

GRANITE CHIPS

NEWSLETTER OF THE NH CHAPTER OF ITE

E-MAIL: NHITE@NEITE.ORG

WEB: WWW.NEITE.ORG/NH/



NHITE/MEITE/NE Joint Meeting

(By André H. Betit, Jr., PE – NHITE President)

The New Hampshire Chapter held its Annual Joint Meeting with the Maine Chapter and the New England Section on June 17, 2008 at the York Harbor Inn in York, Maine. The day program, "Roundabout Design Workshop," was presented by Jeff Shaw, P.E., PTOE, PTP of the Federal Highway Administration. The day program drew approximately 30 attendees.

Roundabouts are relatively new to the United States with the first modern roundabouts being built in the 1990's in Florida and Maryland. Jeff's presentation discussed roundabouts in general, policy considerations relative to roundabouts, planning for roundabouts, operation and safety of roundabouts, and geometric design of roundabouts.



Jeff indicated that recent data concluded that the severity of crashes in a roundabout are less severe than those occurring in a conventional intersection. Jeff also indicated that new tools from FHWA are being prepared to evaluate intersection safety. Specifically, the Interactive Highway Safety Design Model (www.ihsdm.org) and the Safety Analyst (www.safetyanalyst.org).

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Jeff provided examples of calculating intersection Level of Service for Roundabouts. The examples focused on the information provided in NCHRP Report 572 and the FHWA Roundabout Handbook. Jeff also indicated that the NCHRP Report 572 proposed LOS thresholds for roundabouts are expected to be adopted in the next HCM update expected in 2010.

Jeff presented several geometric considerations for roundabouts including multi-lane, Right bypass lanes, sidewalk treatments and bicycle treatments. Roundabout signing and striping options were also reviewed. As part of the striping options, Jeff included a discussion of proposed changes to the 2009 MHTCD. At the end of the presentation Jeff discussed the importance of landscaping and lighting as part of overall roundabout design.

Each attendee received a CD containing FHWA's publication: Roundabouts: An Informational Guide, NCHRP Report 572: Roundabouts in the United States, a Roundabout Capacity Analysis Spreadsheet Tool, and several roundabout Informational videos.

At the conclusion of his presentation, André Betit, NH Chapter President, presented Jeff with an honorary "Granite Chip" as a token of the NH Chapter's appreciation.

Past President's Award

(By André Betit, Jr., PE - NHITE President)

At the June meeting, the New Hampshire Chapter honored our most recent past chapter president, Robert Bollinger, PE, by presenting Bob with the "Robert M. Lee Past Presidents Award" in a special ceremony. Our thanks go out to Bob for his service to the Chapter.



2009 Membership Dues

Just a reminder that 2009 NHITE dues are due. Dues continue to be just \$10 per year. If you have not yet paid your dues, you can send them to David DeBaie or pay them at an upcoming event.

Upcoming ITE Events

NEITE Annual Business Meeting - December 1, 2008 - Warwick, RI

NH Chapter Meeting - December 16, 2008 - Concord, NH

To see a list of all activities and news relating to the ITE visit www.ite.org/site/event.asp or www.neite.org for NEITE specific information

Joint Chapter Meeting Focus on Safety

(By Nick Sanders, PE - NHITE Secretary-Treasurer)

Jeffrey Shaw, PE, PTOE a Safety & Design Engineer from the Resource Center at the Federal Highway Administration was the evening guest speaker at the annual Joint Chapter meeting with the New England, New Hampshire, and Maine sections. The Meeting was held on June 17th at the York Harbor Inn along the beautiful coast of Maine. After dinner, Mr. Shaw gave a presentation on the ITE Transportation Safety Council. Jeffery first framed the safety issue stating alarming the facts: 1.2 million people are killed in car crashes each year and the odds of a person born in the United States dying in a car crash are 1 in 84. He went on to say that the accident rates have leveled out and we need to figure out how to get the accident rates on the decline again.

ITE is positioned to make a difference in road safety with its global network of nearly 17,000



members in over 90 countries with improving involvement in many everyday issues such as: Preliminary Design, Signal Design, Access Management, ITS Technology Studies, Intersection Safety Studies, and Roadway Safety Audits. Specifically the ITE Transportation Safety Council has 759 members and is involved in the following Activities: Safety Action Plan

See *Joint Chapter Meeting* continued on page 5

President's Message

As we enter into 2009, there will be some changes within our chapter leadership. Due to personal commitments, Jean Marie Kenamer has decided to step down as Vice President. In addition, Nick Sanders has decided to step down as Secretary/Treasurer. I want to personally thank Jean Marie and Nick for all their help over the last few years.

For 2009, I have been nominated to continue a chapter President, Dave DeBaie has been nominated for Vice President and Debra Finnegan has been nominated for Secretary/Treasurer. I am looking forward to working with Dave and Deb in 2009. I want to thank Jeff Santacruce for his help with nominating officers for 2009.

In addition, to the elected offices, Nick Sanders has agreed to fill the position of Program Chairman for 2009 and Dave DeBaie has agreed to continue as Membership Chairman in 2009 unless a member volunteers to fill this position.

As has been said many times, the chapter is only as strong as the individuals that participate in its administration. If you would like to get involved, please contact any of us as we can always use the help.

Sincerely

André H. Betit, Jr., PE
President, NHITE

NHITE Fall Meeting Re-Cap

(By Jeffrey W. Santacruce, P.E. - Nominating Committee Chair)

The New Hampshire Chapter held its fall meeting on September 23, 2008 at the Common Man in Concord, New Hampshire. The technical sessions were broken down into two parts and consisted of two guest speakers from the New Hampshire Department of Transportation (NHDOT), Bureau of Traffic. The first part of the session was presented by Susan Soucie and covered the use of the new flashing yellow arrow signal display in New Hampshire. The flashing yellow is used during a permissive signal phase to allow drivers to make a left-turn after yielding to oncoming traffic and is replacing the use of the green ball with the supplementary warning sign "Left-Turn Yield on Green Ball" in many parts of the country. The use of the flashing yellow arrow by a municipality or state transportation agency is currently being allowed with the permission of the Federal Highway Administration (FHWA) upon written request. A national study demonstrated that drivers are less likely to make mistakes with the new flashing arrow as opposed to the traditional green ball.

See *NHITE Fall Meeting* continued on page 4

Nomination of 2009

NHITE Officers

NHITE is pleased to announce that the following individuals have been nominated as chapter officers for 2009:

- President - André H. Betit, Jr., PE
- Vice President - David DeBaie, PE
- Secretary-Treasurer - Debra Finnegan, PE

If you have not already received them, you should be receiving your ballots soon. When voting, please be sure to sign the envelope your ballot is in. If the envelope is not signed, it doesn't count.

NHITE Fall Meeting (*cont*)

The first flashing yellow arrow signal display has been installed at the intersection of Route 3A and Interstate 89 in Bow, New Hampshire. The signal was installed to allow the heavy northbound left-turn movement on Route 3A to operate in two modes. The first mode is a protected only movement concurrent with the southbound left-turns using a green left-turn arrow. Because of the high northbound left-turn volumes, however, the signal also operates in a northbound permissive left-turn mode with the use of the flashing yellow arrow indication. Susan showed a short video taken by the NHDOT of the new flashing arrow indication in operation. The video showed that drivers understood the flashing yellow as if it were a traditional green ball. Having heard about the yellow arrow several years ago, I was skeptical of how well drivers would understand the new indication without proper advanced warning or other learning tool. However, after traveling through this intersection several times since its installation, however, I was pleasantly surprised and quite pleased at how well drivers understood the new signal. Overall, the NHDOT Bureau of Traffic is pleased with the results of their first installation and is ready to begin working with towns and cities to find other appropriate locations to replace the existing green ball indications. That doesn't mean that the installation was flawless. There were several hurdles to overcome with the installation of the flashing yellow arrow because NHDOT uses a TS-1 control cabinet that is not prewired to allow the required changes. The NHDOT worked diligently with manufacturers to develop a method of wiring the required output through the back panel of the controller.

The second part of the presentation was given by Bill Lambert, Administrator of the Bureau of

Traffic and included a brief history of the Manual of Uniform Traffic Control Devices (MUTCD), the activities of the National Committee on Uniform Traffic Control Devices (NCUTCD), and an update on the status of the revised MUTCD that is due out next year. Some of the most notable additions to the new MUTCD will be the applicability of the guidelines in the manual. In the past, it has always been assumed that the MUTCD only applied to roadways. In the new manual, however, the applicability of the guidelines is being expanded to include any road or parking lot open to public travel. In addition, the new manual will provide a new standard for the text used on road signs that will increase the size of the text to 1 inch of height for every 30 feet of legibility based on a person with 20/40 vision. The current value is for 40 feet of legibility. Bill indicated that the majority of the revisions to the MUTCD are in the area of roadway signs for both roadways and roundabouts – some have been removed, some revised, and a large amount added.



Besides the flashing yellow arrow, the other changes that affect traffic signals include the requirement that countdown displays for pedestrian signals be used. Some changes to the pedestrian signal warrant have been made as well as the addition of signal Warrant 9 for signals installed at at-grade railroad crossings. Bill ended his presentation by reminding people that the AASHTO Subcommittee on Traffic Engineering will host their annual meeting in Manchester, New Hampshire June

Joint Chapter Meeting (*cont*)

(Update), Technical Activities, Industry Collaboration, Safety Partnerships, Education/ Training/Awareness, and Capacity Building.

In closing Jeffery encouraged us all to get more involved and consider joining an ITE Technical Council such as the Transportation Safety Council. Together we can make a difference! For more details on Jeff's presentation please view the "ITE Safety Indicatives Presentation to NEITE" PDF located on the NHITE web site <http://www.neite.org/NH/index.html>

NHITE Fall Meeting (*cont*)

14-19, 2009 and that the NCUTCD will be holding their semi-annual meeting in Manchester, New Hampshire, June 18-19, 2009. He urged everyone to attend as the meetings both relate to issues and concerns that we all face as traffic engineers on a daily basis. There was also some discussion on the possibility of scheduling a Professional Traffic Operation Engineers exam (PTOE) during that week if there was enough interest by local ITE membership. If you are interested in taking the exam, please let one of the NHITE officers know, so that we can begin petitioning the Transportation Professional Certification Board to allow us to host an exam during the 2009 meeting in Manchester.

NHITE Leadership for 2008

President

Andre H. Betit, Jr., P.E.
Stantec
175 Canal Street
Manchester, NH 03101
Phone: (603) 669-8672
Fax: (603) 669-7636
E-mail: Andre.Betit@stantec.com

Immediate Past President

Robert E. Bollinger, P.E., PTOE
RE Bollinger Engineering, PLLC
74 Northeastern Blvd., Suite 20B
Nashua, NH 03062
Phone: (603) 880-5100
Fax: (603) 880-6507
Email: reb@reb-eng.com

Granite Chips Newsletter Editor

David Saladino, P.E., AICP
Resource Systems Group
55 Railroad Row
White River Junction, VT 05001
Phone: (802) 295-4999
Fax: (802) 295-1006
E-mail: dsaladino@rsqinc.com

Vice President

Jean Marie Kenamer
City of Nashua
4 Riverside Street
Nashua, NH 03062
Phone: (603) 589-4758
Fax: (603) 594-3395
E-mail: kennamerj@ci.nashua.nh.us

Membership Chair

David J. DeBaie, P.E., PTOE
Stantec
175 Canal Street
Manchester, NH 03101
Phone: (603) 669-8672
Fax: (603) 669-7636
E-mail: DDebaie@stantec.com

Nominating Committee Chair

Jeffrey W. Santacruce, P.E.
Greenman-Pedersen, Inc.
61 Spitbrook Road, Suite 110
Nashua, NH 03060
Phone: (603) 891-2213
Fax: (603) 891-6449
E-mail: jsantacruce@gpinet.com

Secretary-Treasurer

Nicholas B. Sanders, P.E.
VHB, Inc.
Kilton Road
6 Bedford Farms, Suite 607
Bedford, NH 03110
Phone: (603) 644-0888
Fax: (603) 644-2385
Email: nsanders@vhb.com

Program Chair

Vacant

Our Sponsors



Paul Konieczka, AICP
Senior Vice President

540 Commercial Street
Manchester, NH 03101

ph: (603) 668-8223 ext. 106
fx: (603) 668-8802
www.cldengineers.com

paulk@cldengineers.com



McFarland-Johnson, Inc.

Concord Center
10 Ferry Street, Unit 11, Suite 210
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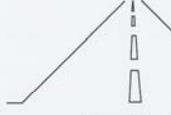


Robert E. Bollinger
Engineering, P.L.L.C.

Transportation Engineering & Planning

Robert E. Bollinger, P.E., PTOE

74 Northeastern Boulevard, Suite 20B ~ Nashua, NH 03062
Tel. (603) 880-5100 ~ Fax (603) 880-6507
Email: reb@reb-eng.com ~ www.reb-eng.com



Stephen G. Pernaw
& Company, Inc.

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Stephen G. Pernaw, P.E., PTOE
President

47 Hall Street, Suite 3 • Concord, NH 03301
tel: (603) 228-5750 • fax: (603) 228-5886 • sgp@lr.net



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