHANCE
P.O. BOX 157
DANVILLE, GA 31017

HON. KENNETH MCNEELY
MAYOR
P.O. BOX 534
CITY HALL
DAVISBORO, GA 31018

PUBLIC WORKS SUPT.
COURTHOUSE
DUBLIN, GA 31021

CITY ENGINEER
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DUBLIN, GA 31021

HON. ALBERT FRANKS
MAYOR
P.O. BOX 690
CITY HALL
DUBLIN, GA 31021

HON. GEORGE GORNTO
MAYOR
119 SOPERTON AVE.
CITY HALL
EAST DUBLIN, GA 31021

HON. DUDOSE PORTER
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DUBLIN, GA 31021

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HON. GUY TRIFF CHM.
DODGE CO. COMM.
BOX 564
EASTMAN, GA 31023

JOE NELSON
STREET SUPT.
P.O. BOX 40
EASTMAN, GA 31023

GREG IVEY
FOREMAN
CITY OF EASTMAN
PO BOX 40
EASTMAN, GA 31023

HON. MARVA MCGRIFF
MAYOR
P.O. DRAWER 40
CITY HALL
EASTMAN, GA 31023

HON. TERRY COLEMAN
DISTRICT 118
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EASTMAN, GA 31023

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HEART OF GEORGIA
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CO. ROAD SUPERINTENDENT
COURTHOUSE
EATONTON, GA 31024

HON. ROY VINING JR. CHM.
PUTNAM CO. COMM.
COUNTY COURTHOUSE
EATONTON, GA 31024

HON. J. P. MARSHALL
MAYOR
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CITY HALL
EATONTON, GA 31024

HON. JESSE COPELAN JR.
DISTRICT 106
P.O. BOX 109
EATONTON, GA 31024

HON. WALKER FOWLER
MAYOR
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CITY HALL
CENTERVILLE, GA 31028

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FORSYTH, GA 31029

STREET SUPERINTENDENT
P.O. BOX 676
FORSYTH, GA 31029

HON. LINDA ARTHUR CHWM.
MONROE CO. COMM.
COUNTY COURTHOUSE
FORSYTH, GA 31029

HON. RICHARD TRUITT
MAYOR
P.O. BOX 1447
CITY HALL
FORSYTH, GA 31029

HON. KENNETH WALDREP
DIST 80 87 N LEE ST
P.O. BOX 657
FORSYTH, GA 31029

CO. ROAD SUPERINTENDENT
COURTHOUSE
FORT VALLEY, GA 31030

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COORDINATOR
PEACH TRANSIT SYSTEM
310 MILLER STREET
FORT VALLEY, GA 31030

HON. GLENWOOD HILL
PEACH CO. COMM.
P.O. BOX 468
FORT VALLEY, GA 31030

MR. JERRY C. BRYAN
COUNTY ENGINEER
P.O. BOX 468
FORT VALLEY, GA 31030

HON. C.W. PETERSON
MAYOR
P.O. BOX 956
CITY HALL
FORT VALLEY, GA 31030

HON. ROBERT RAY
DISTRICT 98
ROUTE 1
FORT VALLEY, GA 31030

HON. MICHAEL DENNIS
MAYOR
P.O. BOX 387
CITY HALL
GORDON, GA 31031

HON. KENNETH BIRDSONG
DISTRICT 104
ROUTE 1
GORDON, GA 31031

HON. L. K. LISTON CHM.
JONES CO. COMM.
P.O. BOX 316
GRAY, GA 31032

MAYOR JAMES ROBERTS
P.O. BOX 443
GRAY, GA 31032

CO. ROAD SUPERINTENDENT
COURTHOUSE
GRAY, GA 31032

CO. ROAD SUPERINTENDENT
COURTHOUSE
HAWKINSVILLE, GA 31036

STREET SUPERINTENDENT
315 BROAD STREET
HAWKINSVILLE, GA 31036

HON. JOHN H. ANDERSON CHM.
PULASKI CO. COMM.
COUNTY COURTHOUSE
HAWKINSVILLE, GA. 31036

MAYOR VIRLIN MCKINNEY
P.O. BOX 95
CITY HALL
HAWKINSVILLE, GA 31036

HON. TRUETTE HOWARD
MAYOR
P.O. BOX 232
CITY HALL
HELENA, GA 31037

RICK DUKE
GTRI
REGIONAL OFFICE
P.O. BOX 4620
DUBLIN, GA 31040

MAYOR RICHARD ALBRITTO
P.O. BOX 9
IDEAL, GA 31041

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COUNCIL MEMBER
CITY OF IRWINTON
PO BOX 169
IRWINTON, GA 31042

CO. ROAD SUPERINTENDENT
COURTHOUSE
IRWINTON, GA 31042

HON. GUILFORD PAYNE CH
WILKINSON CO. COMM.
COUNTY COURTHOUSE
IRWINTON, GA 31042

CO. ROAD SUPERINTENDENT
COURTHOUSE
JEFFERSONVILLE, GA 31044

MAYOR W. E. HAMRICK
P.O. BOX 223
JEFFERSONVILLE, GA 31044

HON. FREDDIE TIDWELL
CRAWFORD CO. COMM.
COUNTY COURTHOUSE
KNOXVILLE, GA 31050

CO. ROAD SUPERINTENDENT
COUNTY COURTHOUSE
KNOXVILLE, GA 31052

HON. BILL CUMMINGS
DISTRICT 17
508 MORGAN VALLEY RD.
ROCKMART, GA 31053

CITY ENGINEER
P.O. BOX 157
MCRAE, GA 31055

CO. ROAD SUPERINTENDENT
COURTHOUSE
McRAE, GA 31055

HON. GENE WILLIAMS
TELFAR CO. COMM.
COUNTY COURTHOUSE
McRAE, GA 31055

HON. CHESTER RYALS JR.
MAYOR
P.O. BOX 157
CITY HALL
McRAE, GA 31055

HON. RONNIE WALKER
DISTRICT 19
P.O. BOX 461
McRAE, GA 31055

JOHN GAY
DIRECTOR
DEPT. OF GRANTS & RES
HOUSTON COUNTY
200 CARL VINSON PKY
WARNER ROBINS, GA 31056

MAYOR SAMUEL HOLLINSHE
P.O. BOX 83
MARSHALLVILLE, GA 31056

STREET SUPERINTENDENT
P.O. BOX E
MILLEDGEVILLE, GA 31061

T. W. COUCH
ROAD SUPER'T
BALDWIN COUNTY
P.O. BOX 735
MILLEDGEVILLE, GA 31061

CO. ROAD SUPERINTENDENT
COURTHOUSE
MILLEDGEVILLE, GA 31061

HON. SAMMY HALL CHM.
BALDWIN CO. COMM.
COUNTY CRTHSE. Rm. 6
MILLEDGEVILLE, GA 31061

HON. JAMES BAUGH
MAYOR
P.O. BOX 1708
CITY HALL
MILLEDGEVILLE, GA 31061

HON. CULVER KIDD
DISTRICT 25
P.O. BOX 370
MILLEDGEVILLE, GA 31061

HON. BOBBY PARHAM
DISTRICT 105
P.O. BOX 606
MILLEDGEVILLE, GA 31061

MR. JIM GENTRY
EXECUTIVE DIRECTOR
OCONEE APDC
P.O. BOX 707
MILLEDGEVILLE, GA 31061

STREET SUPERINTENDENT
CITY HALL
MONTEZUMA, GA 31063

MAYOR FRANK KELLEY
CITY OF MONTEZUMA
SOUTH DOOLY STREET
MONTEZUMA, GA 31063

HON. LEWIS MCKENZIE
DISTRICT 14
P.O. BOX 565
MONTEZUMA, GA 31063

STREET SUPERINTENDENT
P.O. BOX 269
MONTICELLO, GA 31064

CO. ROAD SUPERINTENDENT
COURTHOUSE
MONTICELLO, GA 31064

HON. FRANK ATKINS CHM.
JASPER CO. COMM.
COUNTY COURTHOUSE
MONTICELLO, GA 31064

HON. HENRY HOOPER
MAYOR
115 E. GREENE ST.
CITY HALL
MONTICELLO, GA 31064

CO. ROAD SUPERINTENDENT
COURTHOUSE
OGLETHORPE, GA 31068

MAYOR GERALD BECKUM
P.O. BOX 312
OGLETHORPE, GA 31068

HON. JOHN M. LUCKIE
COUNTY BOARD OF COMM.
P.O. BOX 297
OGLETHORPE, GA 31068

STREET SUPERINTENDENT
P.O. DRAWER A
PERRY, GA 31069

MR. F. MARION HAY
CITY MANAGER
CITY OF PERRY
PO BOX A
PERRY, GA 31069

MR. WAYNE CHAPMAN
TRAFFIC CONTROL
HOUSTON CO. BOARD OF C
2018 KINGS CHAPEL RD.
PERRY, GA 31069

MR. ELLIS R. SCARBOROUGH
CO. ROAD SUPERINTENDENT
COURTHOUSE
PERRY, GA 31069

HON. LEWIS MEEKS
MAYOR
P.O. BOX A
CITY HALL
PERRY, GA 31069

HON. LARRY WALKER
DISTRICT 115
P.O. BOX 1234
PERRY, GA 31069

MAYOR GEORGE C. GRIGGS
P.O. BOX 118
PINEHURST, GA 31070

MAYOR DON E. BOND
CITY OF REYNOLDS
P.O. BOX 366
REYNOLDS, GA 31076

MAYOR JERRY WALKER
P.O. BOX 278
ROBERTA, GA 31078

HON. RALPH SUTTON
MAYOR
P.O. BOX 156
CITY HALL
ROCHELLE, GA 31079

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P.O. BOX 156
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DISTRICT 117
ROUTE 1 BOX 29A
ROCHELLE, GA 31079

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P.O. BOX 71
SANDERSVILLE, GA 31082

CO. ROAD SUPERINTENDENT
COURTHOUSE
SANDERSVILLE, GA 31082

HON. T. M. DUKES CHM
WASHINGTON CO. COMM.
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SANDERSVILLE, GA 31082

HON. JIMMY LORD
DISTRICT 107
P.O. BOX 254
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HON. GEORGE LOTT CHM.
HANCOCK CO. COMM.
P.O. DRAWER 1
SPARTA, GA 31087

CO. ROAD SUPERINTENDENT
COUNTY COURTHOUSE
SPARTA, GA 31087

MR. JACK COLLINS
STREET SUPT.
CITY OF SPARTA
PO BOX H
SPARTA, GA 31087

HON. T.M. PATTERSON SR.
MAYOR
P.O. BOX H
CITY HALL
SPARTA, GA 31087

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DISTRICT ENGINEER
GDOT DISTRICT 2
TENNILLE, GA 31089

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MAYOR
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CITY HALL
TENNILLE, GA 31089

HON. IRMA CUMMINGS
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TOOMBSBORO, GA 31090

MAYOR SANDY WILLIS
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CITY HALL
UNADILLA, GA 31091

CO. ROAD SUPERINTENDENT
COURTHOUSE
VIENNA, GA 31092

MAYOR JOHN BRADLEY
CITY OF LILLY
LILLY, GA 31092

HON. WAYNE J. WEST
DOOLY CO. COMM.
COUNTY COURTHOUSE
P.O. BOX 322
VIENNA, GA 31092

MAYOR HOBBS STRIPLING
P.O. BOX 425
VIENNA, GA 31092

HON. RODNEY BOWEN
DISTRICT 13
P.O. BOX 417
VIENNA, GA 31092

MR. MILTON V. BECKHAM
COUNTY ENGINEER
900 CARL VINSON PKWY
WARNER ROBINS, GA 31093

HON. TED WADDLE
DISTRICT 113
113 TANGLEWOOD DR.
WARNER ROBINS, GA 31093

HON. ARTHUR WHITE
HOUSTON CO. COMM.
900 CARL VINSON PKWY
WARNER ROBINS, GA 31093

CO. ROAD SUPERINTENDENT
COURTHOUSE
WRIGHTSVILLE, GA 31096

HON. JOHN POWELL CHM.
JOHNSON CO. COMM.
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HON. WALTER BOYT
MAYOR
TOWN OF YATESVILLE
YATESVILLE, GA 31097

LAWRENCE RYLE
TRAFFIC ENGINEER
2853 CES/DEES
ROBINS AFB, GA 31098

HON. ED BARKER
DISTRICT 18
P.O. BOX KK
WARNER ROBINS, GA 31099

HON. RALPH JOHNSON
MAYOR
CITY OF WARNER ROBINS
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ASS'T EXECUTIVE DIRECTOR
MIDDLE GEORGIA APDC
600 GRAND BLDG.
Macon, GA 31201

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BIBB CO. ENGINEER
COUNTY CRTHSE. RM. 408
MACON, GA 31201

HERBERT HOLSTON
AAA DIRECTOR
MIDDLE GEORGIA APDC
600 GRAND BLDG.
MACON, GA 31201

HON. MIKE WOLFE CHM.
LAURENS CO. COMM.
P.O. BOX 2011
DUBLIN, GA 31201

COUNTY ENGINEER
COUNTY COURTHOUSE
ROOM 408
MACON, GA 31201

HON. RICHARD GREENE
DISTRICT 26 SUITE 517
TRUST CO. BANK BLDG.
MACON, GA 31201

HON. FRANK HORNE JR.
DISTRICT 103
850 WALNUT ST.
MACON, GA 31201

HON. DAVID LUCAS
DISTRICT 102
448 WOLFOLEK ST.
MACON, GA 31201

HON. FRANK PINKSTON
DISTRICT 100
852 WALNUT ST.
MACON, GA 31201

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MACON, GA 31202

HON. DENMARK GROOVER
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MACON, GA 31202

HON. WILLIAM RANDALL
DISTRICT 101
P.O. BOX 121
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JOE WITHERINGTON
CITY ENGINEER
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MACON, GA 31298

HON. EMBRY GREENE CHM.
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BOB FOUNTAIN
BIBB COUNTY MANAGER
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MACON, GA 31298

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COURTHOUSE
DARIEN, GA 31305

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CITY OF DARIEN
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HON. STEWART CARROLL
MAYOR
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DARIEN, GA 31305

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COUNTY COURTHOUSE
HINESVILLE, GA 31313

HON. CARL DYKES
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HON. GLENN BRYANT
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HON. LONNIE SKEENS CHM.
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COUNTY COURTHOUSE
LUDOWICI, GA 31316

CO. ROAD SUPERINTENDENT
COUNTY COURTHOUSE
PEMBROKE, GA 31321

SAMUEL PARLIN
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HON. CARLTON GILL CHM.
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COUNTY COURTHOUSE BOX
RICHMOND HILL, GA 31323

HON. GEORGE SARAF
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CITY HALL
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HON. CHARLES HOSTI
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TYBEE ISLAND, GA 31328

CO. ROAD SUPERINTENDENT
COURTHOUSE
SPRINGFIELD, GA 31329

LLOYD FULCHER
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HON. NOEL CONAWAY CHM.
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COUNTY COURTHOUSE
SPRINGFIELD, GA 31329

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RONNIE YOUNG
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MCINTOSH CO.
ROUTE#1
DARIEN, GA 31331

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COUNTY COURTHOUSE
SAVANNAH, GA 31401

HON. ROY ALLEN
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HON. BOBBY PHILIPS
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SAVANNAH, GA 31406

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COUNTY COURTHOUSE
ALMA, GA 31510

HON. JAMES DEEN
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ALMA, GA 31510

HON. TOMMY SMITH
DISTRICT 152
ROUTE 1
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BRUNSWICK, GA 31520

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TRAFFIC SAFETY ENG.
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BRUNSWICK, GA 31520

HON. JOHN MCCLURD CHM.
GLYNN CO. COMM.
COUNTY COURTHOUSE
BRUNSWICK, GA 31520

V. C. BESSING
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GERALDINE KENNEDY
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GOLDEN ISLES
BICYCLE CLUB
ROUTE 9 P.O. BOX 287
ST. SIMONS IS., GA 315

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BRANTLEY CO. COMM.
COUNTY COURTHOUSE
NAHUNTA, GA 31533

HON. FRANK JACKSON CHM.
COFFEE CO. COMM.
COUNTY COURTHOUSE
DOUGLAS, GA 31533

CO. ROAD SUPERINTENDENT
COUNTY COURTHOUSE
DOUGLAS, GA 31533

HON. JIM MINIX
MAYOR
P.O. DRAWER 470
CITY HALL
DOUGLAS, GA 31533

HON. JESSE CREWS CHM.
CHARLTON CO. COMM.
100 THIRD STREET
FOLKSTON, GA 31537

WILLIAM CARTER
CHAIRMAN
CHARLTON CO. COMM.
100 3RD STREET
FOLKSTON, GA 31537

COUNTY ENGINEER
100 3RD. STREET
FOLKSTON, GA 31537

CO. ROAD SUPERINTENDENT
COURTHOUSE
HAZLEHURST, GA 31539

STEVEN LAND
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HON. DAN MIMS CHM.
JEFF DAVIS COMM.
COUNTY COURTHOUSE BOX 652
HAZLEHURST, GA 31539

HON. LARRY CONTOS
MAYOR
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HAZLEHURST, GA 31539

HON. ROGER BYRD
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302 N. ROGERS ST.
HAZLEHURST, GA 31539

CO. ROAD SUPERINTENDENT
COURTHOUSE
JESUP, GA 31545

MARTHA BURNS
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DISTRICT ENGINEER
GDOT DISTRICT 5
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JESUP, GA 31545

DAVID EDEK
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JESUP, GA 31545

HON. JOHN TYRE CHM.
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COUNTY COURTHOUSE
JESUP, GA 31545

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COURTHOUSE
HUNTA, GA 31547

HON. FRED SUTTON
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KINGSLAND, GA 31548

CO. ROAD SUPE
COUNTY COURTH
NAHUNTA, GA 3

3
T
HUNTA
55
A 31553

CITY ENGINEER
418 OSBORNE ST.
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MR. WARD RE
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115 OSBORNE
CITY HALL
SAINT MARYS, GA

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129
A, GA 31557

HON. HARRY CALLAHAN CH
WAYNE CO. COMM.
COUNTY COURTHOUSE
JESUP, GA 31545

CO. ROAD SU
COUNTY COUR
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A, GA 31557

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2427 WESTWOOD DR.
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COOK CO. COMM.
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ADEL, GA 31620

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COUNTY COURTHOUSE
ADEL, GA 31620

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COUNTY COURTHOUSE
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HOMERVILLE, GA 31634

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HOMERVILLE, GA 31634

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HON. JIM WHITE CHM.
LANIER CO. COMM.
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HON. ROBERT PATTEN
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COUNTY COURTHOUSE
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PUBLICATION LIST

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- THE ASPHALT INSTITUTE, 1980 115+ BOX
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- EPA , 1976 28 1
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- SG ASS. INC BOSTON, 1983 109 1
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- FHWA , 1984 44 1
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- PURDUE UNIV , 1983 8 1
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- ASS OF AMER RR , 1983 425+ 1
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- CLARK AND ESLYN USDA, 1983 49+ 17
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- UNIV OF VIRGINIA , 1981 59 1
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- FHWA , 1986 50+ 1
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- UNIV OF VA AND VADOT , 1983 44+ 1
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- INT SLURRY SEAL ASSOCIATION , 1984 75+ 1
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- CA DOT , 1978 198+ 2
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- CHARLES MACHINE WORKS , 1986 100+ 1
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- TYE ENG INC VA, 1984 136 2
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- DINGLE ASS. INC DC, 1981 19 1
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DUST CONTROL ON UNPAVED ROADS

- PURDUE UNIV , 1959 18+ 1
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- DE LEUW CATHER & CO CA, 1983 216+ 1
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- OFFICES OF RES DEV & TECH D.C., 1982 40 3
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- FEMA , 1984 150+ 1
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- UNIV OF CALIFORNIA , 1984 200+ 1
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- SOLAR ENERGY INF DATA BANK, 1977 5 1
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- GDOT , 1984 15+ 1
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- PUBLIC TECH INC. D.C., 1982 29+ 1
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- PENNDOT , 1983 65+ 1
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GUIDELINES FOR MAKING PEDESTRIAN CROSSING
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- ENERGY ABSORPTION SYSTEMS INC., 1984 50 1
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- OFF OF HW SAFETY , 1984 43+ 2
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- OFF. OF ROW , 1975 22 1
Agency - 6 Subject - 22 Newsletter - 2

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- FHWA , 1984 342 1
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- FHWA , 1986 10 1
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- MIDWEST RESEARCH INSTITUTE , 1975 134+ 1
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- SW RESEARCH INSTITUTE , 1985 19 1
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- GARD INC., 1984 111 1
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- UNIV ILLINOIS , 1982 212+ 2
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- US DOT , 1982 66 1
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- ORG FOR ENVIR GROWTH INC. WASH DC, 1979 129+ 1
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US MATERIALS EMERGENCE PLAN

- USDOT , 1986 130 1
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AND HANDICAPPED IN SEATTLE

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Agency - 1 Subject - 1 Newsletter - 0

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FOR A FEDERAL-AID HIGHWAY

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VIDEO TAPE LIST

- ST-201 **The Winners--The Losers** (13 minutes)
Safe use of lift trucks including inspection and hazards facing operators.
- M-201 **The Snowfighters** (21 minutes)
Methods, procedures, and equipment for snow removal on streets and highways.
- M-202 **Down Is Up** (20 minutes)
Preventive maintenance is stressed to reduce down time on construction sites.
- M-203 **The Choice Is Yours** (18 minutes)
Preventive maintenance on diesel engines is stressed to get maximum life from the engine.
- M-204 **Signals: Read 'Em or Weep** (20 minutes)
Indications of problems with equipment.
- M-208 **Roadway Maintenance Cost Analysis--Part I** (50 minutes)
Discusses equipment costs including depreciation, fuel, oil, grease, maintenance, repair, and capital investment.
Roadway Maintenance Cost Analysis--Part II (50 minutes)
Discusses maintenance operating costs relating to labor, equipment, materials, and overhead.
- M-209 **Roadway Maintenance Cost Analysis--Part III** (50 minutes)
Discusses the cost of deferred maintenance.
Roadway Maintenance Cost Analysis--Part IV (50 minutes)
Gives ideas on how to present budget data to county commissioners and city councils.
- M-210 **Maintenance of Highway Safety Hardware** (45 minutes)
How to provide safe roadside environments through periodic maintenance of the road side and its safety hardware.
- M-211 **Maintaining Granular Surfaced Roads** (18 minutes)
Instructional guide to enable road grader operators to provide better maintenance of granular surfaced roads.
Snow Removal on Iowa's Secondary Roads (20 minutes)
Instructional guide for snowplow operators for winter road maintenance of secondary roads.

- M-212 **Ditchmaster** (10 minutes)
Demonstration of the ditchmaster, a cost effective machine for improving roadside drainage and maintenance.
Lee-Boy Asphalt Maintainer (15 minutes)
Demonstration of the Lee-Boy, an asphalt maintenance machine.
Rosco Asphalite Maintainer (15 minutes)
Demonstration of a pot hole repair machine.
- M-213 **Techniques for Pavement Maintenance and Rehabilitation Using Asphalt--Part I**
Introduction (15 minutes)
Introduction to series of tapes dealing with using asphalt for pavement maintenance and rehabilitation.
Asphalt Components, Materials, Tests and Basics of Design (10 minutes)
Discusses the components of an asphalt paving structure from subgrade to the asphalt top.
- M-215 **Techniques for Pavement Maintenance and Rehabilitation using Asphalt--Part III**
Sealing of Joints in Portland Cement Concrete (25 minutes)
Discusses cleaning and sealing of joints in Portland cement concrete. Discusses rehabilitation of Portland cement concrete roadways.
Surface Treatment of Pavement (54 minutes)
Discusses objectives and methods of applying seal coats, spraying of liquid asphalt, surface condition variables, spraying oil onto pavement and spreading aggregate.
- M-216 **Techniques for Pavement Maintenance and Rehabilitation Using Asphalt--Part IV**
Cost Analysis (20 minutes)
Discusses methods and strategies for determining which method of maintenance is needed. Cost analysis is emphasized.
Recycling Procedures (35 minutes)
Describes recycling procedures with asphalt and shows some of the equipment used.
- DC-204 **Tied Concrete Shoulder** (10 minutes)
Shows construction of tied concrete shoulders, undersealing of existing pavement and full-depth repair of the pavement.
Recycling D-Cracked Concrete Pavement (12 minutes)

Discusses the reasons for the use of concrete recycling over conventional methods of construction.

Bonded Concrete Overlay (12 minutes)

Shows a bonded concrete overlay on existing concrete pavement.

DC-205 Interstate Reconstruction - Part I (12 minutes)

Recycling existing D-Cracked pavement as aggregate for new concrete pavement.

Whitetopping (7 minutes)

Discusses placing a concrete overlay on distressed asphalt concrete.

Design for Quality (12 minutes)

Shows recycling of concrete pavement and replacement with continuously reinforced concrete pavement, bonded concrete overlay and tied concrete shoulders.

DC-206 Interstate Reconstruction - Part II (13 minutes)

Shows add-on tied concrete shoulders, diamond grinding for smoothness and establishing new transverse joints.

Recycling Continuously Reinforced Concrete Pavement (10 minutes)

Shows the recycling of existing continuously reinforced concrete pavement as aggregate for new concrete pavement.

Unbonded Concrete Overlay (12 minutes)

Construction of a full-depth unbonded overlay over a reinforced concrete pavement.

DC-207 Testing of Asphalt Cement (24 minutes)

Procedures for various tests of asphalt cement including flashpoint, penetration, ductility solubility, spot softening point, specific gravity and thin film over tests.

Determination of Asphalt Content in Paving Mixtures (20 minutes)

Procedures for determining asphalt content for proper life and serviceability of asphalt cement.

Budgeting for Rehabilitation (25 minutes)

Present economic situation of restoring paved highways and evaluation of pavements for determination of priority for restoration.

Asphalt Emulsion Spray Applications (20 minutes)

Reasons for using asphalt emulsions, what constitutes asphalt emulsions, how they work, and processes for applying asphalt emulsions.

Aggregate Blends (40 minutes)

Demonstrates graphical procedure for blending

aggregate sources to meet proper specifications.

DC-208 AASHO Road Test

Construction and Materials (27 minutes)

Discusses materials and construction of extensive test facilities constructed in 1956 by AASHO to test different types of road surfacings, bases, bridges and methods of construction.

Pavement Research (37 minutes)

Objectives, methods, and principle results of pavement research in the AASHO Road Test.

The Road to Better Roads (14 minutes)

Summarizes the purposes and procedures of the AASHO Road Test and discusses what is being done today to improve roads.

APPENDIX B - NEWSLETTERS



SCHOOL OF CIVIL ENGINEERING
GEORGIA INSTITUTE OF TECHNOLOGY
A UNIT OF THE UNIVERSITY SYSTEM OF GEORGIA

TECHNOLOGY TRANSFER CENTER

VOL. 4 NO. 1

WINTER 1986

RESEARCH FACILITIES AT THE TURNER-FAIRBANK HIGHWAY RESEARCH CENTER

The next time you are in Washington, D.C., you are invited to visit the Federal Highway Administration's (FHWA) research laboratories at the Turner-Fairbank Highway Research Center (TFHRC). TFHRC is located approximately nine miles (15 km) north of the city on the George Washington Parkway.

The laboratories at TFHRC are used for in-house studies of chronic highway problems, quick response to emergency problems, and development of staff capabilities. These indoor and outdoor laboratories provide significant support to the five major research categories--highway operations, pavement technology, safety, traffic operations, and structures and hydraulics.

The laboratories in the Fairbank Building are:

- o **Aerodynamics Laboratory.** The George S. Vincent Memorial Wind Tunnel has been modified to test scale models of suspension and cable-stayed bridges under controlled laminar or turbulent flow conditions. Through the use of the wind tunnel, researchers can check new designs of suspended bridges as well as investigate the aerodynamic behavior of existing long span bridges.
- o **Bituminous Mixtures Laboratory.** The laboratory is used to perform and

determine suitability of mix designs for asphalt concrete using various mixing and compaction procedures; analyze in service asphalt concrete pavements by extraction, recovery tests, and other measurement methods; evaluate the water damage susceptibility of asphalt-aggregate combinations; and determine the effectiveness of various laboratory testing procedures and their relations to field performance.

- o **Chemistry Laboratory Complex.** This complex consists of the Chemistry; Spectroscopy and Chromatography; Paint and Coatings; Electron Microscopy; and Asphalt Testing Laboratories, which are dedicated to staff research and providing solutions to unique technical problems submitted on a quick-response basis by state highway agencies and FHWA field and headquarters units.
- o **Concrete Technology Laboratory.** In this laboratory, reinforced concrete bridge corrosion problems are researched, test samples are made for a unique outdoor bridge deck exposure site, and special concrete mixture designs are tested.

The laboratories in the Turner Building are:

CONTINUED ON PAGE 6

EDITOR'S NOTE

This is the first TechTrans issue of 1986, and as you probably have noticed its color has changed. TechTrans will keep this color throughout 1986.

During the past year, the Georgia Tech Technology Transfer Center conducted various workshops, responded to numerous requests for technical assistance, and distributed over 6,000 newsletters. We hope that 1986 will be a more productive year for the Center and for your agency.

The following is a summary of the Center activities during 1985.

WORKSHOPS

Title	Participants
-----	-----
Rights-Of-Way Acquisition - - - - -	363
Hydraulics - - - - -	31
Geotextiles - - - - -	50
Uniform Traffic Control	
Devices Manual - - - - -	52
Bridge Rehabilitation - - - - -	51
---	---

Total Participants = 547

TECHNICAL ASSISTANCE

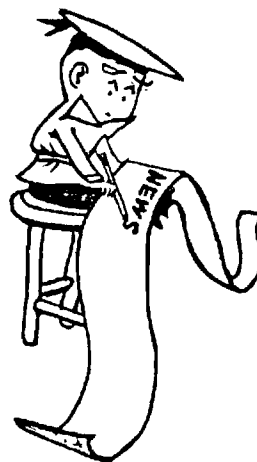
The Center responded to 29 requests for technical assistance.

NEWSLETTERS

	Copies Distributed
-----	-----
Winter 1985 - - - - -	1500
Spring 1985 - - - - -	1550
Summer 1985 - - - - -	1600
Fall 1985 - - - - -	1600

TRAFFIC DATA COLLECTION EQUIPMENT

Agency	Number of Recorders	Counts
-----	-----	-----
Waycross County - - - - -	8 - - - - -	64
City of Carrollton - - - - -	8 - - - - -	41
City of Decatur - - - - -	2 - - - - -	11
City of Dalton - - - - -	7 - - - - -	19
City of Waycross - - - - -	5 - - - - -	9
	---	---
	Total Counts = 144	



NEWS BRIEFS

- The 1985 American Public Works Association's (APWA) Distinguished Service Award went to Ray Barnhart, Administrator, Federal Highway Administration. Barnhart is the fifth person to receive this award since its first presentation in 1972.
- According to the Federal Highway Administration (FHWA), the nation's highway system will require \$16.5 billion a year through the turn of the century to maintain 1983 road conditions. The figures do not include additional \$10 billion a year for bridge repairs.
- The Road Information Program (TRIP) estimates that driving over bad roads costs the average driver an extra \$210 annually. This is equivalent to a total additional cost exceeding \$30 billion a year. Wasted fuel accounts for approximately 78 percent of the additional cost.
- The latest technology in road testing is a machine that uses laser to measure the roughness, ruts, cracks, surface texture, and cross profiles of pavements. This Swedish-built machine uses two microcomputers to record data as minute as cracks a tenth the width of a fingernail. Used in Oakland, California to test 822 miles of streets, the machine has saved the city over \$300,000.
- Three communities, two in Virginia and one in California, received Grand Awards from the American Automobile Association (AAA) for their efforts in Pedestrian Protection. The AAA Grand Award was given to Henrico County and the city of Marion, Virginia, and to the city of San Jose, California.

MAINTENANCE TIPS

ABUTMENT REPAIR

Abutment repair is needed when cracks occur at abutments, endwalls, wingwalls, and/or retaining walls. These cracks are the result of base settlement, improper construction techniques, and/or weather deterioration. They are found in bridges with heavy loads or within a year after construction of a new structure.

Abutment cracking is not a severe problem when it is properly repaired and maintained. If not repaired, structural failure may occur, forcing closure of the bridge and extensive structural repairs. The repair method is outlined below.

CREW REQUIRED

Skilled laborers	2
Laborers	3
Flagmen	2

EQUIPMENT REQUIRED

Tool truck	1
Dump truck	1
Portable concrete mixer	1
Air compressor	1

MATERIAL REQUIRED

Cement/sand/aggregate
Lumber

REPAIR PROCEDURE

1. Place signs and other safety devices.
 2. Remove material from around section to be repaired.
 3. Apply bonding agent (neet cement can be used).
 4. Replace deteriorated section with concrete.
 5. Cure and rub new concrete.
 6. Clean up area and remove signs.
-

STRUCTURAL PAINTING

Structural painting is needed when there is bridge deterioration due to lack of painting or general unsightliness due to vandalism.

Steel structural members of bridges should be painted every 6-8 years to prevent deterioration and ultimate structural failure. Intermittent painting may be required to correct damage caused by vandalism. While lack of painting over periods exceeding 8 years may create a deficiency, damage by vandalism does not lead to a severe deficiency.

The proper method of painting bridge structures is described below.

CREW REQUIRED

Sandblast operator	1
Painters	2
Laborers	2
Flagmen	2

EQUIPMENT REQUIRED

Stake truck	1
Dump truck	1
Air compressor	1
Sandblaster	1
Paint sprayers	1

MATERIAL REQUIRED

Sand
Paint

REPAIR PROCEDURE

1. Place signs and other safety devices.
 2. Position scaffold.
 3. Sandblast only area that can be primed on same day.
 4. Apply primer.
 5. Allow drying time. Apply finish coat.
 6. Remove scaffold and clean up.
-

MICROCOMPUTERS, MODEMS HELP ELIMINATE TRAFFIC JAMS

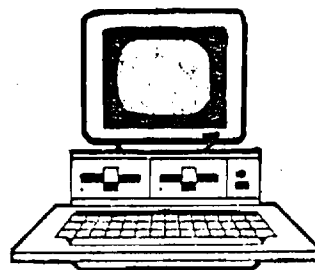
Microcomputers and modems can improve traffic flow and reduce congestion for motorists nationwide. For example, one closed-loop system, using a microcomputer and a modem, helps monitor traffic flow at key intersections. When traffic patterns change because of rush hour or other reasons, the system changes the timing of traffic signals to accommodate the increased traffic. The signals can be changed automatically according to either the time of day or the amount of traffic passing through the intersection. Signals can also be set manually by means of the microcomputer from a central location.

The system saves motorists the time and frustration of traffic jams and helps regional planning by giving officials information on traffic growth and problems.

The system is composed of three elements: local signal controllers, on-street "masters," and a centrally located Apple IIe microcomputer. The local signal controllers are linked with the "master" by two pairs of dedicated cable while masters communicate with the central microcomputer using a Hayes Micromodem IIe over standard dial-up lines.

The local signal controllers use up to eight sensors embedded in the roadway to detect the volume and speed of traffic. The information is transmitted to a master, which then changes the timing of traffic lights to maintain traffic flow. The timings are set from a library of 60 traffic patterns based on the time of day and sensor data.

The master continually monitors up to 10 local controllers to ensure that they are working properly and that traffic is moving well. Whenever a traffic signal goes out or other malfunctions occur, an error message is sent through the modem to the microcomputer in the central office. In many cases, the traffic engineers can correct the malfunction by sending a signal back to the master. If the controller still does not work, maintenance personnel can be sent to the scene. In the meantime, faulty traffic signals automatically begin flashing.



Gwinnett County, a suburb northeast of Atlanta, has supplemented the fail-safe mechanism with a device that "pages" a repairman. When a local controller fails, the modem dials a paging service, which then relays a 10-digit code to a technician. The code tells the technician both the location and cause of the problem, according to James Gawlas, traffic signal engineer for the county.

"The use of computers to control traffic flow is not new," says Joe Thomas, chief traffic engineer for the city of Atlanta. "What's new is the use of a microcomputer and a modem to do a job that used to be done by a mainframe.

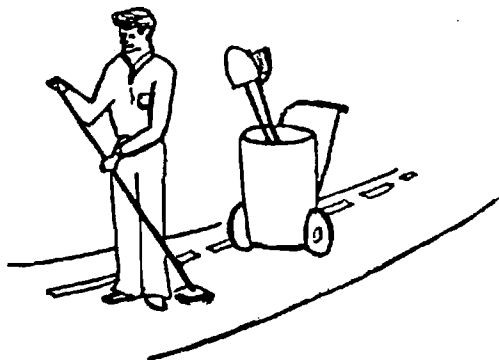
In Atlanta, the closed-loop system is currently installed at Hartsfield International Airport and in the Cleveland Avenue neighborhood. The system was installed at the Atlanta airport to accommodate both the unpredictable nature of peak air travel arrivals and departures and employee shift changes resulting from round-the-clock operations. Atlanta is also planning to install another system in the northern part of the city.

The system was first installed in Atlanta in February, 1984, and has been working well, Thomas reports. "At first we had doubts whether the system could withstand the rigors of operating on the street," he said. "In the summer, temperatures inside the master control box hit 130°F and fall to -8°F in the winter. But we've never had a failure with the modem and are extremely pleased with its performance."

From "Better Roads," September 1985.

HOW CLEAN ARE YOUR STREETS ?

by Al Sanders
Street Cleaning Administrator
City of Savannah, Georgia



How do you determine if your streets are clean? At the 91st Annual APWA Congress in Los Angeles, this question was raised in a meeting involving contractors and city officials. One official said "they are clean if I say they are clean." Another stated that street cleanliness was measured by the number of complaints they received. Some felt that the frequency with which the streets are swept determined the cleanliness. It is difficult to measure street cleanliness. The fact that leaves have fallen or mud and sand have washed into the streets or litter is up to the curb tops is fairly obvious, but does little to determine the cleanliness level or to compare the cleanliness of one section of town to others. When Savannah decided they wanted an equal level of street cleanliness throughout the city, it was apparent that some reliable measure had to be devised to quantify those levels. Savannah's Equal Cleanliness System has been in operation for three years and the rating of the cleanliness level of streets is the key to success.

Savannah is divided into Planning Units for purposes of comparing cleanliness levels in different parts of the city. Every curbed and paved street within each of the planning units is scheduled for sweeping on a weekly, bi-weekly, or monthly day-time schedule or a weekly, twice a week, or four times a week night-time schedule. The schedules are set up according to predicted conditions in order to achieve equal cleanliness. The schedules are rewritten if one area of town is rated lower than the others.

The rating system is complex and time consuming, but necessary if equal levels of cleanliness is to be obtained. A separate schedule is written annually so that every curbed and paved street is rated once during the year. Four days a week, the day-time supervisor rates approximate ten streets. The rater has pictures and descriptions of cleanliness levels with zero as the worst and four as the best. Except when the supervisor is sick or on vacation, no one else rates the streets. Each street is rated halfway between the time it was last swept and the time it is scheduled to be swept next. Representative streets from all planning units are rated each quarter and trends are plotted to determine which areas need more or less attention.

The goal is to have all the curbed and paved streets in each Planning Unit at the 3.0 level. Special attention is given to neighborhoods with ratings significantly below 3.0, and sweeping frequencies are changed if they remain low.

Changes in schedules are not made based on any one quarterly rating. The ratings fluctuate in a fairly predictable pattern throughout the year depending on rainfall patterns, wind patterns, and leaf fall patterns. Neighborhoods that are being monitored are compared during the same quarter of two successive years, since the conditions are assumed to be similar.

Whenever unpredictable rainfall patterns are encountered, it is extremely difficult to make a statistical determination of the cause of a low quarterly rating in any given neighborhood. During period of unseasonable heavy rain and wind, all neighborhoods fall below the predicted rating for that quarter.

The leaf fall pattern varies from year to year. If we have heavy winds when the leaves first start to fall, they pile up deep and are extremely difficult to sweep up. The result is low ratings for a short

- o Environmental Instrumentation Laboratory. Designed to operate in conjunction with a mobile field measuring laboratory, the laboratory serves principally to develop instrumentation systems for traffic noise research and analysis of field data using noise simulation models and desktop computer systems.
- o Human Factors Laboratory. Fundamental studies conducted in this laboratory evaluate the potential effectiveness of new or modified traffic control devices through improvements in conspicuity, legibility, and message identification and comprehension.
- o Highway Driving Simulator (HYSIM) Laboratory. HYSIM, a first generation, fully interactive research simulator, is used to evaluate drivers' reactions to new or modified highway signs, signals, markings, or other traffic control devices; measure driver performance in various roadway situations and environmental conditions; and review the relative effectiveness of developmental traffic control systems.
- o Highway Electronics Laboratory. This laboratory is used to conduct staff studies and provide electronic support to the Offices of RD&T and other elements of FHWA; to develop prototype traffic control devices; and to design, fabricate, and maintain specialized instrumentation systems for other laboratories at the TFHRC.
- o Hydraulics Laboratory. A 6-ft x 70-ft (1.8 m x 12.3 m) tilting flume with a 15-ft³/s (0.42 m³/s) flow capacity is used for scale modeling of highway drainage design problems associated with large drainage structures and culverts, storm water runoff from highways or adjacent watersheds, and streambed stability near bridge piers.
- o Pavement Performance Laboratory. Evaluations of both pavement material components and full-scale pavement sections are conducted in this laboratory to verify design procedures and develop predictive design equations.

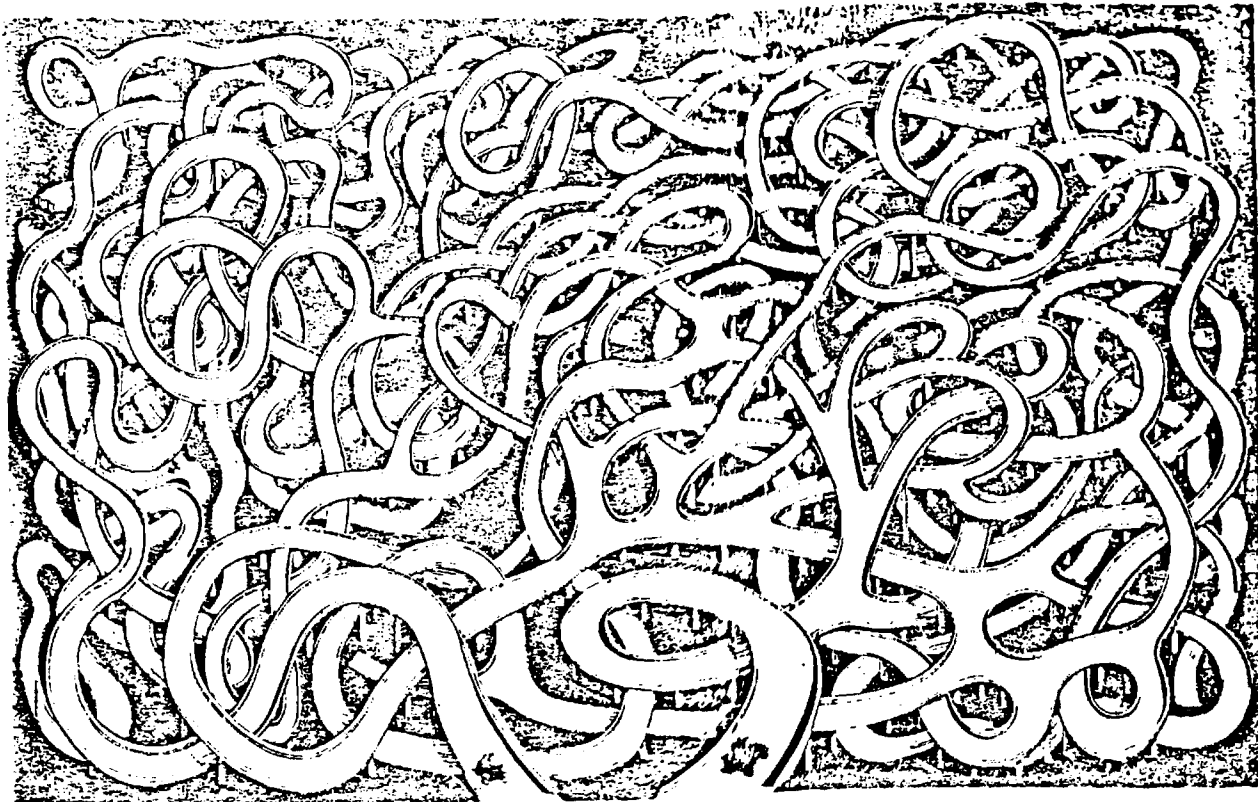
- o Roadside Safety Library (RSL). This data library serves as a central clearinghouse for all analysis, design, and testing information related to highway safety appurtenances.

- o Structures Laboratory. This laboratory permits environmentally controlled static and dynamic load experiments of large-scale bridge models or full-scale bridge sections or components to identify and solve serviceability and load capacity problems of highway bridges and to evaluate new concepts for inspecting, strengthening, and rehabilitating bridges and increasing their load capacity.

The outdoor laboratories are:

- o Bridge Foundation Test Facility. This is a foundations testing facility for evaluating new design and construction concepts for spread footings and pile foundations.
- o Federal Outdoor Impact Laboratory (FOIL). This specialized crash impact testing facility is used for inexpensive physical testing of sign and luminaire supports using a reusable "bogie" test vehicle.
- o Pavement Test Facility. This facility is for accelerated mechanical testing of pavements to determine their field performance.

In addition, TFHRC houses the following general support facilities: the RD&T Computer Center; a mechanical design and fabrication shop; the RD&T Report Center; the Technical Reference Section; a vehicle preparation area in which vehicle data collection instrumentation systems or special test vehicles are developed, calibrated, and maintained; and the Technology Laboratory to determine better methods for timely technology transfer and to establish improved methods for using microcomputer technology and communicating new technology to field users.



THE FREEWAY

This interchange was designed by a new computer with a fail-safe program. Can you find your way through it WITHOUT a computer?

TRAFFIC ENGINEERING SERVICES FOR SMALL POLITICAL JURISDICTIONS

The report, Traffic Engineering Services for Small Political Jurisdictions, describes several ways in which smaller jurisdictions, less than 50,000 population, can obtain traffic engineering services. The more beneficial and productive methods for obtaining these needed services are:

1. Increasing emphasis on training programs for in-house staff.
2. Increasing emphasis on the use of in-house traffic engineering technicians, supplemented by outside professional level traffic engineers.
3. Using regional or "circuit" traffic engineers who serve a number of jurisdictions on a part-time or as-needed basis, and who may be funded by a consortium of local jurisdictions, or by any combination of funding sources.
4. Using traffic engineers employed by larger jurisdictions and State agencies by formal contract or other type of agreement.
5. Using private traffic engineering firms on an as-needed basis.
6. Using college and university traffic engineering professionals.
7. Using automobile associations, insurance companies, service clubs, and the media to gain support of the citizenry for improved services.
8. Seeking an exchange of ideas and possible solutions to problems or attending professional association meetings, seminars, and workshops.

A copy of this report, FHWA-RD-IP-77-6, may be obtained from this Technology Transfer Center. Additional information about the findings of this report can be obtained from Mr. Howard H. Bissell, Traffic Safety Research Division, FHWA-30, 6300 Georgetown Pike, McLean, Virginia 22101; Mr. Bissell's telephone number is (703) 285-2428.

GEORGIA TECH

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EDITOR : WASSIM SELMAN

ASSISTANT: SASHI AMATYA

period of time. A steady leaf fall over a long period results in low ratings over the entire period.

In analyzing the results of the ratings, it is important to look for trends over a long period of time. The need for change in a particular neighborhood that is rated low every quarter is easy to recognize. The neighborhoods that get statistically close to 3.0 must be closely monitored and the seasonal variations considered before schedule changes are made.

In order for a rating system to work, every paved and curbed street must be scheduled for sweeping and must be swept when it is scheduled. This can only be accomplished if the department responsible for sweeping has enough personnel and equipment to meet the schedules every single sweeping day. The cooperation of the Maintenance Department is essential. Sweepers must receive priority maintenance. They must be repaired as soon as they break down, even if the repairs must be made on weekends. The parts historically required to keep sweepers operating must be purchased and stocked locally.

How clean are your streets? Do you have a way to measure the levels of cleanliness and document the results? Are steps taken to increase sweeping in areas that do not meet the minimum standards? Is your city willing to invest the money required to maintain a high level of cleanliness in all areas of the city? If equal levels of cleanliness are important in your city, all these questions need to be addressed and answered. Savannah is committed to equal cleanliness at a high level, and the rating system current in use is the key to successful accomplishment of our goal.

from "Urban Georgia," November 1985.

pretimed controllers, attention turns to synchrolizers and the concept of the background cycle as the foundation for learning the operation of advanced traffic-adjusted systems. Other topics include system features of NEMA controllers, before and after studies of effectiveness, communication-system technology, sensor location, zone delineation, and others.

There will be six hours of hands-on workshop sessions, supplemented by several written work problems, two field trips, and several films. Also each participant receives a computer solution of the optimal timing of an arterial of his or her own.

REGISTRATION

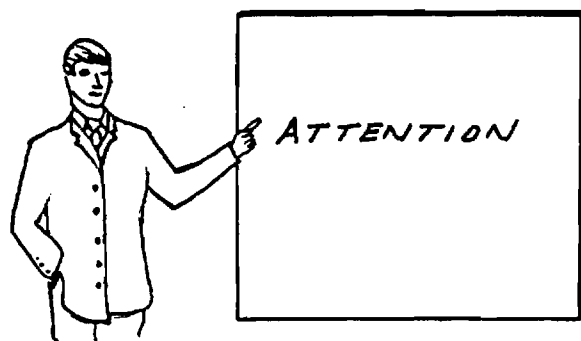
The fee for the course is \$550. This amount includes all necessary classroom materials. For registration information write to: Department of Continuing Education, Georgia Institute of Technology, Atlanta, Georgia 30332-0385. Telephone, 404/894-2400

ACKNOWLEDGMENT

The Technology Transfer (T²) Program is a nationwide effort financed jointly by the Federal Highway Administration and individual State Departments of Transportation. Its purpose is to translate into understandable terms the latest state-of-the-art technologies in the areas of roads, bridges, and public transportation, to local and county highway and transportation personnel.

The T² Center at (Georgia Tech) is sponsored by the Georgia Department of Transportation and provides information and counsel to more than 500 municipalities and counties in our state. This newsletter is designed to keep you informed about new publications, new techniques, and new training opportunities that may be helpful to you and your community. Individuals wishing to receive future copies of this newsletter at no cost may send their requests to Mr. John Moskaluk, School of Civil Engineering, Georgia Tech, Atlanta, Georgia 30332.

WORKSHOPS...CONFERENCES...SEMINARS



PORTLAND CEMENT ASSOCIATION COURSE

Troubleshooting Concrete Field Problems

April 7-11, 1986

Skokie, Illinois

Cement and concrete industry customers and technical problem-solving personnel will benefit from this Portland Cement Association class.

The course is designed especially for those responsible for handling field problems for contractors, precasters, inspection and testing agencies, architects, and federal, state, county and city engineering departments. It will focus on identifying and discussing problems of durability, ready mix concrete production and transportation, admixture use, concrete placement, fabrication and construction and precast prestressed concrete structures, slabs on grade, quality control procedures, strength test evaluation, repair and maintenance of concrete surfaces and structures, and ways to determine in-place concrete strengths.

The five-day course will be conducted at the Portland Cement Association Cement and Concrete Center, Skokie, Illinois. Enrollment is limited to 28 to assure individual attention. The registration fee is \$975.

For more information, contact the registrar, Educational Services Department, Portland Cement Association, 5420 Old Orchard Road, Skokie, Illinois 60077 - Telephone (312) 966-6200.

"The Fourth International Conference on Low-Volume Roads"

August 16-20, 1987

Ithaca, New York

This five-day conference provides an opportunity for the exchange of up-to-date information on research that is applicable to the problems of low-volume roads. The conference is sponsored by the Transportation research Board (TRB), National Research Council and is held once every four years. The previous conference was held in Tempe, Arizona and was attended by over 185 people, representing nearly all of the states in the U.S. plus 20 foreign countries.

A meeting announcement and a call for papers will be published before the end of the year. If you are not a member of TRB, but you would like to receive the meeting announcement, write to Neil Hawks, Transportation Board, 2101 Constitution Avenue N.W., Washington, DC 20418 - Telephone (202) 334-2957.

TRAFFIC SIGNAL OPERATION IN COORDINATED SYSTEMS

March 17-21, 1986.

Atlanta, Georgia

This Workshop will be held at the Traffic Signal Laboratory of the School of Civil Engineering - Georgia Institute of Technology, Atlanta. Dr. Peter S. Parsonson, Ph.D., P.E., a professor at Georgia Tech, will direct the workshop assisted by Mr. Joe Thomas, Chief, City of Atlanta Traffic Engineering Division.

The workshop is open to nationwide enrollment and aimed at professional engineers and signal-design technicians. It begins with the construction of time-space diagrams, manually and by computers, for preferential and balanced flows, and then proceeds to the methods for implementing these time-space relationships on the street by means of various types of controllers, coordination units of computer software. After the treatment of the coordination of

AVAILABLE FREE FROM THE TECHNOLOGY TRANSFER CENTER

The following publications are available free from the Georgia Tech Technology Transfer Center. If you would like to have any of these publications, please let us know. You can call the Center at (404) 894-2360 or 1-800-282-1275.

TITLE -----	PUBLISHER -----	NO. OF COPIES -----
Manual on Collecting Work Zone Accident Data	FHWA, 1982	38
Synthesis of Safety Research Related to Traffic Control and Roadway Elements Brochure	FHWA, 1982	25
Upgrading Deficient Through Truss Bridges	FHWA, 1982	6
Rail-Highway Crossing Resource Allocation Procedure Users Guide	FHWA, 1982	6
Field Maintenance Manual for Georgia Counties Local Roads and Streets	Georgia Tech, 1975	8
The Hole Story	APWA, 1983	17
Decay in Wood Bridges: Inspection and Preventive and Remedial Maintenance	U.S. Dept. of Agriculture, 1983	13
Our Nations Highways- Selected Facts and Figures	FHWA, 1981	150
UMTA Technical Assistance- A Guide for Users	UMTA, 1984	17
Pothole Primer, Special Report	U.S. Corps of Engineers, 1985	200
Guidelines for Making Pedestrian Crossing Structures Accessible	FHWA, 1984	4
Hydrology	FHWA, 1984	7
Highway Safety Overviews	FHWA, 1984	2

<u>TITLE</u>	<u>PUBLISHER</u>	<u>NO. OF COPIES</u>
A Procedure for Determining Frequencies to Inspect and Repair Highway Safety Hardware	FHWA, 1983	4
Georgia Truck Weight Laws and Traffic Control Workshop	Georgia Department of Transportation	117
Practical Guidelines for Minimizing Tort Liability	NCHRP 106, 1983	20
Synthesis of Safety Research Related to Traffic Control and Roadway Elements		
Volume 1	FHWA, 1982	9
Volume 2	FHWA, 1982	9
Compilation of State Laws and Regulation on Materials Affecting Rail-Highway Crossings	Association of American Railroads, 1983	14
Paying for Transportation at Local Level: 17 Strategies	APWA	50
Value Engineering Contract Provisions on Federal-Aid Highway Construction Projects	FHWA, 1984	5
PROCEEDINGS: Fourth Annual Pedestrian Conference	FHWA, 1984	6
Operation and Performance of Drum Mix Plants	FHWA, 1984	4
✓ Accident Research Manual	FHWA, 1980	13
A Basic Asphalt Emulsion Manual	The Asphalt Institute, 1980	30
Quality Assurance for Local Governments	FHWA, 1983	25
✓ Handbook of Computer Models for Traffic Operation Analysis	FHWA, 1982	11
Road Surface Management for Local Governments	U.S. DOT	20
✓ Mastering Traffic Engineering	Military Traffic Management Command, 1981	3
Pavement and Shoulder Maintenance Performance Guides	FHWA, 1984	23

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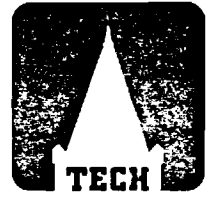
TITLE -----	PUBLISHER -----	NO. OF COPIES -----
Reflective Cracking on Bituminous Overlays on Rigid Pavements	FHWA, 1984	7
The Engineers Pothole Repair Guide	U.S. Corps of Engineers, 1984	10
Drainage of Highway Pavements	FHWA, 1984	3
Priority Accessible Network for the Elderly and Handicapped Pedestrians in New Orleans	FHWA, 1984	4
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TECHNOLOGY TRANSFER CENTER

VOL. 4 NO. 2

SPRING 1986

STREET MAINTENANCE BEGINS WHEN CONSTRUCTION ENDS

by Joe D. Hindman

Public Service Director, City of Hapeville

When a city street construction project has been completed, accepted from the contractor, and final payment has been made to him, a new facility is available for use by the traveling public. By the same token, a new responsibility is created to preserve the new investment and to serve and protect the interests of the traveling public. This is true not only of newly constructed streets but also for all streets of our cities and towns. Sudden failures, damage by storms, gradual deterioration, and unexpected obstructions can cause personal injury, death, or delay. "Street Maintenance" is defined as the function of protecting the street structure and keeping it in condition for safe use.

Maintenance Budgets: A certain portion of the street department funds should be set aside for street maintenance and may be referred to as the "Maintenance Budget." The amount of this portion of the budget is usually determined by making a study of cost records of previous years and estimating the amount of money needed to maintain the streets through the coming year. These estimates are made on an annual basis.

Maintenance Operations: Maintenance work in most cities follows the same general pattern. Much of it consists of maintaining the road surfaces or that portion of the street used by the moving vehicle. Estimates show that almost half of the total

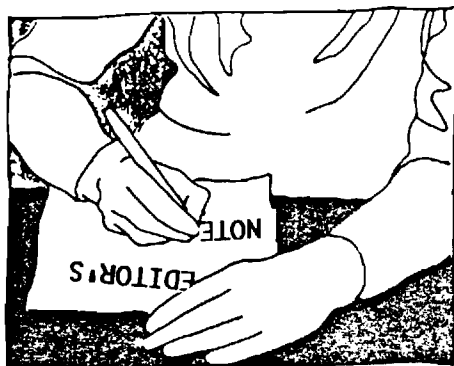
maintenance budget is used for this purpose. The remainder is spent on maintaining shoulders, drainage structures, curbing repair and special services. Special services include such items as street sweeping which eliminates a build up of dirt and sand along the shoulder or curbline that tends to narrow the usable street surface. This build up also holds moisture which causes damage to the pavement edges. Another major item under special services is the maintenance of traffic and street signs and pavement marking, including crosswalks.

Pavement Rating Systems for Asphalt Streets: For those individuals with the responsibility of maintaining city streets, deciding which streets should get first attention is often difficult. One factor complicating the decision is the variety of types of pavement distress; some serious, others rather insignificant. This system utilizes the experience of an Engineer, Maintenance Superintendent, or Foreman to assign a numerical value to each type of pavement defect, taking into account both the extent of distress and its relative seriousness. The sum of these numerical values provide a fairly accurate, though subjective index of the general condition of the road. The index can be useful in setting maintenance priorities.

The rating system is intended for cities not having the benefit of specialized street engineering experience and without

CONTINUED ON PAGE 5

EDITOR'S NOTE



As you probably know, publications available at the Georgia Tech Technology Transfer Center were advertised in the Winter issue of Tech Trans. The Center has during the past two months received numerous requests for these publications. While we were pleased to receive that many requests, we unfortunately have depleted all available copies of several publications. Consequently, there remains a few unanswered requests.

The Center has ordered additional copies of publications in heavy demand so that all requests can be satisfied. We regret not being able to provide all publications promptly.

Traffic data collection equipment is available at the Center for use by local agencies. If your agency has a need for such equipment, please contact us. We will train you in the use of the equipment and allow you to keep it for a period of time. The sooner you request the equipment, the sooner you will get it. This service, like all our services, is free of charge. Call us now at (404) 894-2360 or 1-800-282-1275.

The Center is currently building a videotape library for use by local agencies. Videotapes on various subjects of interest to transportation officials in Georgia will be made available for free loan. These tapes should provide you with convenient, cheap, and effective training of your personnel. We wish to thank Mr. Don P. Bartles, Columbia County Public Works Director, who suggested the videotape library for the center.

If you have any ideas, suggestions, or opinions on how we can best serve you and others in Georgia, please let us know.

MANAGEMENT VS. CRISIS REACTION

by Barbara Gole
Director of Public Works
Indianapolis, Indiana

Some organizations react to problems only when there is a crisis such as a break in a sewer line. This method of managing complex capital plants tends to consume most resources in putting out fires.

Addressing infrastructure problems on a policy rather than on a project basis is an important aspect of capital budgeting at all levels of government.

Assessment is the first step in infrastructure management. Information needed to determine requirements for repair, renovation, and replacement must be obtained. The degree of success depends in part upon an organization's ability to know the condition of its existing capital infrastructure. Assessments yield important information without which it is almost impossible to determine the requirements for replacement and renovation. You must have up-to-date information in a variety of categories such as inventory of assets, condition of assets, needs and wants, fund availability, operating costs, and available alternatives. The information gathered and the results and data base generated are then used in the planning process and ultimately fed into the organization's budget.

Extensive planning characterizes successful organizations. Successful organizations prepare long-range master plans and link these, multi-year plans, and mid-year plans with annual capital and operating budgets. Multi-year capital plans serve as the critical link between an organization's goals, objectives, and outputs and its anticipated revenues or resources. Multi-year capital plans are guides for identifying current and future fiscal requirements. They offer decision makers a long-range perspective without which they cannot readily see implications of their decisions. Many other benefits accrue from multi-year capital planning including development of a preferred scenario for the future, working out priorities among wants



- Lester P. Lamm, formerly with the FHWA, succeeded John A. Clements, to become the new president of the Highway Users Federation (HUF). The HUF is a national coalition of 400 businesses, industries, and associations promoting improved highway transportation safety and efficiency.

Mr. Lamm had been an FHWA executive for 13 years during which he worked with six Secretaries of Transportation and five Federal Highway Administrators in directing more than \$100 billion in highway and bridge improvements. He began his public career with the forerunner of the Federal Highway Administration in 1955. He became the FHWA's executive director, the agency's top career official, in 1973. In 1982, he was appointed FHWA deputy administrator.

- State truck and bus safety programs will receive \$17 million in fiscal year 1986 in grants from the Federal Highway Administration's Motor Carrier Safety Assistance Program. The safety programs include roadside spot checks, safety audits of intra-state trucking firms, and enforcement of hazardous materials regulations. Georgia will receive \$408,403.

- Highway and bridge experts from the United States and 23 other Western Hemisphere nations gathered in Los Angeles last September at the Pan American Highway Maintenance Conference.

The four-day conference covered all aspects of road maintenance administration, including such topics as resource management, prioritization of needs, equipment management, increasing manpower efficiency, and exchanging the latest state-of-art highway technologies.

The conference provided an excellent opportunity for member nations to exchange ideas, experiences, and technologies on a wide range of topics of common interest. It also helped in a significant way to strengthen the bonds of friendship among all of the participating countries by making them focus on common solutions to common problems. Several delegations suggested that a next step might be to hold a series of regional workshops to address some of the problems which are unique to each particular geographic area.

- National Roadside Vegetation Management Association (NRVMA) has announced the first awards program to recognize outstanding roadside vegetation management programs called the "Excellence in Roadside Vegetation Management" awards.

The competition is open to all qualified candidates from state, county or municipal agencies, universities and industry. The association is planning to conduct the competition in four categories: state transportation departments; cities and municipalities; and academic or industry contributors. Winners will be announced at the 1986 NRVMA convention in St. Louis in October. Further information is available from:

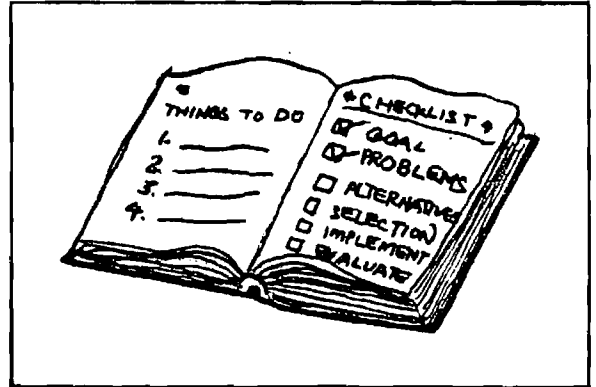
NRVMA Awards Program
c/o Dorf & Stanton
111 Fifth Ave
New York, NY 10003



CHECKLIST FOR PUBLIC MEETINGS AND PRESENTATIONS

BOOK ADDRESSES SPEAKER'S NIGHTMARE: WHAT HAVE I FORGOTTEN?

A guide book prepared for the Federal Highway Administration by Helen Heuhaus Consulting provides insights into Improving the Effectiveness of Public Meetings and Hearings. The following is a checklist taken from this publication which may be useful to those persons who are preparing a public meeting or presentation.



- o Become thoroughly familiar with the proposed project and its geographic area.
- o Define the goals and objectives of the meeting.
- o Define the project community.
- o Inventory in-house resources and limitations (including budget, time, equipment, and people's skills).
- o Develop a project mailing list.
- o Determine the meeting format.
- o Select a site, date, and time for the meeting.
- o Inspect the proposed meeting site.
- o Confirm the meeting site in writing.
- o Complete all administrative details (including paper work related to insurance, fees, licenses, parking, custodial services, and security provisions).
- o Select and begin to prepare appropriate displays, handouts, and audio-visual aids.
- o Identify the meeting panel, select a conductor, and firm up overall staffing arrangements.
- o Begin to prepare the technical presentation. Determine how and by who it will be given.
- o Establish and formalize the guidelines and procedures for meeting conduct (including time limits, speaking order, and recording techniques).
- o Select and begin to prepare appropriate notification documents.
- o Develop the meeting agenda.
- o Review displays, handouts, and audio-visual aids and revise them as necessary.
- o Complete an in-house briefing.
- o Revise the technical presentation, if necessary.
- o Test all audio-visual equipment to make sure that it is in good working order.
- o Arrange for the transport, display, and/or use of exhibits, handouts, audio-visual equipment, and other meeting aids.

From: Northwest Technology Transfer Center
Bulletin, Winter 1986.

access to conventional testing facilities. It is designed to apply to relatively low-volume streets that carry fewer than 1,000 cars and 50 trucks per day.

Making the Inspection: An effective way of inspecting pavement is first to drive slowly over the street to get an overall impression of its condition; then to make a thorough inspection on foot, making rough notes on the type and extent of the distress as he goes along. When the inspection is completed, the rating form is filled out. It may be useful to drive again slowly over the pavement after filling out the rating form. Since the system is based on personal judgment, better results are obtained when two or more experienced individuals independently rate the pavement and the results are averaged.

Rating a Street: As mentioned earlier, some defects affect the performance of a pavement more than others. Under this rating system, the less serious problems are assigned values between 0 and 5. Defects of a more serious nature, those directly related to the strength of the pavement are rated 0 to 10. A rating of 0 means that the pavement is free of that particular type of distress.

When assigning a rating to a particular type of defect, it is important to consider both its extent and severity. For example, a rating of 10 for "rutting" would indicate that it occurs on much or all of the road, and that the ruts are probably deep enough to be a safety hazard, especially during rain, and an impediment to traffic at all times. On the other hand, a rating of 1 for "corrugations" would indicate that corrugations, although evident, are not numerous and that at present the distortions are not very large.



After each defect is rated, the individual rating is added. This sum is then subtracted from 100, and the result is simply called the "condition rating."

Interpreting the Condition Rating: There are two ways that the condition rating can be used. First, as a relative measurement; it provides a rational method for ranking roads and streets according to their condition. Secondly, as an absolute measure, the condition rating provides a general indicator of the type and degree of repair work necessary. As a general rule, if the condition rating is between 80 and 100, normal maintenance operations such as crackfilling, pot hole repair, or perhaps a seal coat are usually all that is required. If the condition rating falls below 80, it is likely that an overlay will be necessary. In this event, it may be advisable to contact your Department of Transportation District Engineer for assistance. If the condition rating is below 30, chances are that major reconstruction is necessary.

Causes of Pavement Defects: A general understanding of the cause of a pavement defect is essential before an attempt is made to remedy it. Similarly, efficient use of the maintenance budget requires that proven methods be used to prevent recurrence of a problem. Listed are the most common defects and a brief statement of their usual cause and the suggested means of repair. If more detailed assistance is needed in determining either the cause of a defect or the proper method of its repair, it may be advisable to contact your District Maintenance Engineer.

1. **Transverse Crack.** A crack that follows a course approximately at right angles to the pavement center line.

This frequently is caused by movement in the pavement beneath the asphalt layer (reflection cracking). Can also result from stresses induced by low-temperature contraction of the pavement.

Requires filling with asphalt emulsion slurry. This is usually (but not necessarily) followed by a seal coat or overlay over entire surface.

2. **Longitudinal Crack.** A crack that follows a course approximately parallel to the center line.

This usually results from a weak joint between paving lanes. These cracks can also result from earth movements, particularly on embankments. Two close-spaced longitudinal cracks in a wheel path usually indicate bending stress induced by rutting. Longitudinal cracks can also occur as a result of movement in the pavement beneath the asphalt layer (reflection cracking). For repair, see "Transverse Crack."

3. Alligator Cracks. Interconnected cracks forming a series of small polygons, the pattern resembling an alligator's skin.

Caused by excessive deflection of the surface over unstable subgrade or lower courses of the pavement. The unstable support usually is the result of saturated granular bases or subgrade. Requires deep patching.

4. Shrinkage Cracks. Interconnected cracks forming a series of large polygons, usually having sharp angles at the corners. Caused by volume change in the asphalt mix or in the base subgrade.

Requires crack filling with asphalt emulsion slurry followed by a surface treatment or a slurry seal over the entire surface.

5. Rutting. Longitudinal depressions that form under traffic in the wheel paths and have a minimum length of approximately 20 feet. Caused by consolidation or lateral movement under traffic in one or more of the underlying courses, or by displacement in the asphalt surface layer itself.

Ruts should be filled with hot plant mixed material to restore proper cross section. This should be followed by a thin overlay.

6. Corrugations. Transverse undulations at regular intervals in the surface of the pavement consisting of alternate closely spaced valleys and crests.

Caused by a lack of stability in asphalt layers. Requires repair before resurfacing. If the corrugated pavement has an aggregate base with a thin surface treatment, a satisfactory corrective measure is to scarify the surface, mix it with the base, and recompact the mixture before resurfacing. If the pavement has more than

two inches of asphalt surfacing and base shallow corrugations can be removed with pavement planing machine, better known as "heater-planer." This is followed with seal coat or overlay.

7. Raveling. The progressive disintegration from the surface downward or edge inward by the dislodgment of aggregate particles.

Caused by lack of compaction during construction, construction during wet or cold weather, dirty or disintegrating aggregate, too little asphalt in the mix, or overheating of the asphalt mix. Usually requires a seal coat.

8. Showing. Lateral displacement of paving material due to the action of traffic, generally resulting in the bulging of the surface. Caused by lack of stability in asphalt layers.

Requires removal of affected area, followed by deep patching.

9. Pot Holes. Bowl-shaped holes of varying sizes in the pavement, often the result of progressive deterioration of other defects such as alligator cracking.

Usually caused by a combination of weaknesses in the pavement resulting from

NEXT PAGE PLEASE

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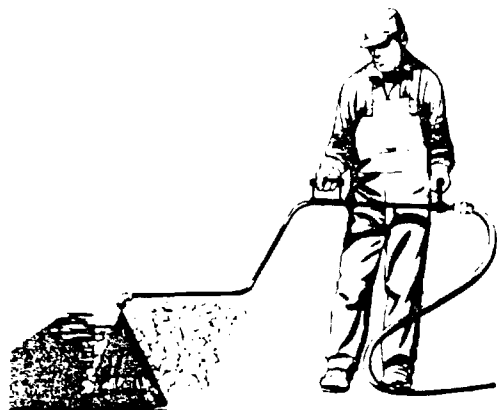
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1-800-282-1275

DIRECTOR : M. JOHN MOSKALUK

EDITOR : WASSIM SELMAN

ASSISTANT: SASHT AMATYA



Conclusion: The city street system must be maintained with as much wisdom as we can offer since it is vital to the life of a community. It is necessary for the city to be aware of the citizen's feelings and to be receptive of their ideas and proposals. When a bad condition is reported by a citizen, it is necessary to take prompt action on their complaints.

References:

Urban Public Works Administration, The Asphalt Institute, Highway Engineering

From Urban Georgia, March 1985

... as too little asphalt, too thin an asphalt surface, too many fines, too few fines, or poor drainage and traffic. Requires deep patching.

ACKNOWLEDGEMENT

10. Polished Aggregate. Aggregates in the surface of a pavement that have been polished smooth. Caused by naturally smooth uncrushed gravels and crushed rock that wears down quickly under action of traffic.

Requires covering the surface with a skid resistant treatment.

11. Excess Asphalt (Bleeding). Free asphalt on the surface of the pavement. Caused by too much asphalt in one or more of the pavement courses.

In many cases, bleeding can be corrected by repeated applications of hot sand, hot slug screenings or hot rock screenings to blot up the excess asphalt. Sometimes, when bleeding is light, a plant-mixed surface treatment or an aggregate seal coat, using absorptive aggregate, is the only treatment needed. In rare instances of heavily over-asphalted surfaces, the surface should be completely removed.

12. Deficient Drainage. Drainage problems may be considered in two categories: surface and subsurface. Proper surface drainage efficiently removes runoff from the pavement and the nearby ground. Standing water on the pavement or the side ditches indicates surface drainage deficiency.

Proper subsurface drainage keeps groundwater away from the pavement structure.

The Technology Transfer (T2) Program is a nationwide effort financed jointly by the Federal Highway Administration and individual State Departments of Transportation. Its purpose is to translate into understandable terms the latest state-of-art technologies in the areas of roads, bridges, and public transportation, to local and county highway and transportation personnel.

The T2 Center at Georgia Tech is sponsored by the Georgia Department of Transportation and provides information and counsel to more than 500 municipalities and counties in our state. This newsletter is designed to keep you informed about new publications, new techniques, and new training opportunities that may be helpful to you and your community. Individuals wishing to receive future copies of this newsletter at no cost may send their requests to:

M. John Moskaluk
Technology Transfer Center
School of Civil Engineering
Georgia Tech
Atlanta, GA 30332

MAINTENANCE TIPS

LITTER REMOVAL

Litter along the shoulders and right of way due to inconsiderate motorists is a major maintenance problem. It is normally found along any stretch of roadway but is more common along roads with high or very low volumes of traffic.

Litter does not create a severe problem unless objects are large enough to do damage to mowers or clog side ditches that may result in drainage problems. Litter removal is normally performed to provide a pleasing roadway to the motorists. The requirements for cleaning roadside litter is outlined below.

CREW REQUIRED

Laborers	2
Truck driver	1

	3

EQUIPMENT REQUIRED

Dump truck	1
------------	---

DAILY PRODUCTION PER CREW

4 - 7 miles of roadway

REPAIR PROCEDURE:

1. Place signs and other safety devices. Equip truck with flashing red light.
 2. Place large items in truck.
 3. Collect small items in litter bags. Place full bags along shoulder. Truck driver empties litter bags into truck and returns empty bags to laborers.
 4. Cover truck bed to contain litter.
 5. Dump litter at designated site.
 6. Remove signs.
-

MACHINE MOWING

Machine mowing is the proper method of maintaining high grass. High grass, as a result of insufficient mowing during the growing season, is defined as roadside vegetation with an overall height of 12 inches or a condition where roadway visibility is reduced.

High grass causes an unpleasing roadway and may block visibility. If not maintained, it will cause shoulders to become overgrown and may also create poor drainage ditch erosion and pavement failures. More importantly, it can result in a serious safety hazard by restricting sight distance. The maintenance method is outlined below.

CREW REQUIRED

Laborers	3
----------	---

EQUIPMENT REQUIRED

Mowers	2
Truck	1

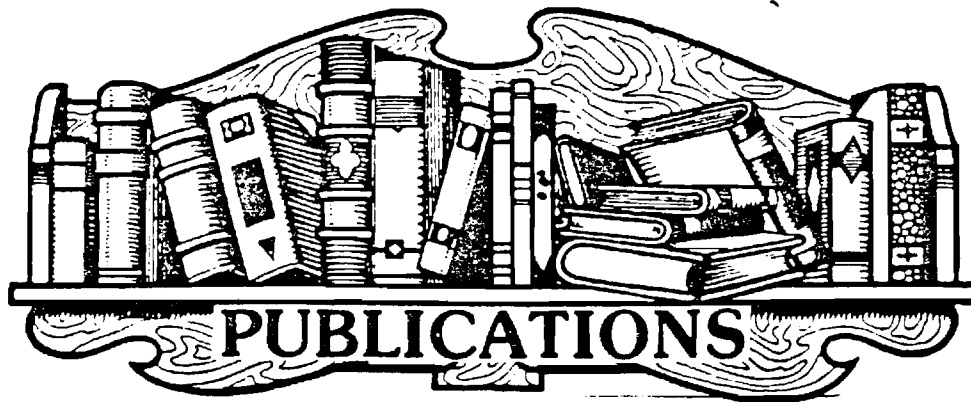
	3

DAILY PRODUCTION PER CREW

15 - 20 acres

REPAIR PROCEDURES:

1. Place mowing signs.
 2. Use largest mower first and follow with smaller.
 3. Cut one swath beyond slope or 50 feet from roadside.
 4. Mow each section with odd number of swaths. This will help to eliminate "deadheading".
 5. Mow grass to 5 inches height.
 6. Remove signs.
-



Several magazines are available free of charge to qualified individuals in the highway industry. When requesting a subscription, use letterhead and give your title. If your title is not informative, describe your job responsibilities in order to help the publisher decide whether you qualify for a free subscription.

- o **American City and County** (published monthly). Urban development and street maintenance. For subscription information write to American City and County, 6255 Barfield Road, Atlanta, GA 30328.
- o **Better Roads** (published monthly). Rural road construction, maintenance, and innovation. Write to Better Roads, P.O. Box 558, Park Ridge, IL 60068.
- o **Public Works** (published monthly). Primarily urban public works. Write to Public Works Journal Corporation, Box 688, Ridgewood, NJ 07451.
- o **Roads** (published bi-monthly). Road construction and maintenance. Write to Scranton Gillette Communications, Inc., 380 Northwest Highway, Des Plaines, IL 60076.
- o **Highways and Heavy Construction**. A nationally distributed monthly publication. Write to 875 3rd Avenue, New York, NY 10022.
- o **Airport Services Management**. A nationally distributed monthly publication. Write to Fulfillment Department, Airport Services management, 731 Hennepin Avenue, Minneapolis, MN 55403.
- o **Metropolitan**. A nationally published monthly magazine on mass transit subjects. Write to Editorial Offices, Metropolitan, Bobit Publishing Company, 2500 Artesia Blvd., Redondo Beach, CA 90278.

- o **ATSA Signal**. A quarterly publication designed for those interested in permanent signing, delineation, and/or traffic control in construction areas. Write to American Traffic Services Association, Inc., Stafford Executive Building, Route 4, Box 18, Stafford, VA 22554.

STREET AND HIGHWAY MAINTENANCE MANUAL

The APWA Street and Highway Maintenance manual is an in-depth study of the changes in management systems and highway technology which have advanced the practice of street maintenance since the publication of the APWA's first guide to the field in 1963. The practical, hands-on information included in the Manual reflects the state of the art in management practices and operations procedures.

Part I includes topics such as Administration and Management, Operating Policies and Procedures, and Maintenance Management Systems, as well as Pavement Management Systems. Part II covers topics such as Maintenance of Roadway Surfaces, Aggregate Surfaces, Maintenance of Drainage Facilities, Bridge Maintenance, Maintenance of Traffic Control and Safety Devices, and Snow and Ice Control.

This publication is available in a three-ring binder containing over 550 pages of operating procedures, forms and standardized repair methods. An invaluable publication for cities and counties, it can be obtained for \$50 (or \$65 to non-APWA members) from:

American Public Works Association
Publications Department
1313 East 60th Street
Chicago, IL 60637

COURSES...MEETINGS...CONFERENCES

AIRPORT PAVEMENTS - BUILDING FOR THE FUTURE May 22 - 23, 1986 ATLANTA, GEORGIA

The purpose of this course is to provide consulting engineering firms, contractors, airport authority personnel and others interested in airport pavements with the latest in airport design, construction and rehabilitation techniques. Brief overview of the topics to be covered in the course is as follows:

A. DESIGN AND CONSTRUCTION OF NEW PAVEMENTS

1. Future Pavement Needs and Funding for Civil Airports
2. Future Pavement Needs for Military
3. Airport Pavement Construction
4. Report on Atlanta Airport Construction
5. Airport Pavement Design and Jointing

B. GENERAL AVIATION AIRPORTS PROJECTS

C. DESIGN OF GENERAL AVIATION AIRPORTS

D. PROPOSED CHANGES FAA DESIGN PROCEDURES

E. REBUILDING AND RESTORATION OF AIRPORT PAVEMENTS

1. Concrete Resurfacing Design
2. Concrete Resurfacing Construction and "Fast Track" Concrete Resurfacing
3. Elsworth Air Force Base Concrete Overlay
4. Overview of Concrete Pavement Recycling
5. Restoration of Martin State Airport Runway, Maryland
6. Installation of Load Transfer Devices, St. Louis Airport
7. Specifications for Concrete Overlays, Recycling and CPR

The course is sponsored by The Federal Aviation Administration, The American Concrete Pavement Association, and The Portland Cement Association. The two day course will be held at the Atlanta Airport Hilton in Atlanta, Georgia.

The registration fee is \$45.00 per person. For further information on registration please write to:

American Concrete Pavement Association
2625 Clearbrook Drive
Arlington Heights, IL 60005

ROADWAY MAINTENANCE WORKSHOP

By the time you get this newsletter, the Roadway Maintenance Workshop sponsored by this Technology Transfer Center will be underway. The workshop covers topics such as asphalt maintenance deficiencies, asphalt pavement repair methods, unpaved roadways, off-road maintenance, roadside maintenance, equipment selection and maintenance, and bridge structures deficiencies and repair.

If you have not attended the workshop yet, and wish to attend, check the schedule below and make plans to participate in one of the remaining sessions. For further information, please call the Center at (404) 894-2360 or 1-800-282-1275.

GDOT DISTRICT OFFICE

WORKSHOP DATE

Jesup - District 5
Tifton - District 4

April 22-24
April 29-30
May 1

Tennille - District 2
Thomaston - District 3
Gainesville - District 1
Cartersville - District 6
Atlanta - District 7

May 6-8
May 13-15
May 20-22
May 27-29
June 3-5

and needs, determining what part of the existing capital infrastructure it would be able to save, developing long-range financial requirements, and providing a vehicle for presenting the organization's direction to its members and interested parties. Short-term plans generally consist of detailed descriptions of projects that form the basis of the budget and set in motion the organization's day-to-day operations.

Preparation of short-term plans should result in an annual update of multi-year plans. When an organization plans for physical capital needs, it is important for it to consider whether future needs and resources will grow, remain relatively stable, or decline. This helps determine the best mix of capital investments. An organization in a declining cycle would probably choose mainly to maintain, preserve, and replace existing capital stock rather than add to its current inventory. A growing organization would tend to add new capital items, while a stable one would concentrate on balancing preservation and acquisition.

Successful organizations select their projects in a logical sequence from their multi-year plans. Generally, once a project is in a multi-year plan, it moves forward each year in the plan until it is in the capital budget. Sometimes, however, projects in a plan are dropped and other projects appear in the budget without having been in the plan previously. This is to be expected in the case of emergencies or changes in priorities and financing. It is not expected that the multi-year plans be ignored in selecting projects for funding. There is a tendency for some organizations to select projects based upon availability of funds rather than on identified needs. Usually, these organizations have not gathered information on existing assets or identified current and future needs.

The final element of a successful infrastructure maintenance program is controlling funds for and time expended on capital acquisition projects. This is done to maximize benefits from limited resources dedicated to capital improvements. Controls help identify and alleviate inefficiencies due to poor management practices. Protecting funds for capital investment, reviewing status of on-going projects,

determining causes of deviations from schedules, and performing post-completion studies are all characteristic of good control.

Growing organizations have abundant resources and can afford fewer controls than organizations in a stable or declining cycle. Regardless of the growth stage, controlling funds for and time expended on capital acquisition projects helps maximize benefits of the limited resources dedicated to capital improvement.

Successful organizations set priorities for long-range capital improvements and go a step further by designating funding mechanisms to protect funds allocated for priority capital projects. A continuous review of the status of ongoing physical capital projects to ensure that previously established targets of time, money, and scope are being met are found in successful organizations. The most important element is the reporting system to inform top management when project targets are not being met or cannot be met, in addition, the determination of the causes for both cost and time variances are an important factor.

In summary, the differences between management and crisis reaction consists of following a four-part framework:

- o Assessing the condition of the infrastructure and identifying short- and long-term goals.
- o Planning alternatives to satisfy the organization's short- and long-term goals.
- o Selecting alternatives and setting priorities among the various short- and long-term needs and establishing short-term funding allocations.
- o Monitoring and controlling work schedules and financing.

From APWA Reporter, August, 1985.



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VOL. 4 NO. 3

SUMMER 1986



- A stripe painting device developed in Australia has an electronic brain that automatically activates and aligns the sprayguns. The RCA Super Striper uses a hydraulically operated airless paint system, can operate at speeds of up to 50 mph, and has a built-in sensing system to permit operation day or night. The paint is heated and mixed by a stalled torque converter, which has sensors to maintain the temperature of the paint at optimum spraying consistency.
- Iowa is the latest state to adopt a mandatory seat belt law. The law went into partial effect on July 1, with warnings given to violators. Beginning on January 1, 1987, drivers and front seat passengers will be fined \$10, plus court costs, if not wearing their belts.

State governments have been adopting seat belt laws since a July 11, 1984, ruling by U.S. Secretary of Transportation Elizabeth Dole. Unless two-thirds of the nation's population is covered by state seat belt laws by April 1, 1989, mandatory restraint systems will be required of 1990 model year cars.

Seat belts improve safety in two ways. They protect a passenger from hitting the windshield or dashboard of the car. At 30 mph, this "second collision" has the same impact as falling off of a 3 story building. The second benefit of seatbelts is that they prevent a passenger from being thrown from the car.

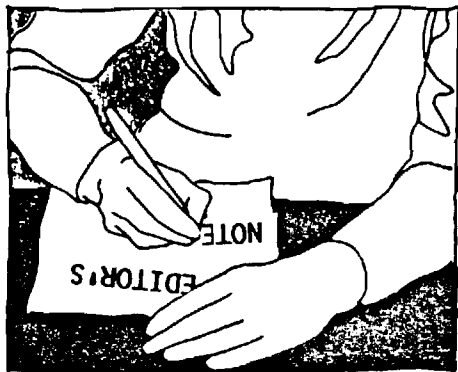
- Saved by a seat belt? The Automotive Safety Foundation and the Highway Users Foundation are offering a free lapel pin and certificate to anyone who submits a written statement describing how a seat belt saved his or her life.

Include circumstances of the crash, the date, location, names and addresses of persons involved, and send to:
Saved-by-the-Belt, Automotive Safety Foundation, 1776 Massachusetts Avenue NW, Washington, DC 20036.

- Bobby Jackson of Villa Rica, Georgia, won the \$10,000 first prize at the Case Excavator Rodeo in Phoenix, Arizona. He guided a bowling ball hung from a bucket lip through a maze of obstacles. This was the fourth consecutive year that he

CONTINUED ON PAGE 2 COL. 2

EDITOR'S NOTE



Between April and June, 1986, seven sessions of the Roadway Maintenance Workshop were held in the GDOT district offices. These sessions attracted a total of 332 participants from 57 counties and 87 cities.

The Georgia Tech Technology Transfer Center appreciates the cooperation of all individuals who were involved in coordinating, instructing, and attending the workshop. Special thanks are due to the GDOT District Engineers and to Mr. Stanley Lord, State Maintenance Engineer, and his staff.

A workshop on traffic engineering applications of microcomputers is scheduled for all GDOT district offices during the month of August. Make plans now to attend. More information on this workshop is included in the workshop announcement section of this newsletter.

Many retired engineers around the state have years of valuable traffic engineering experience. Those engineers are sometimes willing to provide traffic engineering services to small political jurisdictions on an intermittent basis.

The Technology Transfer Center would like to develop a list of such individuals for use by local agencies. If you know someone who is retired, or will be retiring this year, please have him/her contact this Center. Your cooperation will be greatly appreciated. If everyone cooperates in developing this list, many small political jurisdictions will benefit.

reached the championship round of competition. The event recognizes the top hydraulic excavators in the country.

- A bill to raise the speed limit on interstate highways to 70 mph has been introduced by Senator J. James Exon, Jr. (D-NB). The bill was sent to the Senate Committee on Commerce, Science, and Transportation.

In Nebraska, the state legislature passed a bill raising the limit to 70 mph on Interstates within the state. If signed by Governor Bob Kerry, Nebraska could lose some of its federal-aid highway funds.

Under the 55 mph national speed limit law, a state could lose up to 10% of its federal-aid highway funds if more than half of its drivers exceed 55 mph. Three states, Arizona, Maryland, and Vermont, have action pending against them by the FHWA concerning this provision.

- Raising the drinking age has reduced by 13% the number of young drivers involved in fatal highway crashes, according to a study by the National Highway Traffic Safety Administration. The study included thirteen states that recently raised the drinking age to 19, 20 or 21.

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SCHOOL OF CIVIL ENGINEERING

ATLANTA, GEORGIA 30332

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INFORMATION FOR FLAGGERS

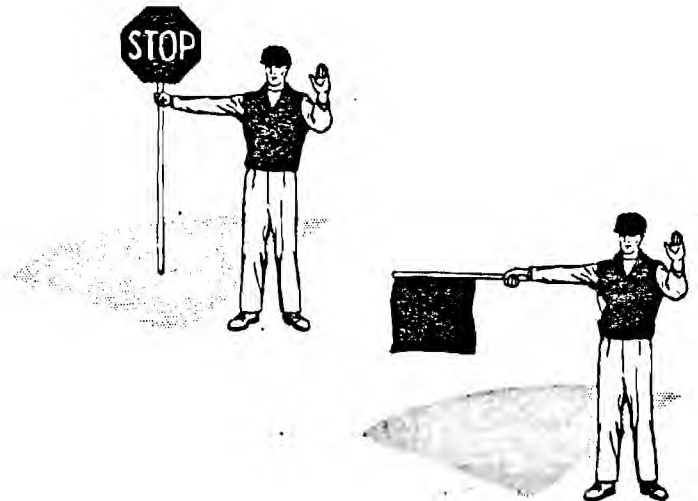
Flagging is provided at worksites to stop traffic intermittently as necessitated by work progress or to maintain continuous traffic flow past the worksite at reduced speeds to help protect the work crew. Flagging is one of the most important duties at the worksite since the lives of workers and the travelling public are in the hands of the flagger.

The flagger must, at all times, be clearly visible to approaching traffic for a sight distance sufficient to permit proper response by the motorist to the flagging instructions and to permit traffic to reduce speed before entering the work-site area. This sight distance will vary according to the operational speed of traffic. When on duty, the flagger should be appropriately dressed to alert the motorist to his/her presence. Orange clothing such as vest shirt or jacket shall be worn during daylight. The use of orange head gear is encouraged. At night, this clothing should be reflectorized. Immodest or sloppy dress should not be permitted. Neat appearance helps gain respect and makes the flagger's job more effective.

Hand signaling devices, such as red flags, STOP/SLOW paddles and lights are used in controlling traffic through work areas. The flag is the most common device used during daylight hours. Flags used for signaling purposes must be a minimum of 24 inches by 24 inches square, made of good grade red material, and securely fastened to a staff approximately 3 feet in length. The free edge should be weighted or staves placed in the flag diagonally to ensure that the flag will hang vertically, even in heavy winds.

Sign paddles must be at least 18 inches wide, with 6-inch letters. A rigid handle must be provided. This combination sign may be fabricated from sheet metal or other light, semi-rigid material. The background of the STOP face should be red with white letters and borders. The background of the SLOW face is orange with black letters and borders. All such paddle signs should be reflectorized, unless the paddle will only be used during daylight hours. Paddle signs are most effective.

Keep an extra one handy and keep them clean.



One consideration in choosing the flagging position is to maintain color contrast between the flagger's garments and the background. While awaiting traffic, the flagger should stand in a conspicuous position on the right edge of the travelled lane facing the direction of approaching traffic. At a "spot" worksite, the flagger may need to stand on the shoulder to the left of the travelled lane or opposite the barricaded section in order to operate effectively. The flagger should NEVER STAND IN AN OPEN TRAFFIC LANE. He/she should be clearly visible to approaching traffic at all times. A position should be taken so that motorist visibility is not impaired by curves, hills, and parked vehicles or equipment. The flagger must stand alone and not permit other workers to stand around him or her.

To give sufficient warning to workers at the worksite of approaching danger, such as an out-of-control vehicle, the flagger should stand at least 150 feet from the worksite and not further than 250 feet. Flagging stations must be adequately protected and preceded by proper advance warning signs.

From Country Roads and City Streets, West Virginia University, Vol. 2, No. 1.

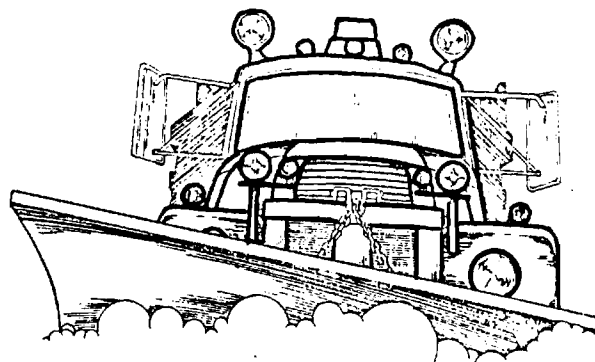
GASOLINE OR DIESEL -- WHICH ENGINE IS THE MOST ECONOMICAL FOR A HEAVY DUTY CITY VEHICLE?

Written by Thomas M. Wilcox, P.E.
City Engineer, Fulton, Missouri

What type of engine will you specify for your next dump truck or heavy duty vehicle? Why? Can you justify your choice? These questions were recently foremost in my mind when a member of the Fulton City Council questioned my recommendation to specify a two-ton dump truck with diesel engine and automatic transmission. The councilman raising the question believed we could save the city money (and of course, our budget was tight) by specifying a gasoline engine and a five-speed transmission with two-speed rear axle. According to the councilman's sources, the savings could amount to approximately \$5,000.

The vehicle specifications we were using had been used for the last four years without any major changes and the street department personnel were pleased with the vehicles they had been receiving. I hadn't analyzed the economic advantage or disadvantage of the various heavy duty vehicles lately. However, I remembered thinking about this four years ago when we switched from gasoline to diesel engines and concluding that we would definitely save money and have a more dependable vehicle as well. It was clearly appropriate at this time to justify my previous beliefs on this subject.

Our office keeps daily records of the costs of operation and repair on all of our vehicles, so the information was readily available for comparing the annual costs on the two types of vehicles. The results were indeed surprising! The numbers shown in the truck operating costs comparison table included all costs of operating and repairs, such as: Fuel, lubricants, filters, tires, parts and labor for the necessary repairs. Items not included are taxes, insurance, storage and cost of drivers. Truck Number 1 is a 1980 Ford gasoline V-8, 270-2v with manual transmission; Truck Number 2 is a 1982 Ford diesel V-8, 8.2 liter, with an automatic transmission.



TRUCK OPERATING COST COMPARISON TABLE

Truck No. 1: Gasoline Engine

Year	Operating Cost, \$	Miles Driven	Cost/Mile
1982	3,565	8,969	0.3975
1983	2,428	5,206	0.4664
1984	2,352	2,784	0.8450
1985*	6,307	3,309	1.9061
TOTAL	14,652	20,268	0.72

Truck No. 2: Diesel Engine

Year	Operating Cost, \$	Miles Driven	Cost/Mile
1982	2,906	11,919	0.2438
1983	3,308	10,830	0.3054
1984	2,876	15,612	0.1842
1985*	4,784	9,296	0.5146
TOTAL	13,874	47,657	0.29

*1985 figures are for first 10 months only.

The net difference in the operational costs/mile of the two trucks based on almost four years of data is:

$\$0.72 - \$0.29 = \$0.43$ per mile

Assuming an average mileage driven of 10,000 miles per year, the diesel engine would save \$4,300 per year. Since we normally keep our dump trucks 10 years, the savings over the service life of the truck would be as much as \$43,000 ignoring any potential advantage due to added trade-in value.

Based on this analysis, it appeared to be a wise investment to spend \$21,347 for a new diesel truck as compared to \$18,900 for a new gasoline powered truck (these prices included a trade-in allowance). Apparently, the diesel truck would pay back the \$2,447 cost difference at a time about 2/3 the way through the first year of use, and then continue to save the city approximately \$358 per month.

At the next city council meeting, I distributed my cost analysis and recommended that we proceed with the purchase of the new diesel truck. The council agreed, and even the councilman who had questioned the wisdom of the purchase voted for it!

From Missouri Transportation Bulletin, March 1986.

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GLOSSARY OF

GOVERNMENT TERMS

CONCUR GENERALLY--I haven't read the document, don't know what it's all about and don't want to be bound by anything I say.

IN CONFERENCE--I don't know where he is, probably out for coffee.

PASSED TO HIGHER AUTHORITY--Pigeonholed in a more sumptuous office.

APPROPRIATE ACTION--Do you know what to do with it, we don't.

PAST PRACTICE--Any one of 40 ways, take your pick.

HAVE YOU ANY COMMENTS?--Give me an idea of what it's all about.

TRANSMITTED TO YOU--You hold the bag awhile. I'm tired of it.

FOR NECESSARY ACTION--We don't know what they want, you figure it out.

REORIENTATION--Getting used to work again.

RELIABLE SOURCE--The guy you just met.

INFORMED SOURCE--The guy who told the guy you just met.

UNIMPEACHABLE SOURCE--The guy who started the rumor in the first place.

NOTE AND INITIAL--Let's spread the responsibility for this.

WILL ADVISE IN DUE COURSE--If we figure it out, we'll let you know.

SPEARHEAD THE ISSUE--You be the goat.

From "Technology Transfer Update," FHWA Region 9, April 1986.

MAINTENANCE TIPS

LEVELING WITH PREMIX

Leveling is required when there is rutting or corrugations.

Rutting is a longitudinal depression that forms in wheel paths. It is caused when pavement is permanently deformed under traffic. It normally occurs in wheel paths of a new pavement due to improper compaction during construction or in wheel paths of older pavements because of inadequate thickness for the traffic volume on the road.

Corrugation is pronounced ridges and valleys (ripples) occurring less than 2 feet apart, crosswise to the direction of traffic. This distress is sometimes referred to as "washboarding". Corrugations are normally caused by unstable mixes produced by a) an excess of asphalt, b) an asphalt cement that is too soft a binder, c) a mix with too many fines in the aggregate, or d) a mix with rounded aggregate. Corrugations normally occur where a bump causes vehicles to spring or where there is braking and acceleration of vehicles such as at intersections.

Personnel required for leveling with premix:

Equipment operators	3
Truck drivers	3-5
Rakemen	2
Laborers	2
Flagmen	2

12-14

Equipment required:

Dump trucks	3-5
Distributor truck	1
Roller	1
Power broom	1
Motor grader	1
Asphalt spreader	1

8-10

Material required:

Hot premix asphalt concrete
Liquid asphalt tack coat

Repair procedures:

1. Place signs and other safety control devices.
2. Clean loose material off surface with power broom.
3. Apply light uniform coat of tack material covering entire surface to receive leveling course.
4. Spot dump premix from trucks along area to be leveled.
5. Spread premix with motor grader; layers should be less than 3 inches thick.
6. Hand rake excess premix over the butt joints and feather the edges.
7. Roll each layer of premix immediately after spreader.
8. Clean loose materials from roadway with power broom.
9. Clean up area and remove signs.

COMPLETE OVERLAY WITH PREMIX

Complete overlay is required when there is extensive cracking or potholes, or insufficient roadway profiles.

Potholes are small (less than 3 feet in diameter) depressions in the pavement surfaces. They are normally irregular in shape, have sharp edges, and vertical sides near the top. Potholes are usually caused by poor design practices such as too thin an asphalt surface, poor drainage, or inadequate base. Potholes are liable to occur in any location. Further, localized distress such as alligator cracking can quickly develop into pot holes when water is present.

Poorly designed or constructed roadway profiles allow water to pond on the pave-

ment due to insufficient crown and/or low points in the pavement grade. Insufficient roadway profiles are caused by improper techniques in placing the pavement surface or inadequate design for drainage. They are normally found on old sections of road, but may occur on roads recently resurfaced.

Crew required for complete overlay with premix:

Equipment operators	3
Truck drivers	3-5
Rakemen	2
Laborers	2
Flagmen	2

	12-14

Equipment required:

Dump trucks	3-5
Distributor truck	1
Roller	1
Power broom	1
Asphalt spreader	1

	7-9

Material required:

Hot premix asphalt
Liquid asphalt tack coat

Repair procedure:

1. Place signs and other safety control devices.
2. Close the lane being repaired to traffic.
3. Clean loose material from surface using a power broom.
4. Apply a light but uniform covering of asphalt tack material from distributor truck.
5. Spread mix in place with asphalt spreader; no lift should be placed that exceeds 3 inches in thickness; care should be taken to assure proper roadway profile (e.g. a crown greater than 1% and no low spots in pavement).

6. Rake edge of pavement to prevent sudden drop off.
 7. Roll each layer immediately after placement.
 8. Repeat for other lanes as necessary.
 9. Broom area to remove loose material from roadway surface.
 10. Clean up area and remove signs.
-

ACKNOWLEDGEMENT

The Technology Transfer (T2) Program is a nationwide effort financed jointly by the Federal Highway Administration and individual State Departments of Transportation. Its purpose is to translate into understandable terms the latest state-of-art technologies in the areas of roads, bridges, and public transportation, to local and county highway and transportation personnel.

The T2 Center at Georgia Tech is sponsored by the Georgia Department of Transportation and provides information and counsel to more than 500 municipalities and counties in our state. This newsletter is designed to keep you informed about new publications, new techniques, and new training opportunities that may be helpful to you and your community. Individuals wishing to receive future copies of this newsletter at no cost may send their requests to:

M. John Moskaluk
Technology Transfer Center
School of Civil Engineering
Georgia Tech
Atlanta, GA 30332

AVAILABLE FREE FROM THE TECHNOLOGY TRANSFER CENTER

DECAY IN WOOD BRIDGES: INSPECTION AND PREVENTION & REMEDIAL MAINTENANCE

Joe W. Clark & Wallace E. Eslyn
Forest Products Laboratory
Forest Service, USDA

Considerations for wood decay, conditions and casual organisms, are presented for the engineer as basic information for the inspection and maintenance of wood bridges. Included are the requirements for fungus growth conditions conducive to decay, natural decay resistance of wood used in bridge construction, wood preservation treatments, and limitations for such treatments.

Inspecting bridges for decay covers preparation for inspection, visual search for evidence of decay and conditions conducive to decay, equipment required, and the mechanics of detailed examinations.

Maintenance and preventive maintenance measures for the control of decay are considered in regard to member replacement and structural modification.

Moisture control and in-place-treatment methods are recommended with details for their application to prevent initiation of decay or to arrest decay before it causes significant structural damage.

THE ENGINEER'S POTHOLE REPAIR GUIDE

R.A. Eaton, E.A. Wright & W.E. Mongeon
Cold Regions Technical Digest 84-1

The purpose of this booklet is to provide facts about the causes and costs of potholes in a short and easy-to-understand format. It is intended for highway engineers, superintendents, and maintenance managers.

FIELD MAINTENANCE MANUAL FOR GEORGIA COUNTIES LOCAL ROADS AND STREETS

R. G. Hicks, D. Rosenbaum, & D. O. Covault
Georgia Office of Highway Safety
Georgia Department of Transportation

This manual has been prepared to assist maintenance personnel in Georgia counties to identify roadway deficiencies and to determine the best procedures for correcting them. The manual is intended for use on a daily basis by field personnel and not as a shelf reference by top management.

The first chapter of the manual defines its purpose and scope and provides a glossary of terms to insure a common vocabulary for all users. The second chapter discusses typical maintenance problems faced by county highway maintenance personnel and defines the types of maintenance, giving the importance of each. The third chapter lists the work activities involved and describes the various maintenance functions included in each.

The fourth chapter provides a detailed listing of the types of deficiencies found in Georgia counties and gives a photograph of each to assist in identification. It includes a discussion of the cause and severity of each deficiency and references the correct repair procedure to use. The fifth chapter gives detailed step-by-step maintenance procedures for each type of repair complete with photographs and illustrations. It includes crew sizes, equipment, material requirements, and average production rates. The appendix includes a listing of standard aggregate sizes, specifications for asphalt concrete and surface treatment materials, signs and markings for usual roadway conditions and maintenance operations, and guidelines for installing guardrails.

**IMPROVING GUARDRAIL INSTALLATIONS
ON LOCAL ROADS AND STREETS
Federal Highway Administration
Office of Highway Safety
Office of Engineering**

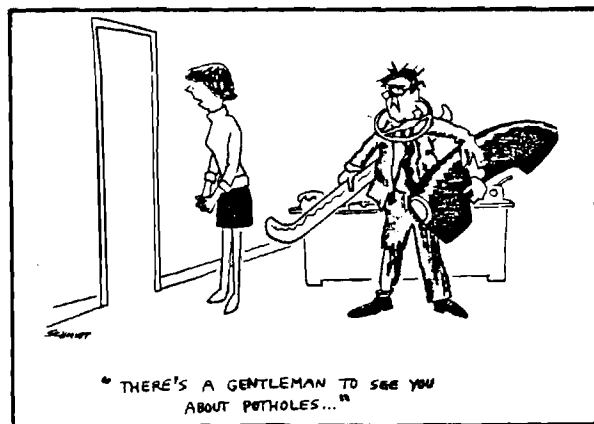
This pamphlet is intended as a general guide to effective, low cost methods of enhancing highway safety with guardrails. It is not intended as a design manual or a substitute for engineering knowledge, experience, or judgment. The guidelines and recommendations included in this pamphlet are based on actual situations and observations found in a series of national reviews. They reflect the actual needs and opportunities for highway safety improvements existing on many local roads and streets.

**POTHOLE PRIMER:
A PUBLIC ADMINISTRATOR'S GUIDE
TO UNDERSTANDING AND MANAGING
THE POTHOLE PROBLEM**

**R. A. Eaton, R. H. Joubert & E. A. Wright
US Army Corps of Engineers
Special Report 81-121**

Many factors contribute to the increase in pothole occurrence. This pamphlet consolidates these factors into 11 manageable categories so that readers could focus on each separately. The categories are:

1. Financing
 2. Traffic growth
 3. Safety, legal and public relations
 4. Weather
 5. Identifying and cataloging causes
 6. Drainage
 7. Preventive maintenance programs and pavement inventories
 8. Utility cut control
 9. Pothole patching procedures
 10. Special focus on intersections and utility castings
 11. Training and education
-



**COMPARISON OF THREE COMPACTORS
USED IN POTHOLE REPAIR**

**M. A. Snelling and R. A. Eaton
US Army Corps of Engineers
Special Report 84-31**

This report is a summary of the results of a compaction study using recycled hot mix asphalt concrete conducted during August 1983. This study compared three kinds of compactors for optimum performance, and also considered such factors as temperature of the asphalt concrete mix, number of passes, size and depth of patches, and the number of lifts to fill the holes. Results showed that a vibratory roller and vibratory plate compactor could both compact patches to the desired 98% of laboratory density, but that a 200-lb lawn roller could not.

Temperature of the hot recycled mix is critical, with 250 F being the cut-off temperature. It was shown that if the mix is not compacted promptly after placement and is allowed to cool below 250 F, proper compaction may not be attained. Single lifts of 3-in., 6-in., and 9-in. depth were compacted to 98% density using the vibratory plate compactor on mix above 250 F in 18-x-24-in. holes. In larger 3-x-4-ft. holes, 98% density was obtained only with the steel wheel vibratory roller on patches placed in two 3-in.-thick lifts. The number of coverages of the compactors influences densities obtained. By doubling coverages of the steel wheel vibratory compactor from 6 to 12, the density increased from 96.9% to 99.0%.

SEMINARS...COURSES...CONFERENCES

TRAFFIC ENGINEERING
August 11-15, 1986
Atlanta, GA

TRAFFIC ENGINEERING APPLICATIONS OF MICROCOMPUTERS AUGUST, 1986

The Georgia Tech Technology Transfer Center invites you to participate in the workshop "Traffic Engineering Applications of Microcomputers". Sponsored jointly by the Technology Transfer Center, GDOT, and FHWA, the two-day workshop is planned for all seven Georgia DOT districts.

The objectives of the workshop are:

1. To introduce and orient local transportation agencies to microcomputer systems and programs.
2. To demonstrate the usefulness of microcomputers for traffic engineering tasks.
3. To provide local officials with hands-on experience with microcomputers.

Since spaces are limited to 30 participants per workshop, please register as soon as possible. No registration fee is required. For registration information call your district office or contact the Georgia Tech Technology Transfer Center at (404) 894-360 or toll-free at 1-800-282-1275.

WORKSHOP SCHEDULE

DOT District Office	Workshop Date
Asheville	August 4-5, 1986
Dayton	August 7-8, 1986
Gainesville	August 11-12, 1986
Marietta	August 14-15, 1986
Macon	August 18-19, 1986
Marietta	August 21-22, 1986
Atlanta	August 25-26, 1986

This course is designed to help those people responsible for traffic engineering learn more about the basis of their work. The five-day program's main emphasis is on general principles of traffic engineering.

The course is open to nationwide enrollment, and is primarily intended for those persons responsible for traffic engineering with limited training in the field. It will be especially useful to consultants, city engineers, new members of the traffic engineering staff, and traffic officers responsible for traffic operations. Because enrollment is limited to allow opportunity for class discussions, participants should register as far in advance as possible.

Georgia Tech faculty and experienced traffic engineering personnel will teach the course. Dr. Donald O. Covault, Professor of Civil Engineering, is the academic administrator and prime instructor. Other traffic engineers from municipal, state and private organizations will also participate as lecturers.

The program includes the fundamentals of traffic flow, statistics, volume and speed studies, speed and delay studies, accident studies, intersection control, the Manual on Uniform Traffic Control Devices, highway and intersection capacity, traffic signalization, computer control of signals, traffic data acquisition equipment, and traffic planning studies.

The course fee of \$600 includes all necessary classroom materials. For registration information, write to: Department of Continuing Education, Georgia Tech, Atlanta, GA 30332-0385.

To register by telephone, please call (404) 894-2400. Payment should be mailed immediately to ensure receipt before the course begins. If you must register within the 10 days prior to the course, please do not mail payment, but bring it with you on the first day of the class.

PORTLAND CEMENT ASSOCIATION COURSES

For information, contact the Registrar, Educational Services Department, Portland Cement Association, 5420 Old Orchard Road, Skokie, IL 60077, telephone (312) 966-6200.

Controlling Concrete Quality in Production and Construction October 27-30, 1986 Skokie, Illinois

Employees of cement, aggregate and mixture suppliers, ready-mixed concrete producers, or anyone who needs to be certified as a Concrete Field Testing Technician - Grade I will benefit from the course.

Classroom work will cover materials, specifications and requirements for concrete inspection, records and reports, and inspection and testing of concrete before, during and after placement. Laboratory sessions will provide practice in determining unit weight, and casting compression-test cylinders.

The ACI Certification examination and performance evaluation will be conducted. Those individuals who pass will be awarded ACI Certification as a Concrete Field Testing Technician - Grade I.

The class is limited to 24 to ensure individual attention and the registration fee for the course is \$800. The program is accredited by the Council for Noncollegiate Continuing Education, a national organization recognized by the U. S. Department of Education.

Use of High-Strength Concrete September 29 - October 1, 1986 Skokie, Illinois

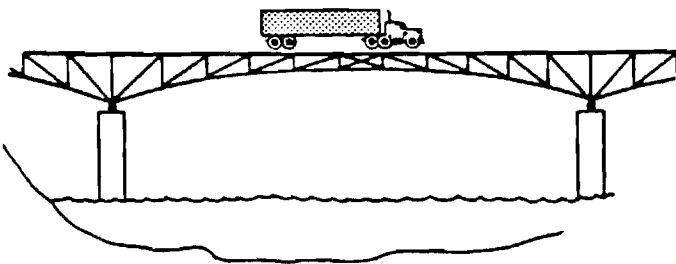
This new course will benefit owners; consultants; specifying engineers; ready-mixed concrete producers; cement, aggregate and admixture suppliers; testing laboratories; contractors; and others who need information and background on the use of high-strength concrete.

The program will address the latest technology relating to the design, material selection, production, testing, economics, and application of normal weight concrete with compressive strengths in the 9,000-12,000 psi range.

Specialists from PCA and the concrete industry, with backgrounds in concrete technology, ready-mixed concrete production and construction, will instruct and conduct laboratory demonstrations for the participants.

The three-day program will be conducted at the Portland Cement Association Cement and Concrete Center in Skokie, Illinois. Enrollment is limited to 28 to ensure individual attention. The registration fee is \$800.

1ST "SHOP BUILT BRIDGE" COMPLETED



Oklahoma's first bridge using a new deck design was recently completed in Pottawatomie County. This design uses precast, steel reinforced, concrete beams, set side by side for the deck. The beams are poured in reusable steel forms at the maintenance yard.

Work started on the first set of forms in

May of 1985. County employees, under the supervision of County Commissioner James Cravens, performed the majority of the work. Technical assistance was provided by O.S.U. staff as needed. Once the forms were completed, eight beams were cast. They were poured two at a time and left in the forms until flexural strength specimens indicated a strength of 500 psi. A bridge just north of the community of Bethel in Pottawatomie County was selected for replacement. County forces removed the old bridge. O.S.U. purchased the materials necessary for the abutments and a contract was let for the labor and equipment to drive piling. Vertical walls, sheet piling type abutments, with HP 10*42 bearing piles and 45 degree wings were constructed. Once the abutments were completed, the prefabricated deck was hauled to the site and set in less than a day. The epoxy grout was then placed in the shear key block-out and the bridge was completed.

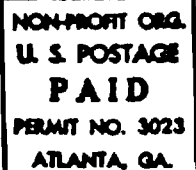
The total cost of the pilot bridge, excluding the cost of forms, was \$30,600. This represents very little savings over a concrete box of comparable opening. However, on this first bridge, there was considerable

wasted motion since everyone was inexperienced. This, coupled with unusually deep bedrock (bearing piles were 43' - 45' long), elevated the cost. It is still strongly felt that this design can produce savings of 15-20 percent over more conventional designs. Two more bridges of this design are presently under construction, one with Commissioner Jack Hayes in Pottawatomie County and one with Commissioner Harold Muran in Osage County. A fourth is being planned with Commissioner Glendon Combs in Pottawatomie County.

All participating Commissioners agree that this design is going to be a cost effective, fast method of small bridge replacement. They have also perceived a fringe benefit of having beams stock-piled in their yards. As Commissioner Muran said, "If I have some of these beams in the yard when one of those overweight oilfield trucks breaks all the stringers on a wooden deck, I can grab four or five of them and have that bridge open for the school buses the next day."

From: Oklahoma T2 Center Newsletter -
October 1985.

M. JOHN MOSKALUK
TECHNOLOGY TRANSFER
SCHOOL OF CIVIL ENGINEERING
GEORGIA INSTITUTE OF TECHNOLOGY
ATLANTA, GEORGIA 30332





TECH TRANS



SCHOOL OF CIVIL ENGINEERING
GEORGIA INSTITUTE OF TECHNOLOGY
UNIT OF THE UNIVERSITY SYSTEM OF GEORGIA

TECHNOLOGY TRANSFER CENTER

VOL. 4 NO. 4

FALL 1986

EDITOR'S NOTE

Technology Transfer is not new. Perhaps, it is better known as information sharing, information exchange, or just assistance. Georgia Tech began its Technology Transfer Center for local transportation agencies in 1983 in cooperation with the Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA). It continues today, and its services are available to all local agencies.

Because of the Center's close association with the GDOT for the past several years, it is often mistakenly assumed to be part of the Department. It is not. While it is true that Georgia Tech is under contract with and receives much of its guidance from the GDOT as well as the FHWA, the Georgia Tech Technology Transfer Center is administered and operated by Georgia Tech at the School of Civil Engineering.

Center activities are oriented to provide a service to local agencies. They take the form of workshops, problem solving assistance, publication of a quarterly newsletter, and availability of reports. It is further acknowledged that the Center continues in operation because there is general agreement that local agencies **NEED** the kind of assistance that is provided by the Center.

Many of the local agencies have told us that the Center provides value through its assistance. In fact, some have said that benefits have been gained in the form of increase production and dollar savings.

If you agree that the Center provides a beneficial service or if you desire more information about how the Center can better serve your agency, please contact the Georgia Tech Technology Transfer Center. We are interested in your comments.



NEWS BRIEFS

Nominations are being accepted for the 1987 National Public Service Awards Program sponsored by the American Society for Public Administration and the National Academy of Public Administration. These awards pay tribute to public service practitioners whose careers exhibit the highest standard of excellence, dedication, and accomplishment.

Up to five awards are presented annually to public service practitioners who now work or who have spent most of their careers in public service. Awards recognize individuals who have made outstanding contributions on a sustained basis rather than those who have performed a single exceptional public service deed. Award winners are selected from all levels of public service (local, state, and federal governments, international and nonprofit organizations), but awards are not chosen by category. Nominees should have responsibility for accomplishing or causing to be accomplished significant programs or projects benefitting the general public.

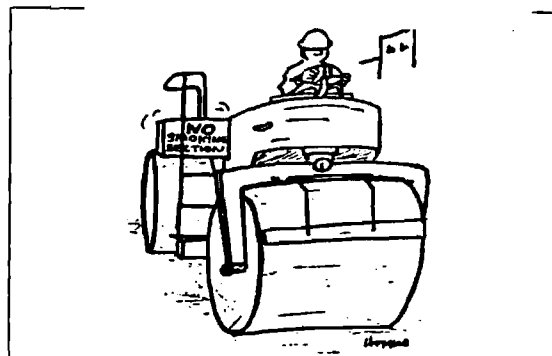
Nominations are due by November 14. For information, contact National Public Service Awards, 1120 G Street, N.W., Suite 500, Washington, D.C. 20005; telephone (202) 393-7878.

Bridge repairs increased 56% during 1985 according to the Federal Highway Administration's annual report to Congress. The National Bridge Inventory lists 574,729 bridges, of which 243,917 were cited as structurally deficient or functionally obsolete. Under the Surface Transportation Assistance Act of 1982, \$2.3 billion in federal funds were distributed in 1985 to help repair 16,550 structurally deficient bridges. Copies of the report are available from the FHWA Bridge Division in Washington, D.C.

Many motorists are willing to pay a toll for a road that offers faster and easier travel, according to a survey performed by the Roper organization. The survey results were recently published by the American Association of State Highway and Transportation Officials.

The toll survey was commissioned by the Transportation Infrastructure Advisory Group, AASHTO reports. Some 1,035 drivers were presented with four situations. In two, they were asked if they would choose to use an existing toll road or a nearby free highway. In two other cases, they were asked how they would vote - for or against a new toll road. Only 12% opposed toll roads in all four situations, while 88% favored the toll option in at least one of the four cases. The survey found that in every case drivers living in states that now have toll roads are more favorable to the toll road option than drivers in non-toll states. Those who actually use toll roads are more favorable to toll road options than those who do not.

Vibration shields made of plastic foil filled with air bubbles are now being used in Sweden to protect populated areas from vibration caused by adjacent heavy traffic. The shields, similar to the bubble wrappings used to protect delicate objects in the mail, are placed in trenches 5 to 20 meters in depth, and reduce the vibration in the area by 70 to 80 percent. The shields will make it possible to greatly reduce the width of highway and railroad rights-of-way.



NEW MICROCOMPUTER USER SUPPORT CENTER OPENS

The Federal Highway Administration (FHWA) has announced the opening of its new microcomputer user support center at the University of Florida Transportation Research Center, effective July 14, 1986. The new service is called the Center for Microcomputers in Transportation (McTrans).

The McTrans Center replaces three earlier microcomputer support centers operated by the Transportation Systems Center in Cambridge:

1. Microcomputer Applications in Highway Projects (MAHP) which dealt with local, regional and statewide highway planning;
2. Microcomputers in Transportation Planning (MTP), which dealt with urban and rural planning and TSM (Transportation Systems management); and,
3. Safety and Traffic Engineering Applications for microcomputers (STEAM) which dealt with general traffic engineering and safety.

In the interim period since these services ended, primary distribution of software has been handled jointly by the FHWA Offices of Traffic Operations and Highway Planning.

The primary role of McTrans will be to serve as a center for technology exchange for microcomputer software in the areas of transportation under the purview of the Federal Highway Administration.

The functions of the Center will be to distribute public domain software at a minimal cost to the user and to provide technical assistance in the use of the software.

In carrying out these functions the McTrans Center will facilitate the flow and exchange of microcomputer resources among professionals nationwide and abroad. The Center will reduce duplication of effort and standardize procedures.

Initially, the McTrans Center will offer, by and large, the same product line previously distributed by the three earlier services. There have been several updates and additions made.

Three new programs also will be distributed. First the microcomputer version of the NETSIM (Network Simulation) model will be available. NETSIM is a microscopic, stochastic simulation model that is the most widely accepted simulation model for network operations.

Another new product is the Signalized Intersection Capacity Analysis (SICA) program. This program, written by the Binghamton (New York) Metropolitan Transportation Study, implements Chapter 9, Signalized Intersection, of the 1985 Highway Capacity Manual.

Finally, the Computer Aided Instructions for NCHRP Report 263, "Simplified Procedures for Evaluating Low-Cost TSM Projects" is available. The documentation for this software includes NCHRP Report 263.

For further information or to get on the McTrans mailing list, write to:

The Center for Microcomputers in Transportation

University of Florida
346 Weil Hall
Gainesville, Florida 32611

Call the McTrans hotline:
904-392-0378



MAINTENANCE TIPS

SIGN REPAIR OR REPLACEMENT

Damaged signs are a severe hazard to motorists. They prevent adequate traffic control and do not provide motorists with advisory warning of roadway alignment.

Crew required for sign replacement or repair:

Laborers	2
----------	---

Equipment required:

Stake truck	1
Post driver	1
Hand tools	

Material required:

Signs
Sign posts
Paint

Daily production per crew:

7-10 signs

Repair procedures:

1. Place warning signs and safety devices for motorists' and crew protection.
2. Note signs requiring replacement.
3. Replace signs which are difficult to read.
4. Straighten or replace bent posts. Paint as required.
5. Remove warning signs and safety devices.

Sign repair or replacement is required when signs are no longer visible or legible to the motorists.

Traffic signs may be damaged by accident, vandalism, or normal deterioration. The most common cause is vandalism, and signs damaged in this way are normally located on roads that have light traffic.

GUARD RAIL REPAIR

Guard rail repair is required when the guard rail is damaged by accident, vandalism, or normal deterioration. Damaged guard rail, with bent or broken sections, prevents the rail from providing its intended purpose and can lead to additional rail deterioration.

Guard rail is normally damaged during vehicular accidents. The damage can be found at any location where guard rail exists.

Guard rail is placed in locations to decrease accident hazards, and any section that does not perform this function constitutes a hazard to motorists. Guard rail that is bent or broken is unsightly and may further deteriorate, resulting in increased maintenance costs.

Crew required for guard rail repair:

Equipment operator	1
Laborers	3
Flagmen	2
	6

Equipment required:

Stake truck	1
Post driver or auger	1

Material required:

Guard rail section
Guard rail post
Guard rail blocks

Daily production per crew:

60-100 linear feet

Repair procedure:

1. Place warning signs and other safety devices for motorists' and crew protection.
2. Remove damaged parts and straighten when possible.

3. Realign loose posts and recompact.
 4. Install new posts as required.
 5. Install new rail. All repairs should be made to latest standards. Guard rail ends should turn away from roadway and/or taper down to a buried end. Bridge approach guard rail should be affixed to the bridge railing with no gaps. All guard rails should be offset from rigid posts by wooden 6x6 blocks.
-

ACKNOWLEDGEMENT

The Technology Transfer (T2) Program is a nationwide effort financed jointly by the Federal Highway Administration and individual State Departments of Transportation. Its purpose is to translate into understandable terms the latest state-of-art technologies in the areas of roads, bridges, and public transportation, to local and county highway and transportation personnel.

The T2 Center at Georgia Tech is sponsored by the Georgia Department of Transportation and provides information and counsel to more than 500 municipalities and counties in our state. This newsletter is designed to keep you informed about new publications, new techniques, and new training opportunities that may be helpful to you and your community. Individuals wishing to receive future copies of this newsletter at no cost may send their requests to:

M. John Moskaluk
Technology Transfer Center
School of Civil Engineering
Georgia Tech
Atlanta, GA 30332

YOU ARE INVITED TO SUBMIT
ARTICLES FOR OUR NEWSLETTER.

DEADLINE IS DECEMBER 5.

MAINTAINING GRAVEL ROAD SURFACES

GRAVEL

Gravels differ. Not all gravel is good for roads. Some soils may break into fine pieces under heavy traffic, may swell when wet, or may be so hard they are difficult to work. Good gravel is hard enough so it does not form dust yet loose enough to drain. It supports the weight of traffic and distributes traffic loads sufficiently so it does not destroy the subgrade.

BLENDING

To achieve a road that can be used in all types of weather, it is essential to achieve a proper blend of different size materials. Good road gravel contains a uniform mixture of stones with a mixture of sand and fines. Blending different sizes allows the pieces to lock and pack (compact) together to make a strong, tight surface. Usually the size of materials for a wearing surface is 3/4-inch or less.

Fines have the consistency of flour. The fines fill small spaces between the different size stones. It is an important part of the mixture because, with moisture, it acts as a cement to hold the larger materials together. Moist gravel will not dry to form a hard-wearing surface without the proper amount of fines.

MAINTAINING GRAVEL SURFACE

To keep a road in good condition, the road surface and shoulders must be periodically smoothed and reshaped with a grader blade.

This should be done when the gravel is moist. The dragging operation also rolls the gravel and helps compact the road surface as it is blended.

Properly-blended gravel and fines will dry to form a hard crust that provides a wearing surface. The crust carries the traffic load and sheds water until it is broken. Traffic and climatic conditions

CONT. ON PAGE 8

TIPS ON PREVENTIVE MAINTENANCE FOR ROAD EQUIPMENT

The purpose of preventive maintenance, or PM, is to keep road equipment in the best possible operating condition at all times. Some useful tips follow:

1. USE AS MANY VEHICLES OF THE SAME TYPE AS POSSIBLE FOR YOUR ENTIRE FLEET. It will be easier to find parts and will cut repair time.
2. IN CHOOSING YOUR VEHICLES, PAY ATTENTION TO THE AVAILABILITY OF PARTS. Some operators report delays of several weeks on replacement parts in some localities. Try to select a model for which parts can be found with the least possible delay.
3. IF POSSIBLE, STOCKPILE FREQUENTLY-REPLACED PARTS. Brake parts are first in this category, followed by exhaust components, filters and lubricants.
4. BUY THE BEST QUALITY PARTS AVAILABLE. Parts must at least equal original equipment specifications.
5. MAKE SURE THAT WHATEVER EQUIPMENT YOU BUY IS AS TOUGH AND SIMPLE AS POSSIBLE, WHILE STILL AFFORDING DRIVERS A MINIMUM STANDARD OF COMFORT. Be sure that all equipment on your vehicle can stand up to considerable punishment.
6. MAKE SURE THAT AS FEW DIFFERENT PEOPLE AS POSSIBLE OPERATE EACH VEHICLE. If possible, make one driver responsible for each vehicle, and let them know that the vehicle is "theirs" to take care of.
7. RUSTPROOF EVERY VEHICLE BEFORE IT IS PUT INTO SERVICE.
8. WAX EACH VEHICLE AT LEAST ONCE A YEAR.
9. IF POSSIBLE, HAND-WASH EACH VEHICLE AT LEAST ONCE A WEEK. Pay attention to wheel wells and the rest of the underside of the vehicle where salt may accumulate.

10. MAKE A THOROUGH TIGHTENING AN IMPORTANT PART OF REGULAR MAINTENANCE. At least once a week, go over each vehicle and make sure all screws, nuts, and bolts are properly adjusted to the manufacturer's torque specifications. A common cause of damage is that vehicles literally shake apart. Shock absorbers and steering parts have been known to separate completely and body parts sometimes fall off and get lost. Loose parts should be tightened before nut, bolt, and screw threads become stripped.

11. CHECK THE CONDITION OF WIRING AND HOSES. Watch the ammeter; a small, constant discharge may indicate a short circuit. Antifreeze on the floor of the vehicle means a leak in the heater-defroster. Such leaks also cause windows to steam up and heater output to be reduced.

From University of Maryland, Technotes, Winter 1985/1986.

GEORGIA TECH

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EDITOR: MARTY MILLINER
ASSISTANT: PHILIP MAYER

PAY ME NOW AND PAY ME LATER:

Roadway Neglect Inflates Users' Costs

There is a philosophy being popularized by a commercial for air filters, in which a mechanic, with a wry expression, tells a customer it will cost a few dollars to change the air filter now . . . or a few hundred dollars to change the motor later. "Pay me now or pay me later."

As a result of this kind of thinking and poor road management practices, the current approach to road maintenance in much of the highway community is "pay me now and pay me later." This attitude, in many instances, is caused by the lack of knowledge of true costs of road deterioration.

There is much waste resulting from deteriorated roadways--excess road maintenance and rehabilitation costs; excess fuel costs; excess vehicle maintenance costs; excess tire wear costs; and excess costs of increased accidents with injuries and death that defy the dollar sign. There are most costs in terms of lost time. Lost time costs vary considerably with the value placed on this time, but certainly commercial and industrial time losses are great, resulting in lower productivity and increased costs to consumers. In spite of this long list of waste caused by poorly managed roads, generally only one parameter, rider comfort, is used to judge road suitability.

Extensive research by The World Bank and others over the past 15 years has shown that the lack of earlier concern about roadway conditions has caused the waste of billions of dollars of scarce funds. Studies indicate that the fuel saving alone, gained by keeping a road in good condition, is sufficient to pay all the costs of maintenance and rehabilitation. The long list of other savings can then be put directly into the consumers' pockets and into transportation funds, to be spent in building up the transportation system, instead of watching it crumble.

The studies clearly indicate that if a road agency neglects the roadway, maintenance and overlay costs escalate, fuel

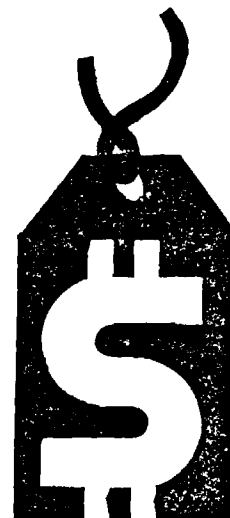
waste soars, injuries increase, time loss increases, and so on. The higher maintenance cost soon causes taxes to increase and more and more dollars to be spent on fuel to travel the same distance on steadily worsening roads.

The citizen has been conditioned to believe that in order to keep costs down, the roadways must be allowed to fall in quality. "We have to reduce the level of service to hold down taxes," is a familiar bromide. Somehow the old saying "a stitch in time saves nine," has become a casualty of our throw-away society.

However, the road, once deteriorated, cannot be thrown away. It provides a basic service to individuals and the commercial/industrial community. When the road has deteriorated to the point of sufficient discomfiture, loud voices will see that it is rehabilitated--at an inflated cost and after huge fuel waste.

For years we wasted untold millions of gallons of fuel due to insufficient building insulation and inefficient furnaces. Finally, we have learned, and a wave of conversion has and is taking place.

CONT. ON PAGE 9



will completely break down the crust over time and reshaping is necessary to rebuild the crust.

The speed at which a grader operates or can blade effectively will depend on the type of grader, its tire pressure, and the condition of the road surface. Going too fast will cause the grader blade to bounce, creating roughness in the road surface.

RESHAPING

Reshaping is necessary when the surface cannot be smoothed to an acceptable riding surface. The gravel, 8 inches or more in depth, may have to be reworked to eliminate large potholes, deep ruts, and flattened crown. The grader blade should cut well below the potholes and below the washboards. Reshaping involves remixing the soils to get a proper blend of fines and different size stones and blading and compacting this blended material into a properly crowned road surface. When remixing, it may be necessary to add more gravel or fines. The art of proper blending is not a cut-and-dried proposition. Experience is the best guide to correct blending. The quality of the crust and its length of useful life depend on the skill used in blending coarse and fine materials with moisture to form the desired crust.

CROWN

After the gravel is remixed, it is reshaped by blading to restore a proper crown and smooth surface. A proper crown has the center of the road higher than the shoulders and a straight, uniformly sloped line from the center of the road down to the shoulder edge on either side.

Keeping a crown on the road is probably the most important part of blading. Without a proper crown, water will stand and soak and soften the road surface.

The amount of crown or cross slope in the road should be 1/2 to 3/4 inch for each foot of width measured from the center of the road to the outside edge of the shoulder. This amount of crown should allow good drainage of surface water without washing off surface materials. This slope may vary in special cases.

SHOULDERS

The shoulders are the additional width along the outside edge of the roadway. These will be either gravel- or grass-covered on most roads. The slope of the shoulder from road edge to ditch foreslope must be equal or slightly greater than the road surface cross slope. This will allow for good drainage of surface water from the roadway. When reshaping the roadway, the shoulders should also be worked in the same manner.

The shoulders should be an extension of the road surface in order to allow water to run in sheets from the center of the road, off the sides of the road and shoulder and into the ditch. Be careful not to form a secondary ditch by leaving a ridge of materials between the road surface and the ditch.

DUST CONTROL

When a gravel road has dust blowing from it, the dust is the fines and, therefore, the binder is being lost. The road is eroding away. With an average daily amount of traffic, untreated gravel roads lose about one inch of surface per year. This is equal to about 500 tons of material in a year's time for each mile of unpaved road. To replace the lost gravel can cost from \$1,000 to \$1,500 per mile each year for materials alone.

It pays a town to stabilize the gravel with calcium chloride, salt, cements, or other agents. In the long run, it may actually be more cost-effective, while keeping the roads in better condition. Beside stabilizing the soil and reducing maintenance costs, a dust control program improves safety and reduces harmful effects to crops, the environment, and people.

Do not apply used motor oil for dust control. It is toxic and can enter the groundwater.

Reprinted from Fact Sheet T-225, Vermont Local Roads Program, St. Michael's College, Winookski, Vermont.

When will we stop wasting millions of gallons of fuel in order to enjoy the "luxury" of poor roads? We will stop the waste when the public is informed on the basic facts of road users' costs.

It should be pointed out strenuously that these inflated costs are not the end. The inevitable sequence is that insufficient maintenance funds are allocated and the road deteriorates to failure. This requires reconstruction at a cost up to ten times the cost of timely rehabilitation.

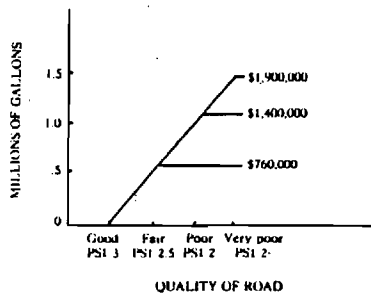
The two graphs below illustrate the rapidly rising cost of vehicle operation and road maintenance/rehabilitation due to neglect of the road system. Graphs are prepared on figures of 425 urban highway miles, 1,818 million vehicle miles per year, and 178 million gallons of fuel.

The citizen is exposed to double jeopardy: "pay me now" and "pay me later"

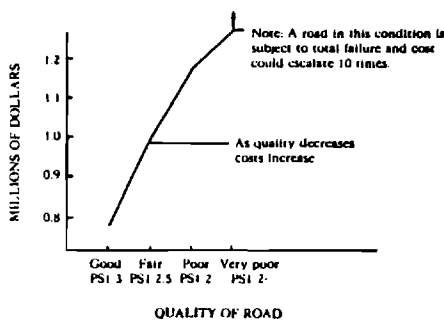
In all other aspects of energy misuse, action is well underway to change wasteful practices. It is time that the one area that uses the largest amount of the scarcest form of energy, cleaned up its act.

From The Wheel, Colorado Transportation Information Center, Summer, 1986.

Fuel Waste Per 100 Miles of Road Per Year — Urban:
(Cost at \$1.30 Per Gallon — 1980)



1977 Cost Per 100 Miles Per Year, Urban-Surface Maintenance and Overlay



PUBLICATIONS



ORDER NOW!

STREET AND HIGHWAY MAINTENANCE MANUAL, American Public Works Association, 1985.

This manual was written especially for those involved in roadway maintenance on a day-to-day basis, whether through administration or engineering. It is not only a reference manual but a practical guide with forms and materials that can be reproduced and used directly by the agency. The 698-page manual is divided into two sections, one on the administrative end of maintenance and the other on operations. Some of the administrative topics discussed are reducing liability risks, employee safety, training needs and techniques, types of contracts and pavement management. On the operational end, the Manual topics include asphalt and PCC pavement maintenance, gravel road maintenance, maintenance of drainage facilities, bridges, roadway appurtenances and traffic control devices. It also includes sections on roadside landscaping and snow and ice control. The Manual can be obtained for \$50.00 plus shipping and handling at the following address: American Public Works Association, 1313 East 60th Street, Chicago, IL 60637.

ASPHALT CEMENT CONTENT DIAGNOSTIC APPROACH FOR HOT MIX ASPHALT FACILITIES

Variations in asphalt cement content in hot mix asphalt mixes (HMA) can be the result of various problems in the production process, the sampling procedure or the extraction procedure. Such problems can, in turn, lead to costly specification-based penalties.

In an effort to help the hot mix contractor avoid these penalties and produce a top-quality product, the National Asphalt Pavement Association (NAPA) has issued this new publication, a step-by-step analysis of the potential areas where problems might arise and measures to take for correcting them.

COURSES...WORKSHOPS...SEMINARS

LOCAL HIGHWAY SAFETY STUDIES AND

LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM
November 18-19, 1986
Atlanta, Georgia

The Federal Highway Administration (FHWA), through the National Highway Institute and the Office of Highway Safety, is offering two training courses on Local Highway Safety. These are special courses developed for the Rural Technical Assistance Program (RTAP) by Goodell-Grivas, Inc. with emphasis on the needs of local personnel responsible for highway safety.

These two presentations are designed for university faculty, Federal, State and local highway professionals who intend to promote and conduct highway safety training for counties, small cities (less than 50,000 population) and townships.

The 1-day presentation on Local Highway Safety Studies for local roads and streets provides simplified methods for analyzing accidents and developing safety and operational improvements. The course combines existing methods with new approaches and emphasizes what can be done with limited time, funds, and engineering equipment.

The 1-day presentation of Local Highway Safety Improvement Program will cover developing safety improvement programs for local highway agencies with due consideration for safety, cost, tort liability, and good planning procedures.

Each participant will receive a Participant Guide, Instructor Guide, 35 mm slides, and other related training material. In return they will be expected to present one or more sessions of the basic courses to representatives of local transportation agencies within their jurisdiction.

The fee for the courses is \$20.00 per course (payable to the Radisson Inn and Conference Center). They are offered separately, but participants are encouraged to

enroll in both. The deadline for registration is November 7, 1986. For further registration information, contact the Georgia Tech Technology Transfer Center at (404) 894-2360 or toll-free at 1-800-282-1275.

OFFICE AUTOMATION IN PUBLIC WORKS November 17-18, 1986

Atlanta, Georgia

The Institute for Administrative Management Education Foundation of the American Public Works Association is sponsoring a workshop dealing with automated office systems in the public works setting.

"Office Automation in Public Works" is a comprehensive two-day workshop which is designed to identify the need for automated office systems in public works management, and examine the alternatives and solutions to manual systems. This workshop will describe the benefits of the technology of automated systems and provide a step-by-step procedure for getting started in your agency.

APWA will provide each participant with a packet of course materials. It is intended that these materials will share the dual purpose of providing the outlines for the workshop as well as provide additional material which will be a useful resource/reference tool in the future.

Fees for APWA individual members, employees of government units enrolled as either public agency or utility members of APWA, and sustaining members of APWA are \$185.00. Fees for non-members are \$220.00. For more information, call 1-312-2200 and ask for the workshop registrar.

Troubleshooting Concrete Field Problems
November 17-21, 1986
Skokie, Illinois

Cement and concrete industry service and technical problem-solving personnel will benefit. The course is designed especially for those responsible for handling field problems for contractors, precasters, inspection and testing agencies, architects, and federal, state, county, and city engineering departments.

The class will focus on identifying and discussing problems of durability, ready mix concrete production and transportation, admixture use, concrete placement, fabrication and construction and precast prestressed concrete structures, slabs on grade, quality control procedures, strength test evaluation, repair and maintenance of concrete surfaces and structures, and ways to determine in-place concrete strengths.

The five-day class will be conducted at the PCA Cement and Concrete Center in Skokie, Illinois. Enrollment is limited to 28 to assure individual attention. The registration fee is \$975.

BACK-TO-THE BASICS REPAIR OF CONCRETE
November 25, 1986
Birmingham, Alabama

"Back-to-the Basics Repair of Concrete" is sponsored by the American Concrete Institute and the Central Alabama Chapter ACI. The seminar will deal with basic, how-to fundamentals related to concrete deterioration as well as cover current repair methods and materials with proven performance. Actual case histories of repairs will be presented including fire-damaged concrete structures, tunnels, bridges and parking structures. The seminar will conclude with a lecture on the important aspects and applications of corrosion protective systems.

Registration will be held on a first-come, first served basis with limited enrollment. Fees are \$165.00 for ACI members and \$190 for non-members. Group discounts are available. For further registration information, write to: ACI Education Department, P. O. Box 19150, Detroit, MI 48219.

Basic Concrete and Related Field Practice
November 10-14, 1986
Skokie, Illinois
and
Advanced Concrete Technology
December 1-5, 1986
Skokie, Illinois

Courses on concrete that range from the basic to the advanced will be offered.

"Basic Concrete and Related Field Practice" is designed to enhance product knowledge of ready-mix producers, contractors, inspection and testing organizations, material suppliers, sales firms, and local, state, and federal agencies.

The five-day class will cover materials, and principles of quality concrete and construction. In laboratory sessions, mix design problems will be worked out and verified with test specimens, and finishing practices will be demonstrated. A special session will cover the mixing and transporting of ready mixed concrete. Sessions will be conducted by persons familiar with field problems to ensure discussions relevant to current construction practices. The registration fee is \$900.

A course in "Advanced Concrete Technology" is being offered for those who have a background in concrete. The advanced class will cover concrete materials, including lightweight concrete, curing requirements, and factors causing concrete strength variations.

The class will cast specimens for later verification, determine in-situ strength of concrete, and perform standard tests for qualifying cement, aggregates, and admixtures used in the production and control of concrete.

The five-day class is limited to 28 and the registration fee is \$900. Both classes are accredited by the Council for Noncollegiate Continuing Education and are approved for college credit. They will be conducted at PCA's Cement and Concrete Center in Skokie, Illinois.

FROM PAGE 9

It applies to both batch and drum mix facilities and looks at asphalt cement content problems grouped into three categories: (1) consistently high; (2) consistently low; (3) varying--low to high. Included is a handy diagnostic chart to aid the facility operator in pinpointing the source of the problem.

It is available to non-NAPA members for \$3.00 per copy and can be obtained from NAPA, 6811 Kenilworth Ave., Riverdale, MD 20737.

GUIDE FOR DESIGN OF PAVEMENT STRUCTURES,
American Association of State Highway and Transportation Officials, 1986.

The new American Association of State Highway and Transportation Officials (AASHTO) Guide for Design of Pavement Structures, adopted by the members of AASHTO at the October 1985 meeting has now been published. It may be purchased from AASHTO, 444 North Capital Street, NW, Suite 225, Washington, DC 20001. The guide costs \$30.00 plus postage and handling charges of \$3.50. Payment must accompany all orders.

M. JOHN MOSKALUK
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The FHWA has begun procedures to adopt the guide for use on federal aid highway projects. In the interim, pending its adoption, the existing pavement design procedures remain in effect.

