President's Message

What a wonderful meeting the Alabama Section had in Gulf Shores. I wish to thank Gary Dennis and his staff for the wonderful job they did in hosting the meeting. I would also like to thank Robert Adams for doing such a wonderful job with the technical program. The topics were interesting and informative.

Robert Adams is also in need of the Membership activities for the Annual Report. These activities include speaking engagements, training sessions, and workshops conducted by the Alabama Section Members. Included in this would be different committees and appointments that the members would have served on for the year 1994. It would truly be a great asset to the Section to win the Section Award again.

As I stated in my previous newsletter, one of my goals for this year is to encourage the Transportation community. In accomplishing this goal I would like to help the State of Alabama establish an IMSA Section. I think this would help our technicians feel wanted and important. I also think the only way to get an IMSA chapter started in Alabama is for the Alabama Section ITE to get behind this and sponsor the section. This is the way the Georgia chapter got started and this may be the only way an Alabama Section can get started. Currently, it is scheduled to charter an Alabama Section in June 1995. If you are interested in helping establish this Section, please contact me and we will get moving in that direction.

I also want to encourage each member to get involved in some type of mentoring activity to help our younger members and encourage them to become more active.

I am encouraged by the input from the Membership committee. I think the plan they have come up with to promote membership in ITE is wonderful. I appreciate the hard work and initiative these people have given. It is of great encouragement to me that International ITE is trying to establish a membership drive. It is also encouraging that the Alabama Section members voted to waive the first year’s membership dues for those who join International and Alabama Section ITE as members.

As I think about ITE, I want to share with you what it means to be a member of such a fine organization. It means being a positive role model for the people I work with and for; it means sharing with other professionals, our ups and downs as Traffic Engineers; it means being there when people need you most, and most of all, it means being a servant to those who need it and to our Past Presidents. These men have meant a lot to me and I glean from their understanding and knowledge.

I would also like to thank Stuart Manson for serving as the ALSITE newsletter editor for the past two years. I think Stuart has done a tremendous job as the editor, but he needs your help. If you know of any newsworthy items that need to be shared with the Section, please inform Stuart.

I am looking forward to the meeting in Huntsville. I think the technical program looks good and informative, and I hope to see all of you there.

Congratulations to Vic McSwain upon his receiving the Transportation Engineer of the Year Award and for the amount earned at the Annual Auction.

Until next time ......

Locke D. (Bubba) Bowden
ALSITE Fall Meeting
OCTOBER 12, 1994

Registration
8:30-9:25........................Register ($25 lunch included)
9:25-9:30............................Welcome
9:30 - 10:30............................Technical Session I
"Accident Reconstruction", Robert V. Kolar, P.E.
"Flood Damage To Shortline Railway Grade Crossing is S. E. Alabama", Randall Crumpton, Alabama Department of Transportation
10:30-10:45............................Break
10:45 - 11:45............................Technical Session II
"Problems Affecting Aging Drivers", Ralph Norman, State Coordinator 55 Alive, AARP
"Operation Lifesaver", Kym Dillon, State Coordinator Alabama Operation Lifesaver
12:00.......................................Lunch
12:45.......................................Section Business Meeting

Annual Meeting Minutes
June 16 and 17, 1994

The 1994 Annual Meeting of the Alabama Section Institute of Transportation Engineers was held on June 16 and 17, 1994, in Gulf Shores, Alabama at the Quality Inn Beachside. The meeting consisted of Thursday morning and afternoon technical sessions, the Annual Banquet Thursday evening, a Friday morning breakfast and the Annual Section Business Meeting.

Program And Meeting Arrangements
Robert W. Adams and Gary Dennis

Agenda
Thursday, June 16, 1994

Welcome: Gary Dennis

Technical Session I:
"Strategic Highway Research Program (S.H.R.P.)" - R. Lynn Wolfe, Jr., Alabama Department of Transportation
"Baldwin County Rural Transportation System (B.R.A.T.S.)" - Rosie Broadus, Director of Transportation

Lunch

Technical Session II:
"Inverted Profile Traffic Stripes - A New Technology in Highway Striping" - Dana Burney, Rainline Corporation, Mandeville, Louisiana

Break
"Operation and Maintenance of a Closed Loop Signal System" - Dave Griffin, Temple Incorporated, Decatur, Alabama
"Advanced Traffic Management Systems" - Frank Deasey, Faradine Corporation, Atlanta, Georgia

Annual Banquet
The Alabama Section members and their guests were treated to a seafood buffet. Local Arrangements Committee Chairman Gary Dennis reported an attendance of 131 going through the buffet line. The founding Members and Past Presidents of the Section were recognized by President Locke D. (Bubba) Bowden.

The recipient of the 1994 "Charles E. Alexander Transportation Scholarship" was recognized as being Rodney Neal Chester. Mr. Chester was awarded a scholarship of $2,500.

President Bowden presented a check for $150 to the Auburn Student Chapter to defray the cost of services they provide to the Section.

The recipient of the "Transportation Engineer of the Year" award was Mr. Victor A. McSwain. Mr. McSwain was treated to a slide presentation of his life and career.

The Tellers Committee reported that the results of the Members and Affiliates election were as follows:

President - Robert W. Adams
Vice-President - James B. Thomason
Secretary/Treasurer - James R. Brown
Affiliate Director - William Flowers
Assistant Affiliate Director - John L. Strickland

The Oath of Office was administered to the 1995 Alabama Section Officers, with the exception of James Brown who was not present at the banquet.

President Bowden announced that the Annual Scholarship Auction would be held in the banquet room following adjournment.

Friday, June 17, 1994

Breakfast
Keynote Speaker: Paul E. Bowlin, Assistant Director
Alabama Department of Transportation

Business Meeting
I. Call to Order:
The meeting was called to order by President Bowden at 8:55 A.M.
II. Minutes:
President Bowden called for corrections/additions to the minutes of the March 17, 1994 Spring Meeting as published in the Summer 1994 Newsletter. There being none, Freddy Blankenship made a motion, seconded by Joe Robinson, to accept the official minutes. The motion was adopted by voice vote.

The Oath of Office was administered to James Brown, 1995 Secretary/Treasurer, by Rod Long.

III. Officers/Directors' Reports:
A. Secretary/Treasurer's Report:
Bruce Thompson reported on the receipts and expenditures since the Spring Meeting. The receipts were $1,963.50 and expenditures were $3,826.08, leaving a balance of $7,247.28. He also reported the admission of four new members and six new affiliates. The total membership presented was 88 members, 4 retired members, 74 Class II Affiliates, and 55 Class I Affiliates for a total membership of 221. A motion was made by Jim Meads and seconded by Dale Lenoir to accept the Secretary/Treasurer's report as presented. The motion was passed by a voice vote.

B. Vice-President's Report:
Robert Adams reported on the proceedings of the Board Meeting. It was reported that the Board had voted to recommend to the membership to waive the first year section dues for new Members, as recommended by International ITE.

IV. Committee Reports:
A. Scholarship Foundation Report:
Harold Raynor related the history behind the incorporation of a tax exempt foundation to administer the Section's Scholarship Fund. He said that this was accomplished on May 3, 1994 and that the Board voted to transfer the funds currently on deposit with International ITE to the Foundation for investment.

B. Newsletter Committee Report:
President Bowden said that Stuart Manson asked him to request that anyone who has something they would like to see in the newsletter to submit it to him.

(See MINUTES, continued on page 3)
Current Dues and Membership Report

Dues Status on June 15, 1994:

<table>
<thead>
<tr>
<th>Members:</th>
<th>Affiliates - Class I</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paid</td>
<td>83</td>
</tr>
<tr>
<td>Owed $10</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>88</td>
</tr>
<tr>
<td>Paid</td>
<td>43</td>
</tr>
<tr>
<td>Owed $10</td>
<td>12</td>
</tr>
<tr>
<td>Total</td>
<td>55</td>
</tr>
</tbody>
</table>

Affiliates - Class II Summary:

| Paid           | 51                   |
| Owed $30       | 21                   |
| Owed $20       | 2                    |
| Total          | 74                   |
| Owed $10       | 17                   |
| Total          | 217                  |

Membership Status on June 15, 1994:

<table>
<thead>
<tr>
<th>Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>88</td>
</tr>
<tr>
<td>Affiliates - Class II</td>
</tr>
<tr>
<td>Affiliates - Class I</td>
</tr>
<tr>
<td>Retired Members</td>
</tr>
<tr>
<td>Total Membership:</td>
</tr>
</tbody>
</table>

Alabama Section ITE
Secretary/Treasurer's Report
June 8, 1994

FINANCIAL REPORT:
Treasury Balance on March 14, 1994..........................$9,368.39
Receipts Since March 14, 1994................................216.00
Dues Payment..................................................216.00
Registration Fees (Spring Meeting)...1,747.50
TOTAL RECEIPTS: $1,963.50

Expenditures since March 14, 1994
Flowers (N. Hudson's Father)..................................$ 42.73
Legal Fees (Scholarship Division Incorporation).............46.00
Newsletter (Printing & Preparation)..........................625.65
Office Supplies................................................22.30
Plaque (Engineer of the Year)..................................69.38
Postage.........................................................174.00
Printing (Envelopes)..........................................76.30
Spring Meeting Expenses....................................1,769.72
Tee-Shirts (Partial Payment).................................1,000.00
TOTAL EXPENDITURES: $3,826.08

Treasury Balance on June 8, 1994..............................$7,247.28

MINUTES...continued from page 2

C. Meeting/Site Selection Committee:
Robert Adams reported that the Spring 1995 Meeting will be in
Montgomery and the Fall 1995 Meeting will be in Birmingham. He
also reported that the Fall 1994 Meeting will be in Huntsville with
October 13 as a tentative date and that Tim Barnett will serve as
local arrangements chairman. A motion to accept the Site Selection
Committee's Report was made by Robert L. Wolfe and seconded by
James Brown. The motion was passed by voice vote.

D. Annual Meeting Attendance:
Gary Dennis reported that $2510 was collected for the Scholarship
Fund at the auction after the banquet. He also reported that
preliminary figures show 101 members registered for the meeting,
131 in attendance at the banquet, and 65 in attendance at breakfast.

Gary complimented the staff of the Quality Inn Beachside and said
that we have reserved the hotel through 1997 for the Annual
Meeting. The 1995 Annual meeting will be a joint meeting with the
Deep South Section. Robert Wolfe expressed his appreciation to
Gary and Vulcan for handling the Annual Meeting over the years.
A standing ovation was given for their efforts. Gary expressed his
appreciation to the Auburn Student Chapter for their help with the
mailings for the meeting.

E. Membership Committee:
Robby Anderson discussed incentives for recruiting new members
and encouraged everyone to continue their recruiting efforts.

F. Awards Committee:
Nancy Hudson reminded everyone that the scholarship amount was
$2500 this year.

VI. New Business
A. President Bowden requested a motion to follow the Board's
recommendation to waive Section membership dues for new Mem-
bers for the first year of their membership, in order to follow the lead
of International ITE. The motion was made by Freddy Blankinship,
seconded by Robert Wolfe and carried by voice vote.

B. Jim Meads asked about the possibility of restructuring the
registration fees for the Annual Meeting. President Bowden said
that it will be considered.

C. Darrell Skipper asked about the Scholarship Fund balance.
David Griffin reported that the balance as of June 1, 1994 was
$40,822.44.

VI. Adjourn
The meeting was adjourned at 9:20 A.M.

Past President's Spotlight
VICTOR A. MCSWAIN
Mr. McSwain is the Transportation and Planning Director for
the City of Mobile. He began his career with the City of Mobile as
a draftsman in 1962. Since that time, Mr. McSwain has worked
with the City as a Traffic Analyst, Senior Traffic Engineer, City
Traffic Engineer, and Traffic Engineering Director.

Mr. McSwain has served in various capacities with ITE.
Internationally, he is a Fellow Member and has served as a member
of the Constitutional Committee and as Chairman of the Resolu-
tion Committee. He is a member of District 5 where he has served
as Chairman, Chairman of the Reorganization Committee, and
Chairman of the Bylaws Committee. Mr. McSwain has also served
as Secretary/Treasurer, Vice-President, and President of both the
Southern Section and the Alabama Section.

Mr. McSwain received a Bachelor of Science in Civil Engi-
neering from the University of South Alabama and a Masters in
Civil Engineering from Penn State University. He is a registered
professional engineer in the State of Alabama.

ALSITE Membership Spotlight
CHARLES E. METZGER
Mr. Metzger is currently the Traffic Engineering Services
Director for the City of Dothan, a position he has held since January
1984. In this capacity, he is responsible for all signing, pavement
marking, and signal installations throughout the city. Mr. Metzger
began his career with the City of Mobile as a Traffic Technician,
where he performed a variety of tasks including volume, speed, and
delay studies, collision studies, and the laying out of loops for traffic
signal installations.

Mr. Metzger received a Bachelor of Science Degree in Civil
Engineering from the University of South Alabama and is a
registered professional engineer in the State of Alabama. He is
married and has one son, Nicholas. His hobbies are golf, hunting,
water skiing, softball, and fishing.
Transportation Safety Award and Engineer of the Year Award Nominations

Please submit any nominations for the Alabama Section District 5 Transportation Safety Award and Engineer of the Year Award to President Locke Bowden by February 15, 1995. The nomination forms are provided in the insert.

ALSITE Scholarships, Inc. Receives Tax Exempt Status

On September 2, 1994 the Internal Revenue Service issued an official ruling declaring ALSITE Scholarships, Inc. a tax exempt private foundation. Any contributions from donors are tax deductible and any bequests, legacies, devices, transfers, or gifts to the Foundation are deductible for federal estate and gift tax purposes.

Striping Materials, Costs Compared

One of the most interesting presentations at this year’s Transportation Research Board Conference was comparisons of striping materials. Brian L. Bowman, PhD, P.E., associate professor Auburn University’s Department of Civil Engineering, and Raghur R. Kowshik, research assistant for University of California’s Institute of Transportation Studies, prepared the results of the study. "Adequate pavement markings are one of the highest payoff, lowest-cost operational improvements that can be made to streets and highways," say Bowman and Kowshik.

FHWA program’s prove this. Durability, reflectivity, and application advantages are important factors to consider. Thermostatic striping materials were studied, with southern states reporting an average life of 10 years. In ice and snow, plow scraping degrades performance and reflectivity after a couple of winter seasons. The material must be applied thickly, making it more suitable for non-snow areas.

Prefomed tapes include high-quality plastics, pigments, and glass beads, Bowman and Kowshik reported. Durability proved poor on deteriorating roads. Kentucky studies gave preformed tape a 4-year average useful life. Other states and some manufacturers say a 2-year life is what they can expect.

Epoxy durability was effective after 5 years according to a Minnesota test cited by the presenters. On high-traffic roads, this figure will be nearer to 1 year.

Polyester lasts 3 years according to tests cited. Other studies showed a useful life of up to 8 years. Abrasion problems and possible bond failures are other negatives.

Bowman and Kowshik cited several effective new striping materials. Epoflex, a thermoplastic with premixed glass beads, proved to be many times more durable than conventional paint traffic. It stood up well to severe conditions, including studded tires and high traffic volumes.

Rainline uses embedded traffic beads in hot-applied thermoplastic. The material reportedly allows water drainage and lasts the lifetime of the road if applied correctly. Snow-plowing can affect stripe life, however.

Spotflex uses a two-component acrylic that lasts longer than thermoplastic. It is applied in raised spots that stand up above rain water on the road. The manufacturer claims modern snow plows don’t damage Spotflex, the presenters reported.

Bowman and Kowshik cited McGrath’s cost estimates in their presentation.

- Paint: $5 to $10/gal. with installation costs $0.03 to $0.05/ft. for a 1.5-mi., 4-in. line. Application frequency negates many of the material’s cost savings.
- Thermoplastic: $0.30 to $0.40/ft. for a 4-in. line.
- Epoxy costs about $0.50/ft. for a center line.
- Epoflex costs $0.21/ft.

With its longer life in cold climates, Epoflex costs less over the application’s lifetime than paint, the researchers said.

From "Better Roads", September 1994

Intelligent Highways Here And Abroad

As the economic, environmental, and safety concerns related to the world’s roadways have grown, transportation officials have sought alternatives to simply building more miles of traditional roadway. Instead, they are investigating solutions that use new technologies to bring transportations systems into the 21st century. These technologies collectively comprise Intelligent Vehicle Highway Systems (IVHS). IVHS is already being implemented throughout the United States and Europe and promises to benefits including reduction of traffic congestion and pollution, and increased transportation efficiency and safety.

Here, IVHS development has been accelerated by the Intermodal Surface Transportation Efficiency Act, signed in 1991. The act authorizes $660 million in federal funding for IVHS development efforts and trial programs over six years, providing further impetus to reengineer the nation's transportation infrastructure over the next decade.

One initial application of IVHS technology is the development and installation of advanced Electronic Toll and Traffic Management (ETTM) systems. Electronic toll collection integrates radio frequency identification, highway sensors, optical character recognition, fiber optic networking, video monitoring, and computer accounting systems. These technologies let roadway managers electronically collect tolls and tunnel and bridge fees, while eliminating the need for drivers to pay with cash, scrip, or tokens.

By electronically identifying and classifying vehicles at high speed, deducting tolls from prepaid user accounts, and automatically identifying violators via video image capture, electronic toll collection allows traffic to pass unimpeded across the roadways, minimizing congestion and pollution. In addition, sophisticated accounting applications developed as part of these systems are enabling bridge, tunnel, and road operators to reduce operating and accounting costs, while providing enhanced accountability and auditing capabilities.

IVHS IN THE REAL WORLD

Each day, more than 225,000 vehicles use California’s eight-lane Riverside Freeway (SR-91), making this highway one of the most heavily congested traffic corridors in the country and forcing some commuters to leave their homes as early as 4 a.m. However, thanks to an ETTM system provided by MFS Network Technologies, Inc. (Omaha, Nebraska), SR-91 will link Orange and Riverside counties near Los Angeles with one of the world’s first “smart highways,” and provide a solution to this traffic congestion.

The $126-million SR-91 Express Lanes project, scheduled for (continued on page 5)
ALABAMA SECTION ITE
1994 ENGINEER OF THE YEAR

Nominee's Name: ________________________________________

Position Title: _________________________________________

Employer's Name: ______________________________________

Business Address: _______________________________________

Immediate Supervisor's Name: ______________________________

Briefly state this individual's contributions to transportation engineering:

____________________________________________________________________________________

____________________________________________________________________________________

____________________________________________________________________________________

____________________________________________________________________________________

____________________________________________________________________________________

____________________________________________________________________________________

The Nomination Committee may want to discuss this nomination with you. Please provide the following information.

Name of Nominator: ________________________________________

Address: ________________________________________________

Telephone Number: _______________________________________

Relationship to Nominee: __________________________________

Please complete this form and return to:
Locke D. Bowden
City of Montgomery Traffic Engineering Department
P. O. Box 1111
Montgomery, Alabama 36101
Telephone No. (205) 241-2910 • Fax No. (205) 241-2414

Fall 1994

Insert A

ALSITE NEWS
ALABAMA SECTION ITE
1994 Transportation Safety Award Nomination Form

Nominee's Name: ________________________________
Position Title: __________________________________
Employer's Name: __________________________________
Business Address: __________________________________
Immediate Supervisor's Name: ________________________

Briefly state this individual's contributions to transportation safety:
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

The Nomination Committee may want to discuss this nomination with you. Please provide the following information.

Name of Nominator: ________________________________
Address: _________________________________________
Telephone Number: ________________________________
Relationship to Nominee: ____________________________

Please complete this form and return to:
Locke D. Bowden
City of Montgomery Traffic Engineering Department
P. O. Box 1111
Montgomery, Alabama 36101
Telephone No. (205) 241-2910 • Fax No. (205) 241-2414

Fall 1994
completion in 1995, will represent one of the most advanced examples of IVHS in the world. The highway will use various advanced technologies and systems to control traffic, electronically collect tolls, and enforce traffic laws, all while improving traffic flow. As a result, SR-91 will be safer to travel on, move traffic more efficiently, decrease air pollution, increase energy efficiency, and enhance productivity.

The project also represents the first privately financed and operated toll road to be built in this country in more than 50 years. SR-91 is being developed by the California Private Transportation Company (CPTC), which holds a 35-year Build-Transfer-Operate franchise from the State Department of Transportation, awarded under innovative public/private infrastructure legislation passed by the California Legislature in 1989. This unique approach to highway financing and operation is expected to save California taxpayers $120 million in law enforcement and operating costs.

The ETTM system will allow tolls to be collected at full highway speeds without toll booths. The system can automatically register tolls for motor vehicles traveling well over 100 mph with 99.9 percent accuracy, and does not require motorists to stop or even slow down.

Central to the system is an advanced Automatic Vehicle Identification (AVI) subsystem developed jointly by MFS and Texas Instruments, Inc. (Austin, Texas), based on the Texas Instruments Registration and Identification System (TIRIS). The AVI System automatically collects data from a battery-operated identification tag, about the size of a credit card, that can be mounted to the back of a rearview mirror or placed on the dashboard of motorists’ vehicles. The transponder tag contains electronically encoded information, such as tag identification data. The AVI system uses advanced radio frequency identification technology to “read” the transponder tag via an AVI antenna mounted above the roadway. Data collected from the transponder is automatically processed by a host computer, and a driver’s pre-paid account is immediately debited.

Other subsystems that make up SR-91’s ETM include:

- A Traffic Management Subsystem for managing traffic flow, based on in-road detectors placed every quarter mile along the highway, which sense traffic volume and conditions and relay key data to a control center.
- A Video Observation Subsystem that provides real-time monitoring of the entire highway, and transmits high-speed video of potential problem areas to a central traffic control center, letting managers re-route traffic or dispatch emergency vehicles.
- A Violation Detection and Enforcement Subsystem that integrates video and optical character recognition technology to capture vehicle images and read license plates on moving cars. Digitized video frame images of violator vehicles and their plates, plus associated data such as date and time stamps, are collected, stored, and forwarded to service agencies for processing.
- Variable Message Signs located before the entrance of the toll lanes that will advise motorists of variable tolls, weather, and traffic conditions.
- A System Control Center that utilizes integrated computing systems for management of revenue, traffic, maintenance, operations and customer service.
- An Imbedded Fiber Optic Communications Network that provides high-speed backbone communications and transmission links between all video, voice, and data subsystems.
- A Mobile Communications Subsystem that connects SR-91 operations directly to the California Highway Patrol and the California Department of Transportation.

Together, these subsystems, the first to operate standards defined by the State of California, will increase efficiency, reduce pollution, and provide motorists with an alternative to SR-91’s congested existing lanes. For example, highway managers will use the ETTM system to vary user fees on the toll road and keep traffic flowing freely at peak commuter hours. When sensors and video cameras along the roadway detect impending traffic jams, tolls can be adjusted to maintain traffic flow. Toll incentives can be provided to encourage car pooling, and multi-passenger occupancy can be verified through specially coded AVI tags and video identification techniques. Cars without AVI tags can be automatically identified, and information recorded instantaneously through video image capture.

Equally important, SR-91 is being financed through a public/private partnership, which makes design and construction of the highway possible without direct tax funding. A combination of private funding and equity investment for the project is being provided by partners including Peter Kiewit Sons’, Inc., Coffinright Corporation, Granite Construction Company, and Connecticut General Life Insurance Company (CIGNA). All capital and operating costs, including policing and road maintenance, will be paid for by users, and revenues generated in excess of investor rates of return fixed under the franchise agreement will be used to retire project debt or returned to the California Highway Fund.

IVHS ON THE AUTOBAHN

The Bundesministerium für Verkehr (BMV), Germany’s Federal Ministry of Transportation, has selected MFS Network to participate in a trial of IVHS on the Autobahn, Germany’s famous high-speed highway system, as part of BMV’s IVHS evaluation program. The company was among ten selected from a field of 125 applicants for the field tests. MFS has successfully completed installation of an Electronic Toll and Traffic Management System on a 500-meter segment of Autobahn 555, between Bonn North and Wesseling. Field testing of the system was scheduled to start in June and continue for one year. The purpose of the trials is to evaluate the feasibility of using ETM systems on the Autobahn. The BMV intends to choose one or more trial participants to develop and install a national ETM system by the year 2000.

Because cars operate at such high speeds on the Autobahn, the BMV’s trial specifications are especially demanding. These specifications require that all ETM systems in the field trials be able to charge tolls based on distance traveled, automatically identify different types of vehicles, and change toll rates according to the time of day. And, they must accomplish all of these requirements on a highway where the average speed of motor vehicles exceeds 160 kph.

MFS’ ETM system can register tolls for vehicles traveling over 275 kph, and can identify vehicles with only 60 cm separating their transponder tags. It also has the capacity to register tolls for 6000 vehicles per hour on a three-lane highway.

The company is expected to participate in similar ETM trials in the U.K., which are scheduled to begin later this year.

From "Public Works" September 1994

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ALSITE NEWS
1994 ALSITE Board of Directors...

Immediate Past President:
Nancy A. Hudson
City of Birmingham
Traffic Engineering Dept.
710 20th Street North
Birmingham, Alabama 35203
Telephone: (205) 254-2450
Fax: (205) 254-2415

Vice President:
Robert Adams
Alabama Dept. of Transp.
1409 Coliseum Boulevard
Montgomery, Alabama 36130
Telephone: (205) 242-6122

Secretary-Treasurer:
J. Bruce Thomasson, P.E.
Asst. Division Maint. Engineer
Alabama Dept. of Transp.
1701 Beltline Hwy. North
Mobile, Alabama 36618
Telephone: (205) 470-8231

Affiliate Director:
Billy Joe DeRamus
Alabama Dept. of Transp.
1409 Coliseum Blvd.
Montgomery, Alabama 36130
Telephone (205) 242-6756

President:
Locke D. (Bubba) Bowden, P.E.
Traffic Engineer
City of Montgomery
P. O. Box 1111
Montgomery, Alabama 36101
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Fax: (205) 241-2414

Southern District Representative:
Rodney L. Long, P.E.
Transportation Engineer
Grove/Slade Associates, Inc.
3500 Blue Lake Drive, Suite 499
Birmingham, Alabama 35243
Telephone: (205) 967-9284

Assistant Affiliate Director:
William A. Flowers
Division Maintenance Engineer
Alabama Dept. of Transp.
1525 Coliseum Blvd.
Montgomery, Alabama 36110
Telephone: (205) 269-2311

1994 ALSITE Standing Committees, Representatives and Liaisons...

ALABAMA TECHNOLOGY TRANSFER
PROGRAM LIAISON:
Brian Bowman 844-6262

ASSOCIATED BUSINESS DIVISION:
Gary Dennis* 943-1541
Tommy Lee 943-2645

AWARDS:
Nancy Hudson* 254-2450
Dan Turner 348-6550
Darrell Skipper 967-9284
David Griffin 349-0240
Bob Vecellio 844-6286

CAREER GUIDANCE COMMITTEE:
Ken Cush* 234-8495
Bob Vecellio 844-6286
Jill Pitts 254-2450

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

ITE LEGISLATIVE COMMITTEE:
Don Arkle* 242-6164
Dan Turner 348-6550
Dick Garner 279-8807
Dale Lenoir 242-6163

MEETING ARRANGEMENTS,
PROGRAM, AND SITE SELECTION:
Robert Adams* 582-2254
Bob Vecellio 844-6286
Gary Dennis 943-1541

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

Robby Anderson* 242-6125
Paul Weldon 242-6121
Robert Camp 234-4265
Gerald Anderson 242-6275
Ken Cush 234-8495

Stuart Manson* 241-2910
James Brown 324-7725
Doug Booth 241-2910
Allen Brooks 241-2910
James Pollock 241-2910
Billy Joe DeRamus 242-6256

Nancy Hudson* 254-2450
Joe Robinson 349-0240
Harold Raynor 943-7000
Don Arkle 242-6164

Robert Adams 582-2254

* Committee Chair  ** Administrator

PAST PRESIDENTS
Jim Meads* 940-6420
Rod Long 967-9284
John Garrett 254-2450
Vic McSwain 434-7404
Charles Alexander 277-5233

SCHOLARSHIP
Nancy Hudson* 254-2450
Jim Meads 940-6420
Charles Alexander 277-5233
Dave Griffin** 349-0240
Chuck Carneal 943-1638
Jerry Reeves 967-3890

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COMMITTEE LIAISON
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TECHNICAL
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Bob Vecellio 844-6286
Lisa Ray 324-6421
James Brown 324-7275
Cecil Colson 242-6180
Jay Lindley 348-6550

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Ed Watt* (615) 842-3255
Don Vawter 381-5060

TRANSPORTATION CONSULTANTS
Ed Watt* (615) 842-3255
James Brown 324-7275

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