Utility Poles as a Roadside Hazard:
The Intersection of Roadway Design and Tort Liability
Submitted by: William F. Lyons, Jr., P.E., PTOE, AICP, Esq.
Edmund Baldwin

MassDOT Statewide Flashing Yellow Arrow Implementation Program
Submitted by: James M. Danila, P.E., PTOE
Dear NEITE Members:

It’s 2015 and we’ve hit the ground on our skis! Our first New England Section Executive Board Meeting was held on January 21st at Mount Snow Ski Resort in West Dover, Vermont. That morning eleven of us took to the slopes, skiing and snowboarding on the well groomed, man-made snow in comfortable temperatures compared to past years. I would like to thank Jennifer Conley, P.E., PTOE and the Vermont Chapter for doing a wonderful job organizing this meeting. After the board meeting, over twenty members attended the technical sessions. The topics were diverse and included subjects on stormwater compliance for linear projects, Mount Snow Resort’s Transportation Master Plan, and a discussion on the new organizational structure at the Vermont Agency of Transportation (VTrans).

Some Thanks Are In Order

I would like to give a heartfelt thank you to Past President Michelle Danila, P.E., PTOE for guiding us through a successful 2014. As the first President of the New England Section to have a newborn during her tenure, she was still able to preside over all but one board meeting and quickly filled the many vacancies within the Section’s committee chair positions. Her organizational skills were needed, handling the agendas and issues efficiently to get us out of the board room on time! Michelle passed on some tips to me and I’m glad to have her help this year.

I would also like to thank Jeffrey R. Gomes, MCPPO who has served on the Section’s Executive Board for three years, including service as Section Treasurer and Chair of the Program Committee. I hope Jeff will join us again soon and consider serving as a committee chair!

Reviewing the Executive Board Minutes

At the January Executive Board Meeting, the Board passed a budget for 2015 and briefly discussed the Section’s goals, the 2015 calendar and vacant committee chair positions. The Section goals for 2015 will build on last year’s goals, implementing the recently updated Strategic Plan and retaining and increasing Section membership.

I would like to welcome Dave J. DeBaie, P.E., PTOE of New Hampshire and John Q. Adams, P.E., PTOE of Maine to the Section’s Executive Board as the 2015 Junior Directors. In addition, I would like to welcome the following new committee chairs:

- Kim Hazarvartian, Ph.D., P.E., PTOE | TEPP LLC | Awards Chair
- Ian A. McKinnon, E.I.T. | Tetra Tech | Membership Chair
- Michelle Danila, P.E., POE | Toole Design Group | Goals & Objectives Chair
- William F. Lyons Jr., P.E., PTOE | For Hill Infrastructure | Past Presidents Council Chair

A special thank you to Doug Prentiss who chaired the Awards Committee for many years and the previous committee chairs for all their effort in helping the Section!

Upcoming Events

Please try to attend these upcoming NEITE events:

- The University of Massachusetts Amherst Student Chapter will be holding their 16th Annual Technical Day together with the Student Symposium on March 26th in Amherst, MA.
- The next NEITE Section Board Meeting will be with the Connecticut Chapter on April 8th at the Manchester Country Club.
- The Northeastern District Annual Meeting will be held on May 13th – 15th in Albany, New York.

Keep a look out for these event flyers!

I look forward to an exciting and successful new year for the Section while we continue to share transportation knowledge on the job, in the conference room, and during social hours. If you have any questions or suggestions, please feel free to contact me at hallisey@pbworld.com or 860.815.0269.

Sincerely,

Joseph Hallisey, P.E.
New England Section President
New England Section Directory

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Institute of Transportation Engineers:
http://www.ite.org

ITE Northeastern District:
http://www.northeasternite.org

ITE New England Section:
http://www.neite.org

ITE Upstate New York Section:
http://www.itenyupstate.org

ITE New York Metro Section:
http://ite-metsection.org

Young Professionals in Transportation - Boston Chapter
http://www.ypnboston.org/

Boston Society of Civil Engineers:
http://www.bsoces.org

American Society of Civil Engineers:
http://www.asce.org

ASCE New Hampshire Chapter:
http://www.ascenh.org

ASCE Vermont Chapter:
http://sections.asce.org/vermont

ASCE Maine Chapter:
http://www.maineasce.org/maine

ASCE Connecticut Chapter:
http://www.csce.org

ASCE Rhode Island Chapter:
http://riasce.org

Urban Land Institute:
http://www.uli.org

MA Association of Consultant Planners:
http://www.maconline.org

The American Planning Association Northern New England Chapter:
http://www.mncepa.org

APA Massachusetts Chapter:
http://www.massapa.org

APA Connecticut Chapter:
http://www.ccopec.org

APA Rhode Island Chapter:
http://www.rhodeislandapa.org

On the Cover: Heavy snow falling on the MBTA Blue Line as a train leaves Wonderland Station in Revere, MA. Photo Source: Alex T. Lovejoy, E.I.T.

On the Back Cover: Early snow on the Kangamangus Highway (Route 112) in Bartlett, New Hampshire. Photo Source: Kevin R. Dandrade, P.E., PTOE
Looking Forward into 2015

I am happy to report that the New England Chronicle was successful once again in meeting its goal to release four issues during the 2014 calendar year. A month into 2015, this year looks to be no different. The goal of the New England Section staff here at TEC, Inc. is to provide the New England Section of ITE a handheld interface between its 600 members, the various State Chapters, our Section’s Executive Board, and ITE as a whole.

To make 2015 as successful as the previous years, I would also like to take this opportunity to welcome all within the New England Section to contribute their experiences, opportunities, challenges, and innovative strategies to the New England Chronicle; to share knowledge within the many aspects of transportation engineering and planning.

A Look Back at the 2014 New England Section

As always, our Winter Edition of the New England Chronicle highlights those New England Section members who were recipients of our Section Awards. Pages 10 and 11 of the Chronicle provide information on our four award recipients as well as the plaque text engraved on each award. In addition, images of the 2014 New England Section Annual Meeting have been included. I hope you did not miss out this past December.

Articles

In this quarterly issue, the New England Chronicle features two condensed articles, including: Utility Poles as a Roadside Hazard shared by William F. Lyons, Jr., P.E., PTOE, Esq. and Ned Baldwin of Fort Hill Infrastructure Services, LLC and a look at the Massachusetts Department of Transportation (MassDOT) Statewide Flashing Yellow Arrow Implementation Program shared by Jim M. Danila, P.E., PTOE of MassDOT - Highway Division. In addition, Christina M. Dube, E.I.T., formerly of UMass Amherst, shares her research on distracted driving as part of our continued “Student Research Spotlight” series.

A Thank You to Our Sponsors

I would be remiss if I did not convey my thanks to all those New England companies and firms that have renewed their sponsorship of the New England Chronicle in our Section’s Professional Services Directory. We were fortunate enough at the start of 2015 to welcome four new sponsoring firms to the Directory over the past month. The Chronicle will continue to reach out to the many New England companies and firms in hopes that we can assist in promoting the great engineers, planners, and vendors that make up our New England Section of the Institute of Transportation Engineers.

Contributions to the Section

I would again like to thank all contributors to the fourth and final issue of 2014. Behind the scenes, it takes many people across the Section’s membership to put together the award winner newsletter publication of your New England Section. I hope you enjoy the last issue of the 2014 calendar year.

Samuel White Gregorio, P.E.
Chronicle Editor

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Please remember to visit the New England Section website at http://www.neite.org and our updated Section Directory for information on the New England Section.
Utility Poles as a Roadside Hazard: The Intersection of Roadway Design and Tort Liability

WILLIAM F. LYONS, JR., P.E., PTOE, AICP, ESQ.
President
Fort Hill Infrastructure Services, LLC

NED BALDWIN
Project Manager
Fort Hill Infrastructure Services, LLC

Executive Summary
In the United States, automobile use is extensive and pervasive. Vehicle accidents are such a common occurrence that they are considered an unavoidable part of normal activity. As a result, there is a legal duty to provide safe roadways that are clear of undue hazards. Transportation policy and design standards reflect this by recommending the provision of a “clear zone” along the edge of the road. A clear zone is an “unobstructed, traversable roadside area that allows a driver to stop safely, or regain control of a vehicle that has left the roadway.” Nonetheless, along many public roadways in New England and across the United States, above-ground utility infrastructure is located inappropriately close to vehicular traffic, creating a potential hazard. Impact with utility poles is a major category of vehicular accidents, including a large share of fatal crashes. As such, roadway jurisdictions and utility companies should share responsibility for the damages incurred from these collisions.

Legal Framework
Automobile accidents have been recognized by the courts as a “frequent and inevitable contingency of normal automobile use.” In addition, the courts have recognized the distinction between the reason a vehicle departed from normal traffic movement and the reason damage was suffered in a subsequent collision: “If a governmental body or private party created a dangerous condition near a highway, the condition may be one cause of an injury.” Legal Framework

Standard of Care
The American Association of State Highway and Transportation Officials (AASHTO) is the national body that develops the standards for customary and ordinary practice in roadway design. AASHTO standards have been incorporated into the design guidelines of many state departments of transportation, including the Massachusetts Department of Transportation’s (MassDOTs) Project Development & Design Guide, and are referenced by the Federal Highway Administration (FHWA) as the guiding principles of roadway design. Therefore, for measuring reasonable care in avoidance of roadway hazards, AASHTO guidelines can be considered the standard of care.

AASHTO guidelines specify the need for a clear zone “beyond the edge of the traveled way, available for safe use by errant vehicles.” Vertical obstructions should not be located within the clear zone. The width of the clear zone depends on traffic volume, design speed and roadway geometry. The minimum recommended clear zone is seven (7) feet. Roads with higher volumes and faster design speeds should feature wider clear zones. Slopes and curves also influence the size of the clear zone.

However, AASHTO recognizes that in urban environments right-of-ways are often constricted such that providing a full clear zone may not be practical. AASHTO recommends that in these circumstances there should still be an offset of at least 4
Continued from Page 5

feet, with at least 6 feet on the outer side of a curve. In addition, since utility poles “can pose a substantial hazard”, AASHTO states that “known utility pole hazardous locations should be avoided” and poles should be as far as possible from travel lanes.3

Existing Conditions
Throughout Massachusetts, electricity and telecommunication providers utilize roadside poles to support cables and related distribution equipment. These poles are placed with the concurrence of the local jurisdiction with authority over the right of way through a process called a “Grant of Location.” Roadside poles are involved in numerous vehicular accidents and “far too many people...are being killed and injured each year in collisions with utility poles.”10

Allowing these roadside hazards to be installed and maintained in close proximity to normal traffic flow contributes to property loss, injury and death. As such, some responsibility should rest upon the locality and the utility: “Where such hazards exist, the duty to maintain the roads in a safe condition means much more than merely an obligation to preserve the roads in their original condition. It includes the duty to make the roads safer.”11

Conclusion
In Massachusetts and throughout the United States, unsafe roadway conditions exist due to the placement of utility poles within what should be an unobstructed roadside clear zone. Bodily injury and property damage suffered by people traveling the public roads is in part caused by the presence of the poles, yet under current practices the liability for compensation rests with the driver and his or her insurer. These public nuisances exist due to negligence on the part of the locality and the utility in taking reasonable care, and some liability should be assumed by them for the result.

References
2 Larsen v. General Motors Corporation, 391 F.2d 495, United States Court of Appeals 8th Circuit, March 11, 1968.
5 Utilities and Roadside Safety, Transportation Research Board, National Academy of Sciences, 2004; Page 5.
7 Utilities and Roadside Safety, Transportation Research Board, National Academy of Sciences, 2004; Page 33.
8 Roadside Design Guide, 3-1 The Clear Zone Concept, AASHTO, 2011
9 Roadside Design Guide, Chapter 10 Roadside Safety in Urban or Restricted Environments, AASHTO, 2011

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- Strategic Highway Safety Plan, 2005
- A Policy on Geometric Design of Highways and Streets, 2004

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- Utilities and Roadside Safety, 2004
- Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, 2004

Ned Baldwin is a forensic engineering, urban planning, and real estate development consultant. He holds a Masters in Urban Planning from the University of Virginia and a MBA from Boston University. He is a Project Manager for Fort Hill Infrastructure Services LLC, a Boston based architecture and engineering consulting firm.

William F. Lyons Jr., Esq., P.E. is an attorney, a transportation engineer, and an expert witness. He holds a Juris Doctor from Suffolk University Law School, a Master of Transportation and Urban Systems from North Dakota State University, a Master of Strategic Studies from the US Army War College, and a Bachelor of Science in Electrical Engineering from Norwich University. He is the CEO of Fort Hill Companies.
Applications for the future June 1st to 30th, 2015 computer-based exams of Professional Traffic Operations Engineer (PTOE) and Professional Transportation Planner (PTP) are due April 15, 2015.

Please note that applications received after the deadline will require an additional $75 late fee to process the application in addition to the application and examination fee that must accompany the application. TPCB will try to accommodate late applications but there is no guarantee they will be able to do so.

For a list of available exam cities, please visit: http://castleworldwide.com/mainsite/ibtsites/default.aspx
Approximately 25 percent of all crashes that occur at traffic signals in Massachusetts have been attributed to left turning vehicles. Due to the angle of impact of collision, a crash that involves a left turning vehicle is more likely to cause injuries or fatalities. As a part of our goal to significantly reduce fatalities and injuries on our streets and highways, the Massachusetts Department of Transportation – Highway Division (MassDOT) has been examining different countermeasures to reduce the likelihood of left turn crashes at signalized intersections.

One potential contributing factor to left turn crashes is Protected-Permissive Left-Turn phasing (PPLT). PPLT is designed to give left turning vehicles a Steady Green Left Arrow for a period of time when opposing traffic is stopped – the Protected portion of the phase – and is followed by a Steady Yellow Left Arrow. Following the Yellow Left Arrow, a Steady Green Circular indication is provided and left turning vehicles are required to yield to oncoming traffic in the Permissive portion of the phase. Most drivers recognize this type of phasing when they see the following traffic signal:

![Figure 1: Part of MUTCD Figure 4D.11 (Page 472)](image)

**Figure 1: Part of MUTCD Figure 4D.11 (Page 472) - Typical Position and Arrangements of Shared Signal Faces for Protected/Permissive Mode Left-Turns**

*Source: 2009 Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)*

Left turning crashes typically occur in this scenario during the Permissive phase; motor vehicle operators either forget or do not comprehend that a Steady Green Circular indication requires left-turns to yield to oncoming traffic. Over the past several years engineers have begun to add a supplemental sign, as shown in the figure, to reinforce this message, but these crashes continue to prevail.

An alternative to the traditional PPLT signal face is included in the latest edition of the *Manual for Uniform Traffic Control Devices for Streets and Highways (MUTCD)*, which was adopted in Massachusetts in January, 2012. This new signal face is referred to as a Flashing Yellow Arrow (FYA). Similar to the traditional PPLT phasing, the signal transitions from a Steady Green Left Arrow to a Steady Yellow Left Arrow. However, instead of providing a Steady Circular Green for the permissive phase, a Flashing Yellow Left Arrow is displayed to left turning vehicles:

![Figure 2: Part of MUTCD Figure 4D.12 (Page 473)](image)

**Figure 2: Part of MUTCD Figure 4D.12 (Page 473) - Typical Position and Arrangements of Separate Signal Faces with Flashing Yellow Arrow for Protected/Permissive Mode and Protected Only Mode Left Turns**

*Source: 2009 MUTCD*

Flashing Yellow Arrow Left Arrow tend to make a safe maneuver, i.e. stopping and yielding to oncoming traffic, whereas left turning drivers that do not understand the meaning of the traditional Steady Circular Green often do just the opposite.

As a pilot project MassDOT installed a FYA signal at the intersection of Pittsfield Road (U.S. Route 20) and Holmes Road in Lenox, a location that operates PPLT phasing and had a history of a high number of left turn crashes. Completed in January, 2013, the intersection has seen a significant reduction in left turn crashes and the change has earned praise from the Lenox Police Department.

Based upon the national research and statistics and the successful pilot project in Lenox, MassDOT has begun to move forward with a systematic project that will convert all...
Quarterly Images

Learning Stormwater Techniques
Marla Keene of Vanasse Hangen Brustlin, Inc. discusses stormwater compliance and the regulatory environment at the Winter Vermont Chapter Meeting held at Mt. Snow in West Dover, Vermont.

Executive Board Discussions
The first New England Section Executive Board Meeting of 2015 went off without a hitch in West Dover, Vermont this past January.

Fearless Leader
John J. Kennedy, P.E., PTOE takes his oath as the ITE International President for 2015.

Talking Transit Signal Priority
Joseph Herr, P.E., PTOE was one of many who presented their experiences with Transit Signal Priority on the RIPTA R-Line.

Continued from Page 8

eligible traffic signal that operate with PPLT phasing from the traditional display to the FYA. This work will take place at over 350 State Highway traffic signals, covering 148 cities and towns across the Commonwealth.

Design work for the first stage of this project began in-house in 2013 with an inventory of approximately 1,400 traffic signals on the State Highway system. The first set of construction contracts were advertised in the fourth quarter of 2014 and will be awarded in early 2015. These contracts will cover existing traffic signals that do not require substantial changes to signal structures and require minor traffic signal controller cabinet and signal face modifications. Anticipated to be completed over two years, these contracts will retrofit nearly 75 percent of the eligible locations.

Some signals will be upgraded to FYA in the interim through previously designed capital and maintenance projects. The second State Highway signal to see this type of upgrade is the intersection of Great Road (MA Route 119) and King Street (MA Route 110) in Littleton. This location was the topic of a MassDOT blog post in December, 2014 (http://blog.mass.gov/transportation/massdot-highway/massdot-new-traffic-signal-technology/) and the subject of numerous other press articles within the Commonwealth.

The remaining locations, which require more detailed design, will be designed by on-call consultants and are expected to be advertised in 2015 and 2016, with construction expected to take place in 2016 and 2017. Construction costs for all advertised FYA retrofit projects will be split 90/10 between the FHWA and

MassDOT’s solution at dangerous intersection in Lenox: A flashing yellow arrow
By Shannon Farms, Spotted to the Eagle

LENOX – The state Department of Transportation’s solution to the accident-prone Pittsfield Road-Hidden Road intersection – a new traffic signal system that includes a flashing yellow-left-turn arrow to alert motorists drivers on Route 7 to be cautious with southbound motorists – is drawing reactions of cautious optimism from local officials.

The MassDOT remedy was outlined at a meeting Wednesday with District 5 Director Peter Tides and the regional headquarters of Route 7 attended by Traffic Manager Gregory Fodenpelt and Lenox Police Chief Stephen O’Brien.

The intersection has been the site of three serious accidents this fall and during the beginning of 2014, according to data compiled by Tides and forwarded to MassDOT last month.

What the new signals mean

A flashing yellow-left-turn arrow is the most obvious new addition.

The one left-turn signal has been replaced with two, one for each direction of travel.

In support of its solution, MassDOT pointed to use of the new signal configuration in use in Michigan, Nevada, and the St. Louis, Mo. area and cited research funded by the Federal Highway Administration that left-turn crashes can be reduced by as much as 20 percent after signals like it are installed.

The new signals in use.

In a presentation to the Lenox Board of Selectmen, MassDOT’s James M. Danila said that the signals will alert motorists to the dangerous intersection and will reduce left-turn crashes.

MassDOT using Highway Safety Improvement Program (HSIP) funding. Upon completion of all work, crash data at signalized intersections will be reevaluated to determine the crash reduction benefits in Massachusetts.

MassDOT will continue to work closely with media outlets for local outreach and education efforts during construction. Staff is also available to offer technical assistance to cities and towns doing retrofit work on municipally-owned signals.

James M. Danila, P.E., PTOE is the Assistant State Traffic Engineer in the Highway Division of the Massachusetts Department of Transportation. Jim received his B.S. in Civil Engineering with a Minor in Environmental Science from Lafayette College in Easton, Pennsylvania. He is currently an active member of ITE.

Would You Like to Contribute to the New England Chronicle?

Would you like to contribute to an award winning New England Chronicle newsletter? The New England Chronicle’s Editor Staff at TEC, Inc. is seeking members (both professionals and students) who are interested to write both short and feature articles for publication in the upcoming New England Chronicle issues. Both short and feature articles should be about technical topics, professional matters, innovative projects, and cutting-edge solutions that affect transportation engineering and planning.

Typically short article would consist of 1,000 to 2,500 words and feature articles would consist of 2,000 to 4,000 words. Each article should include a head shot and bio of all participating authors. Further details for each article submission can be given upon request.

For more information on how you can become a New England Chronicle contributor contact the New England Chronicle Editor: Samuel W. Gregorio, P.E. at sgregorio@theengineeringcorp.com.
The 2014 New England Section Awards

Committee Members
The 2014 New England Section Awards Committee was comprised of Roger Dickinson (Vermont), Diane Morabito (Maine), Kim Hazarvartian (New Hampshire), David Freeman (Rhode Island), Joseph Balskus (Connecticut) and chaired by Douglas Prentiss who also voted as the Massachusetts representative. The Awards Committee’s guidelines identify that upon selection by the President, the Chairperson appoints a committee including a member from each state who will serve a three-year term. There are carryovers as the guidelines state that terms should be three years, and two members ‘turnover’ each year. Each Committee member is a past award recipient, a NEITE requirement.

Process
The guidelines speak to the Chairperson reporting directly to the Section President. Otherwise the nomination process is open to the general membership. A database is kept by the Chairperson of past nominees which may be reused for future nominations. E-mail has facilitated the exchange of information among the committee. In 2014, all of the coordination/voting was completed by email. Candidate nominees were solicited from the membership via Section meetings, the Section Executive Board, State Chapter Officers, and general Section input.

2014 Presentation
Presentations were made by various Section members at the New England Section’s Annual Meeting in Warwick, Rhode Island on December 1, 2014. The recipient of the 2014 Sections awards are:

Transportation Leadership Award:
Richard A. Davey
Former Secretary and CEO
Massachusetts Department of Transportation

Transportation Engineer of the Year:
Joseph J. Giordano, P.E.
President / CEO
Gordon R. Archibald, Inc.

William P. McNamara Distinguished Service Award:
Joseph F. Segale, P.E., PTP
Policy, Planning, & Research Bureau Director
Vermont Agency of Transportation

Emerging Professionals Award:
Keith E. Wеннers, E.I.T.
Traffic Engineer
Vanasse Hangen Brustlin, Inc.

The New England Section of the Institute of Transportation Engineers’ TRANSPORTATION LEADERSHIP AWARD is presented to Richard A. Davey

As Secretary of the Massachusetts Department of Transportation from Sept 2011 - Oct 2014, he re-instilled the public faith in the transportation system and through his leadership was instrumental in easing the maintenance backlog on the roadway system, and well as enhancing new projects like the South Coast Rail and the Green Line Extension.

Prior to joining MassDOT, Secretary Richard A. Davey served in a variety of capacities, including General Manager of the Massachusetts Bay Commuter Railroad (MBCR) in 2008. In 2010 he was appointed general Manager of the MBTA, a position he served prior to becoming MassDOT Transportation Secretary. He has been instrumental in Massachusetts’s efforts to provide every region of the state with a safer, more efficient transportation system. At MassDOT he has been known for his work as an effective executive who was able to balance his responsibilities and has always pushed for more transportation funding. In 2013-2014 he led the administration's push for tax increases to re-invest in transportation designed to ease a maintenance backlog on the state’s roads and bridges.

This transportation financing included such projects as:
- the “Fast 14”;
- the accelerated bridge program (ABP);
- the controversial fare hikes at the MBTA;
- electronic tolling; and
- assisting in paving the way for major new projects such as:
  - the South Coast Commuter Rail
  - the extension of the MBTA’s Green Line to Medford.

The New England Section of the Institute of Transportation Engineers’ WILLIAM P. McNAMARA DISTINGUISHED SERVICE AWARD is presented to Joseph F. Segale, P.E., PTP

Policy, Planning, and Research Bureau Director for the Vermont Agency of Transportation for many years of outstanding service as President of the Section and to the Board for his persistence in coordinating public and private participation in the New England Section and his continuing contributions to NEITE.

As a young engineer right out of undergraduate school, Joe started his career working for a construction company managing all phases of commercial, institutional and industrial construction projects in New England. After a number of years working outdoors, Joe went back to school to obtain his M.S. in City and Regional Planning from Clemson University where he initiated his real interest in transportation and regional planning. He joined ITE in 1995.

Joe then dabbled back and forth for a number of years from municipal and regional government to the private sector, where he has served until about three years ago. Presently Joe is Policy and Planning Manager for the Division of Policy, Planning and Intermodal Development for the VTRANS. He is involved in production of major transportation policies which guide the State spending and decision-making.

While he was working his way along in his career he found time to be a Selectman in his home town of Huntington, VT and is a past Chapter President of Vermont ITE. He was President of the NEITE in 2013, where he had been instrumental in assuring public sector participation in the Section. Joe has a B.S. Civil Engineering degree from Worcester Polytechnic Institute and a M.S. in City and Regional Planning from Clemson University.
The New England Section of the Institute of Transportation Engineers’ EMERGING PROFESSIONALS AWARD is presented to Keith E. Wenners, E.I.T.

Traffic Engineer at Vanasse Hangen Brustlin, Inc. for his contributions to the New England Section of ITE as former Secretary of the UMass Student Chapter in 2012-2013, his graduate work on distracted driving and his continued growth as an Emerging Transportation Engineer while on the NEITE Program Committee.

Keith received his B.S. in Civil Engineering from the University of Rhode Island and then attended UMass-Amherst where he received his M.S. in 2012. He had been an active member of the UMass Amherst Student Chapter of ITE, joining in 2012, and has served as Chapter Secretary while he was a Graduate Research Assistant.

Keith’s graduate research was related to direct observations of cell phone use to quantify distracted driving. He has published a few articles on the subject, including presenting at the Transportation Research Board Annual Meeting in Washington, D.C. He was recognized for contributions with the Student Service Award in 2013 from the UMass Amherst Student Chapter.

Keith started his professional career at Tetra Tech Rizzo, before joining Vanasse Hangen Brustlin, Inc. in Springfield, MA, where he presently works. Still maintaining his professional drive, he is working part-time on his Ph.D. at UMass Amherst and presently is a member of the New England Section Program Committee.

"It’s a great honor that the NEITE has presented this award to me,” said Wenners. “My graduate experience at UMass and current involvement with the NEITE makes me feel like I’m really contributing to the engineering field.”

The New England Section of the Institute of Transportation Engineers’ TRANSPORTATION ENGINEER OF THE YEAR AWARD is presented to Joseph J. Giordano, P.E.

President and CEO of Gordon R. Archibald, Inc. for outstanding leadership as Project Manager for the full interchange study in West Greenwich as well as the award-winning bridge projects in Lincoln and Cumberland that were recognized by RIDOT.

Joe is a registered Professional Engineer in multiple New England states and a long-time member of ITE, initially joining in April 1982.

Joe originally started his career with RIDOT in the early 1970’s and has worked in various capacities in the consulting field. He was the principal responsible for a major transportation study for a proposed full interchange on Interstate 95 in West Greenwich, Rhode Island. He also served as the Project Manager for a corridor location study which included a Draft and Final Environmental Impact Statement for improved highway access to the Quonset Davisville Port and Commerce Park North Kingstown, from the existing Route 4 freeway in East Greenwich, Rhode Island.

He was Project Manager for the Berkeley and Martin Street Bridges in Lincoln and Cumberland, Rhode Island. Under Joe’s leadership, this project was presented with the 2008 Pioneering Award by the RIDOT. He recently was the lead engineer on five (5) round-a-bouts in Rhode Island.

Joe is the past president of the Rhode Island Consulting Engineers, otherwise known as RICE. RICE has become an active supporter and participant in the Engineer Career Day Program sponsored by the RIDOT and others. Joe has a B.S. from the University of Rhode Island and a M.S. in Transportation from the Polytechnic Institute of New York.
Student Research Spotlight: An Observational Evaluation of Safety Resulting from Driver Distraction

CHRISTINA M. DUBE, E.I.T.
Traffic Engineer
Vanasse, Hangen, Brustlin, Inc.

Distracted driving can be defined as “any activity that could divert a person’s attention away from the primary task of driving” and is further classified into three types of distractions: visual, manual, and cognitive. Texting while driving incorporates all three types of distractions (visual, manual, and cognitive) within a single action and, as a result, decreases driving performance. In particular, distracted driving through the use of cell phones has become increasingly controversial in recent years in part due to the continual increase of the number of cell phones in use. In the United States in 2011, distracted driving was listed as a causal factor in 3,331 fatalities and 387,000 injuries, and in 2012 the death toll was similar with 3,328 fatalities and 421,000 injuries. Many states within the United States have passed laws that restrict cell phone use in an effort to decrease the fatalities and injuries associated with distracted driving on an annual basis. Some states have succeeded in making primary laws against talking or texting while driving, while many other states struggle to pass this regulation. There is concern related to these trends given the increased prevalence of cell phones within the market coupled with the added distraction that may be present from the increased functionality and reliance associated with smart phones.

Research has shown “increased driving performance degradation and proportionately less time spent focusing on the road while texting, relative to baseline driving”. With regards to direct observation of cell phone usage and texting the approach to completing observations has been somewhat limited. Most of the research completed to date, uses direct observations from an intersection setting, where vehicles are either stopped or slowed allowing for an observation to be made. There was a need for expanded research on distracted driving performance as related to the specifics of its prevalence within the driving environment.

By randomly observing drivers within the traffic stream, this research attempted to find commonalities among drivers and further understand driver behavior while distracted. This type of mobile observation had the ability to shed light on natural driving behaviors without any sort of driver bias. By analyzing distracted driving behavior, transportation engineers can incorporate various elements into the roadway design in an effort to enhance traffic safety.

By completing a mobile observation on a high speed roadway, the drivers who were engaging in secondary activities were observed for a short span of time. The aim was to observe distracted drivers in their “natural habitat” as they made the decision to use a cell phone collect data regarding their driving behavior.

Before the data collection team was assembled and sent out into the field to observe drivers, several items were addressed. A list of vehicle, driver, and distraction information of the observed vehicles were recorded by the research team for analysis. Basic information about the location of observation such as time of day the observations began and ended, roadway type, number of travel lanes, and speed limit for the given observation area were recorded. If the observation was taken while a vehicle was not at free flow speed (i.e. stopped at an intersection or stopped due to congestion) it was noted by the observer. The major observation emphasis areas were the following: vehicle type, travel lane positioning, vehicle action, vehicle speed, driver information, and passenger information. Additional variables included the driver’s gender, approximate age range, distraction type, and the steering wheel holding position during the distraction. It was important that vehicles with an attentive driver were also be recorded for comparison to distracted drivers. The passenger information of a vehicle was collected for the purpose of determining whether or not the presence of a passenger likely increased or decreased the chance of a driver to operate a vehicle while distracted.

The motivation of the mobile distraction observation task was directly rooted in the desire to evaluate firsthand the prevalence and role of distraction from vehicles within the traffic stream. As noted, many of the direct observation studies completed to date are limited to solely intersection locations with varying degrees of vehicle movement. Both qualitative and quantitative observations were made on a selected sample of roadways with diverse characteristics across Massachusetts. The selected roadways varied across several key independent variables, including number of lanes, shoulder width, speed limits, and traffic conditions. To capture observation data, a single driving observation period was typically segmented into various components with similar cross-section and traffic attributes. The segment designation allowed for the observers to note any changes in roadway characteristics, such as lane configuration or speed limit. For example, if an interstate expanded from two lanes to three lanes, this lane configuration change indicated an end point for the previous segment and a starting point for a new recording segment. This was done so that the driver observations could be analyzed according to similar roadway configurations from different driving periods. In total, 17 separate driving periods were completed, resulting in a total of 89 roadway segments with associated driver observations. These 89 segments or sections of roadway were a combination of single occurrence observation roadways and repeated observation roadways.

The resulting field observation trips resulted in a total of 1,575 recorded driver observations. Some of the more noteworthy findings are presented below:

- The distraction categories of cell talk, cell touch, no distraction, and other were recorded for each of the 1,575 vehicles as shown in Table 1.

<table>
<thead>
<tr>
<th>Distraction Type</th>
<th>Count</th>
<th>Percentages of Observations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cell Talk</td>
<td>124</td>
<td>7.87%</td>
</tr>
<tr>
<td>Cell Touch</td>
<td>74</td>
<td>4.70%</td>
</tr>
<tr>
<td>Other</td>
<td>71</td>
<td>4.51%</td>
</tr>
<tr>
<td>No Distraction</td>
<td>1,306</td>
<td>82.92%</td>
</tr>
<tr>
<td>Total</td>
<td>1,575</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Table 1: Distraction Type Summary from Field Observations Count and Percentages of Observations

Continued on Page 13
Continued from Page 12

- Of interest was the action of the vehicle at the time the observation was made as it relates to the driver’s likelihood of engagement in a distracting task. There was a higher percentage of observations where drivers were both stopped and texting (18.81%) as shown in Table 2.

<table>
<thead>
<tr>
<th>Vehicle Action</th>
<th>Cell Talk</th>
<th>Cell Touch</th>
<th>Other</th>
<th>No Distraction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Passing</td>
<td>9.92%</td>
<td>3.87%</td>
<td>5.38%</td>
<td>80.84%</td>
</tr>
<tr>
<td>Passing</td>
<td>8.07%</td>
<td>3.11%</td>
<td>4.35%</td>
<td>84.47%</td>
</tr>
<tr>
<td>Stopped</td>
<td>2.97%</td>
<td>18.81%</td>
<td>11.88%</td>
<td>66.34%</td>
</tr>
<tr>
<td>1 Lane</td>
<td>5.81%</td>
<td>4.29%</td>
<td>1.52%</td>
<td>88.38%</td>
</tr>
<tr>
<td>Total</td>
<td>7.87%</td>
<td>4.70%</td>
<td>4.51%</td>
<td>82.92%</td>
</tr>
</tbody>
</table>

Table 2: Vehicle Action and Distraction Type Percentage of Observations

- Gender was recorded for each observation that was made. As shown in Table 3 the percentage of observations for texting while driving was larger for females than males.

<table>
<thead>
<tr>
<th>Gender</th>
<th>Cell Talk</th>
<th>Cell Touch</th>
<th>Other</th>
<th>No Distraction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Female</td>
<td>8.73%</td>
<td>5.57%</td>
<td>4.82%</td>
<td>80.87%</td>
</tr>
<tr>
<td>Male</td>
<td>7.09%</td>
<td>3.99%</td>
<td>4.32%</td>
<td>84.61%</td>
</tr>
<tr>
<td>Unknown</td>
<td>25.00%</td>
<td>12.50%</td>
<td>0.00%</td>
<td>62.50%</td>
</tr>
<tr>
<td>Total</td>
<td>7.87%</td>
<td>4.70%</td>
<td>4.51%</td>
<td>82.92%</td>
</tr>
</tbody>
</table>

Table 3: Gender and Distraction Type Percentage of Observations

- Drivers were categorized by approximate age ranges as observed, somewhat subjectively, by the research team. The percentage of observations are shown in Table 4 for each distraction type and age group. Excluding the age group of 16-19 year olds, drivers ranging from 20-39 years old had a high percentage of observations for texting while driving (7.01%) and talking on the phone while driving (9.09%).

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Cell Talk</th>
<th>Cell Touch</th>
<th>Other</th>
<th>No Distraction</th>
</tr>
</thead>
<tbody>
<tr>
<td>16-19</td>
<td>21.05%</td>
<td>5.26%</td>
<td>5.26%</td>
<td>68.42%</td>
</tr>
<tr>
<td>20-39</td>
<td>9.09%</td>
<td>7.01%</td>
<td>4.68%</td>
<td>79.22%</td>
</tr>
<tr>
<td>40-59</td>
<td>7.69%</td>
<td>3.01%</td>
<td>4.52%</td>
<td>84.78%</td>
</tr>
<tr>
<td>60+</td>
<td>2.17%</td>
<td>0.00%</td>
<td>3.80%</td>
<td>94.02%</td>
</tr>
<tr>
<td>Unknown</td>
<td>0.00%</td>
<td>25.00%</td>
<td>0.00%</td>
<td>75.00%</td>
</tr>
<tr>
<td>Total</td>
<td>7.87%</td>
<td>4.70%</td>
<td>4.51%</td>
<td>82.92%</td>
</tr>
</tbody>
</table>

Table 4: Observed Age Group and Distraction Type Percentage of Observations

- Another interesting variable was the holding position of the steering wheel for distracted vs. non-distracted. The holding position category was added to the variables in an effort to replicate the data collected from the project completed by Fitch et al.4 The term “holding position” was originally meant to correspond to the driver’s positioning of the cell phone while texting. For these field observations, however, it was modified, and it captured the drivers’ steering wheel holding positions. By doing this, data was able to be captured for both non-distracted and distracted drivers. Table 5 displays driver holding position as a function of distraction type. This table indicates that it is likely that drivers who are engaging in distraction related activities will hold the steering wheel at 12:00 and 6:00 (top or bottom of the steering wheel). Drivers with a higher percentage of observed “No Distraction” events were more likely to be found driving with hands at 2:00/10:00.

<table>
<thead>
<tr>
<th>Holding Position</th>
<th>Cell Talk</th>
<th>Cell Touch</th>
<th>Other</th>
<th>No Distraction</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00</td>
<td>21.31%</td>
<td>6.56%</td>
<td>8.74%</td>
<td>63.39%</td>
</tr>
<tr>
<td>2:00/10:00</td>
<td>3.35%</td>
<td>3.52%</td>
<td>2.93%</td>
<td>91.20%</td>
</tr>
<tr>
<td>6:00</td>
<td>8.33%</td>
<td>10.96%</td>
<td>6.14%</td>
<td>74.56%</td>
</tr>
<tr>
<td>Other</td>
<td>4.55%</td>
<td>27.27%</td>
<td>4.55%</td>
<td>63.64%</td>
</tr>
<tr>
<td>No Record</td>
<td>2.91%</td>
<td>1.13%</td>
<td>2.27%</td>
<td>93.69%</td>
</tr>
<tr>
<td>Total</td>
<td>7.87%</td>
<td>4.70%</td>
<td>4.51%</td>
<td>82.92%</td>
</tr>
</tbody>
</table>

Table 5: Steering Wheel Holding Position and Distraction Type Percentage of Observations

To capture a wide range of distraction data, the research team drove on roadways with various functional classifications. Generally speaking, three different roadway types were used to capture data: Arterial (Route 9), Interstate (I-91) and Downtown (South Pleasant St.) environments. Route 9 has a speed limit of 35 mph, 2 designated through lanes (designated left turn lanes appear at various signalized intersections), and the roadway’s shoulder width is approximately greater than 1 foot. I-91 is a high speed roadway with a speed limit of 65 mph, 2 travel lanes in the northern half which becomes 3 lanes around the Springfield region, and the roadway’s shoulder width is approximately greater than 1 foot. The road of S Pleasant Street runs through the heart

Continuing Education Opportunities in NEITE

As always, the Continuing Education Committee needs your feedback and fresh ideas for training opportunities that are innovative and that would draw significant interest to the Section membership. Most importantly, training opportunities that would serve you, the New England Section membership in the upcoming meetings and gatherings.

If you have ideas for training sessions that would benefit the membership the most and have a high interest level, whether a half-day or full-day or training, please contact:

Jason M. DeGray, P.E., PTOE  
degray@gpinet.com

Northeastern District Executive Committee

The Northeastern District Executive Committee is pleased to announce that Joseph C. Balskus, PE, PTOE of the New England Section has been elected the incoming 2015 District Secretary / Treasurer. Joe will take office at our January Executive Committee Meeting. We look forward to Joe’s participation on the District Board and know he will contribute greatly to the continued success of our organization. Please join me in congratulating Joe on this new position.

Save the Date: March 26th, 2015

18th Annual UMass Technical Day

Location: UMass Amherst Campus
More details to follow.

New England ITE Student Research Symposium

Featuring a poster competition with cash prizes

Students at Institutions within the Northeast are invited to submit abstracts for Transportation Research Papers to be presented in poster format at the Symposium. Abstract Submission Deadline: February 16, 2015

The UMassITE Student Chapter is still seeking corporate sponsors. Please contact Michael Knoedler (mknoedler@umass.edu) for details.
Some New/Old Faces in Some New Section Places

JOSEPH A. HALLISEY, P.E.,
New England Section President

ALAN T. CLOUTIER, P.E., PTOE,
New England Section Vice-President

REBECCA L. BROWN, P.E., PTOE,
New England Section Secretary

NICK M. FOMENKO, P.E., PTOE,
New England Section Treasurer

JASON M. DEGRAY, P.E., PTOE,
New England Section Sr. Director

SAMUEL W. GREGORIO, P.E.,
New England Section Sr. Director

DAVID J. DEBAIE, P.E., PTOE,
New England Section Jr. Director

JOHN Q. ADAMS, P.E., PTOE,
New England Section Jr. Director

WILLIAM F. LYONS, JR., P.E., ESQ.,
Past Presidents Council Chair

KIM E. HAZARVARTIAN, P.E., PTOE,
Awards Committee Chair

IAN A. MCKINNON, E.I.T.,
Membership Committee Chair

MICHIELLE DANILA, P.E., PTOE,
Goals/Objectives Committee Chair

‘16 Northeastern District Annual Meeting Co-Chairs

KEVIN R. DANDRADE, P.E., PTOE,
The Engineering Corp, Inc.

JEFFREY S. DIRK, P.E., PTOE,
Vanasse and Associates, Inc.

Continued from Page 13

downtown Amherst; the speed limit is 30 mph, there is 1 lane per direction of travel, and the roadway’s shoulder width is approximately equal to 1 foot. The distraction distribution fluctuates among the three roadway types as shown in Table 6, Table 7, and Table 8. Drivers on the interstate had a lower percentage of texting while driving observations (2.83%) than the drivers on the downtown road (5.23%) or the arterial (10.34%). The arterial had a considerably high percentage of observations for both talking on the phone (11.49%), texting while driving (10.34%), and other (7.66%). This may be due to the stop and go nature of the traffic and low speeds on this roadway. Drivers may be more likely to challenge themselves with a secondary activity if the primary activity of driving on this roadway is not generating a challenge. The percentage of observations for texting while driving on the interstate (2.83%) was lower than that of the downtown roadway (5.23%), but the percentage of observed drivers talking on the phone on the interstate (7.47%) was higher than that of the downtown roadway (5.46%).

The field observations were completed in an effort to standardize an additional method for driver data collection. Part of the research objective was to define and develop a field protocol for completing mobile observations. This initial study adds to the existing body of literature related to drivers and distraction. There continues to remain a need to employ naturalistic data with countermeasure aimed at mitigating driver distraction.

Reference


Christina Dube, E.I.T. has recently completed her M.S. in Civil Engineering with a concentration in transportation safety through her work with Dr. Michael Knodler Jr. at the University of Massachusetts at Amherst. During her time at UMass, she was Vice President of the UMass Amherst ITE Student Chapter, and she hopes to continue her involvement throughout her professional career. Christina is currently a Traffic Engineer with Vanasse Hangen Brustlin, Inc. in Boston, Massachusetts.
Committee, Chapter, and Student Chapter Updates

CONNECTICUT STATE CHAPTER
Chapter President: Michael Morehouse, P.E.
Report Submitted By: Craig D. Yannes, P.E., PTOE

The Connecticut Chapter of ITE held its Fall Meeting on November 11th at the Connecticut DOT (CTDOT) Headquarters. The meeting attendance was 62 participants and included a presentation by Rich Armstrong of CTDOT and Transystems (led by David Stahnke) on the Interstate 84 Project and the innovative analysis techniques used on the project. The goal of the event was to promote Connecticut ITE membership within both the private and public sectors.

On January 29th, Connecticut ITE and CT Intelligent Transportation Society (ITS) held its annual joint meeting. The event included a social hour and a dinner with a presentation by Mark Baker, Terri Thompson, and Mohammed Bishawi of CTDOT on the recently completed Interstate 84 Southington Accelerated Bridge Construction Project.

The Connecticut Chapter is currently coordinating with the Connecticut Chapter of the American Planning Association (CCAPA) to hold a joint event on April 8, 2015 in Manchester, CT. As in past years, the event will also include Connecticut ITE elections, Chapter Awards, and the Student Scholarship presentation. More details to follow.

MAINE STATE CHAPTER
Chapter President: John Q. Adams, P.E., PTOE

The Maine Chapter of ITE held its last Chapter meeting on October 22, 2014 at the Maine DOT Region 2 Office in Augusta. The meeting was attended by approximately 25 people. Attendees were offered three (3) Professional Development Hours (PDHs) with two technical presentations. The first topic of our technical session included; utilizing the Aldis GridSmart 3D Omni-directional video detection camera for both vehicle presence detection and collection of traffic counts. Typically one camera mounted strategically can provide detection for each of the intersection approaches. Staff from Electric Light Company in Cape Neddick, Maine presented and reviewed set-up, applications and use of the Aldis camera. The second topic of the technical presentation was a discussion of the latest MaineDOT Traffic Volume Data Collection Policies for use with MaineDOT Traffic Movement Permits, Traffic Signal Warrants and MaineDOT Studies and Design projects. The revised policy was a collaborative effort between MaineDOT staff, a Chapter Subcommittee and the Maine ITE Chapter membership in general. This effort was led by MaineDOT State Traffic Engineer, Steve Landry.

We are currently in the planning stages for our Winter Meeting which will be held at DiMillo’s Floating Restaurant in Portland, Maine, in late February or early March. More information to follow on this meeting. Our Chapter Social Committee will also be looking to plan an event for this summer.

NEW HAMPSHIRE STATE CHAPTER
Chapter President: David Saladino, P.E.

The New Hampshire Chapter of ITE Annual Meeting was held on December 16, 2014 at the Common Man Restaurant in Concord, NH. The meeting features two presentations; including: Updates on Current and Upcoming NHDOT Projects and Initiatives, presented by Bill Oldenberg, Assistant Director of Project Development at New Hampshire DOT (NHDOT); and The New Alternative in Traffic Analysis Software: Microsimulation + Signal Optimization + TIA + HCM Analysis in One, presented by Daniel Morgan, Vice President at Caliper Corporation.

The next New Hampshire Chapter event will be its Spring Meeting which will be held in March. Details for the meeting are still in the works.
The UMass Amherst ITE Student Chapter had a very successful 2014. In addition to winning Northeast District Chapter of the year, UMass represented the district in the International Traffic Bowl where they took UT Austin, the eventual champion, down to the wire in the first round. Recent alum Keith Wenners, E.I.T. received the Emerging Professional Award and Ph.D. student Cole D. Fitzpatrick, E.I.T. received the Desjardins Scholarship. The student chapter represented the section well in 2014 as they sent six students to the International meeting in Seattle and five students to the Technical Meeting in Miami.

UMass ITE started 2015 off strong as well. The chapter, along with the UMass Transportation Center, hosted their 3rd annual UMass reception at the Transportation Research Board Annual Meeting. The reception, which was held at Penn Social in Washington DC, was well attended and gave students the opportunity to network with other students and professionals from across the country. The chapter is looking forward to another full calendar of events, highlighted by the 16th Annual UMass Technical Day and Student Symposium which will be held on the UMass campus on Thursday, March 26th.

Finally, the student chapter is under new leadership. Former chapter leaders Curt Harrington and Christina M. Dube, E.I.T. graduated with their M.S. degrees in December and recently started new jobs. Curt with Parisi Transportation Consulting in San Francisco and Christina with VHB in Boston. Cole D. Fitzpatrick, E.I.T. and Craig Schneider, E.I.T. are the new President and Vice President respectively. Graduate student Donald Panjaitan will serve as Secretary and undergraduate student Andrew Reeder will serve as Treasurer.

The Vermont State Chapter and New England Section of ITE held its annual Joint Ski Meeting on January 21, 2015 at Mt. Snow in West Dover, Vermont. The day started with morning and early afternoon skiing concurrently with the NEITE Executive Board Meeting.

The first technical presentation was provided by Marla Keene of Vanasse Hangen Brustlin, Inc. Marla presentation, entitled: “Beyond the Ditch: Stormwater Compliance for Linear Projects,” focused on the regulatory environment that is driving more linear transportation projects to provide runoff pollutant control and how maintenance and right-of-way concerns affect stormwater. The second technical presentation was provided by Bruce Nyquist of the Vermont Agency of Transportation (VTrans). Bruce’s presentation discussed in detail the hierarchy and organizational structure of VTrans. The presentations were attended by 24 Vermont ITE and NEITE participants.

The afternoon concluded with a networking event at Harriman’s Restaurant where members enjoyed the company of their colleagues.

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MASSACHUSETTS STATE CHAPTER
Chapter President: Kenneth P. Cram, P.E., PTOE
Report Submitted By: Hans Kuebler, E.I.T.

To all my Massachusetts Chapter (MAITE) and fellow New England Section members, it is that time of year again that we the Board of MAITE would like to fill you in on our groups activities.

Biennial elections were held in the Summer of 2014 with the results being presented at MAITE’s annual event in September. Our newly elected President is Kenneth P. Cram, P.E., PTOE of Bayside Engineering; Hans Kuebler, E.I.T. of Howard/Stein-Hudson Associates is our Vice-President; Jeffrey T. Bandini, P.E., PTOE of Nitsch Engineering is our Treasurer; and Matt Starkey of McMahon Associates is our Secretary. Daniel Nelson, P.E. of Howard/Stein-Hudson Associates is our immediate past President after having served as president for the past two years.

MAITE meets monthly to plan events, of which our biggest is our annual joint NEITE/MAITE meeting which is held every September in Waltham, Massachusetts. Mark your calendars now as the date for this year’s meeting is tentatively set for Thursday, September 24, 2015. The 2014 event was another well-attended and successful event, with the theme of Fast-Track Design for a Healthier Future. The all-day training program was for the traffic analysis computer program PTV Vistro, hosted by Bill Cisco. Afternoon technical sessions were on the flashing yellow arrow, hosted by UMass-Amherst professor Michael A. Knodler, Jr., Ph.D. and MassDOT systematic safety improvements, hosted by Assistant State Traffic Engineer Jim M. Danila, P.E., PTOE. The keynote dinner program featured a collaborative presentation on the Connect Historic Boston project, hosted by Ken Miller, Federal Highway Administration; Vineet Gupta, Director of Planning at BTD; Bill Egan, Boston Public Works; Dave Matton, Howard/Stein-Hudson Associates, Inc.; and Nick Jackson, Toole Design Group. Cole D. Fitzpatrick, E.I.T. a graduate student at UMass Amherst and Joel Shaffer, an Undergraduate at Northeastern University were awarded the Desjardins Scholarship. Thank you again for those that took part in our event!

MAITE also fosters camaraderie within the ranks by scheduling a few social events over the course of the year. The last social was held on November 13, 2014 at the Beantown Pub and had a great turnout. Quite a few new faces were seen as we played pool and enjoyed appetizers, with several people walking away with great door prizes. The week following the social, MAITE, along with NEITE and the MIT Transportation Club, helped co-sponsor the YPT Transportation Trivia Night held at UMass in downtown Boston. This was a great event to connect the groups with some lighthearted competition. In September we also attended a Red Sox game and are looking to attending another this upcoming season. Stay tuned for the next event, looking to be held in the coming weeks!

We are on the WEB at http://www.neite.org/MA/index.shtml and are in the process of creating a new e-mail address to help us stay in better contact with our members.

We currently have a membership of just over 110 members. If you attended the annual meeting in September, you are automatically enrolled as a member for the following year. Otherwise, it is only a small fee of $10 per year for MassITE membership. Speak to any of the officers or Directors for additional information. We look forward to another successful year!

Employment Opportunities

BETA Group, Inc.

Traffic Engineer
Norwood, MA | Hartford, CT | Lincoln, RI

BETA is looking for new Owners! BETA is an employee owned firm seeking a full-time Traffic Engineer. This position requires applicants with 3-10 years of experience in traffic engineering. Applicants must be interested in learning from and contributing to a team based environment. Working knowledge of various traffic analysis software required. Bachelor of Science Degree in Civil Engineering and EIT required.

BETA is an AA/EOE employer and offers an exceptional compensation package with excellent 401(k), medical, dental, life insurance, and ESOP options.

Civil/Transportation Engineer
Norwood, MA | Hartford, CT | Lincoln, RI

BETA is also seeking a full-time Civil/Transportation Engineer. Applicants must be highly motivated self-starters with excellent organization and written communication skills, and be able to work and contribute in a team atmosphere. Applicants must be experienced in the design of various roadway projects and the preparation of construction documents in accordance with MassDOT requirements. This position requires applicants with 6-12 years of experience have a Bachelor of Science Degree in Transportation or Civil Engineering and have proficiency in AutoCAD/Civil 3D, as well as other computer skills. PE Registration in MA is preferred.

For Detailed Employment Opportunity Information, please visit: http://neite.org/job-opportunities/
Employment Opportunities

MDM Transportation Consultants, Inc.

MDM TRANSPORTATION CONSULTANTS, INC.
Planners & Engineers

MDM is a progressive firm that employs team-oriented interaction on diverse projects and offers an exciting work environment. MDM is currently seeking qualified, self-motivated candidates for the following positions:

Transportation Planner / Engineer
Marlborough, Massachusetts

Position involves a wide variety of planning and engineering tasks, including field research, data collection, parking studies, speed studies, traffic counts, safety evaluations/crash analysis, computer modeling, capacity analysis and preparation of design plans for roadway and intersection improvements. Applicant would assist senior staff in the preparation of traffic impact and access studies, environmental impact reports, functional design reports, quantity/cost estimates, specifications and bid documents for roadway and traffic signal improvements. Experience with Highway Capacity Software (HCS), Synchro, SIDRA, Excel, MS Word and AutoCAD Civil 3D is required. Experience with traffic signal design, stormwater design, MassDOT design standards or resident engineering is desirable, but not required. For the ideal candidate, this position could evolve into a project management position. BSE, EIT, excellent written and verbal skills and a minimum of 2-10 years experience is required. Working toward PE registration is desired.

Senior Transportation Planner / Engineer Manager
Marlborough, Massachusetts

Position involves taking responsible charge for Transportation Planning and Permitting projects, including preparation of traffic impact and access studies, transportation analysis/modeling, parking studies, environmental impact reports, corridor studies, multimodal transportation studies, annual travel surveys/agency reporting; assessment of roadway improvements/mitigation, public/agency outreach, coordination and project representation at public meetings.

Experience with HCS/Synchro, SIDRA, MS Office is required. Experience with AutoCAD Civil 3D is desirable, but not required. BSE, EIT, excellent written and verbal skills and a minimum of 5-15 years experience is required. Working toward PE and PTOE registration is desired; PE registration preferred.

MDM offers a challenging opportunity for career growth in our Marlborough, MA office. We offer a dynamic working environment with Principal Transportation Planners and Engineers on private land development and public sector projects. MDM is an Equal Opportunity/Affirmative Action Employer and offers an excellent salary/benefits package, including bonuses.

For confidential consideration, please forward a cover letter and resume to:
MDM Transportation Consultants, Inc.
28 Lord Road, Suite 280
Marlborough, MA 01752
Phone (508) 303-0370
Fax (508) 303-0371
e-mail: careers@mdmtrans.com

For more information on the 2015 Thomas E. Desjardins Memorial Golf Tournament, please contact Faysal J. Husseini, P.E., PTOE at (857) 206-8756 or via email at fhusseini@nitscheng.com.

For Detailed Employment Opportunity Information, please visit: http://neite.org/job-opportunities/

CLD Consulting Engineers, Inc.

CLD Consulting Engineers, Inc. is a mid-sized civil engineering firm headquartered in Manchester, New Hampshire with additional offices in Maine and Vermont.

Survey Technician / Junior Crew Chief
Manchester, New Hampshire

We have an immediate opening for a Survey Technician / Junior Crew Chief at our Manchester, NH facility. The selected candidate will assist our Manchester staff with field and base plan preparations. This position involves a 50/50 split of field and office work. This is an hourly paid contract to permanent hire position.

Job Requirements: Successful candidate will have 2 to 5 years of demonstrated survey work experience. Working proficiency with AutoCAD Civil 3D and CARLSON software will be required to effectively perform the in house office function. Ability to work in both team setting and on individual assignments. Self-starter with a desire to become the subject matter expert with Civil 3D and CARLSON software. Will be at least 18 years of age, well suited to outdoor work, able to traverse uneven terrain, communicate effectively, and be able to work during daylight hours. This role requires the ability to closely follow verbal instructions and carry field equipment to land sites that may require heavy use to access. Candidate will have the ability to work with (reasonable accommodation) in rugged terrain carrying upward of 50 lbs., hike, lift, bend, stoop, use a machete and other hand tools to cut and clear line, possess excellent vision, and the ability to work in extreme climate conditions (cold and/or hot) while utilizing appropriate safety gear. The CLD Survey team works in conjunction with a variety of disciplines (structures, highway, municipal), site development, planning and environmental, etc.). The diversity and complexity of projects is touted as a unique benefit of working in this group.

Qualifications: Qualified candidates will have a high school diploma or GED, College degree in survey preferred. Certification as an LSIT desired, training with AutoCAD Civil 3D and CARLSON software. A valid driver’s license, references and the ability to work in both office and field settings.

Benefits: CLD offers competitive salary, benefits and a great working environment. Additionally, we offer an extensive on-line university to foster the career development of our staff and our future owners and leaders. If you are looking for a challenge and the ability to stretch and grow your abilities, we would like to hear from you!

All qualified candidates are encouraged to apply by sending in a cover letter and resume. We are an Affirmative Action employer. Please see our website at www.cldengineers.com for more details.

Contact Information:
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CLD Consulting Engineers, Inc.
540 N. Commercial Street
Manchester, NH 03101
Phone: 603.668.8223
Fax: 603.668.8202
E-mail: lisak@cldengineers.com
Employment Opportunities

The Engineering Corp (TEC, Inc.)

TEC, Inc. is a growing consulting engineering firm in the Boston Metro North and New Hampshire Seacoast area. The TEC Team Delivery Model is a working partnership of planning, permitting, design and construction professionals focused on the single outcome of efficient project delivery. If you are an enthusiastic self-starter looking for an opportunity to share in the excitement of growth, please visit www.theengineeringcorp.com or forward your expression of interest with salary requirements to Rebecca DiZoglio at RDizoniglio@theengineeringcorp.com.

Highway Design Engineers
Lawrence, Massachusetts

TEC, Inc. is seeking entry level Highway Design Engineers to deliver quality products for our clients. These opportunities require significant and progressive aptitudes in the following areas: preliminary and final design of various roadway, pedestrian and bicycle improvement projects; preparation of highway construction documents including plans, specifications, and estimates; assistance in preparation of environmental permitting documents; and field inspection of work and implementation of construction documents.

To be successful in these full time positions, candidates should be fully dedicated to the tasks, hardworking, a self-starter, and responsive to project schedule demands. Interested candidates should have a demonstrated interest in transportation planning, highway design, 3-D modeling and analysis, construction engineering, and cost estimating. AutoCAD experience and BSCE degree is required.

Traffic / Transportation Engineers
Lawrence, Massachusetts

TEC, Inc. is seeking entry level Transportation / Traffic Engineers to deliver quality products for our clients. These opportunities require significant and progressive aptitudes in the following areas: intersection and roadway corridor capacity and queuing analysis; preparation of Traffic Impact, Access, and Parking Studies; preliminary and final design of traffic signals and coordinated signal systems, including preparation of construction documents with specifications and estimates; preliminary and final design of various pedestrian and bicycle improvement projects; assistance in preparation of environmental permitting documents; field inspection of work and implementation of construction documents.

To be successful in these full time positions, candidates should be fully dedicated to the tasks, hardworking, a self-starter, and responsive to project schedule demands. Interested candidates should have a demonstrated interest in transportation planning, highway design, 3-D modeling and analysis, construction engineering, and cost estimating. AutoCAD experience and BSCE degree is required.

Gorill Palmer

Are you interested in working on exciting and challenging projects in the Northeast and Mid-Atlantic regions? Are you interested in a small firm environment where you can quickly gain experience and responsibility? Are you interested in personal growth and making a meaningful contribution?

Gorill Palmer is a multidisciplined civil engineering firm with offices in Maine and Virginia. We are seeking a talented and career minded individual to work in the Traffic Division of our Transportation Group at our corporate office located in Gray, Maine. In addition to gaining significant experience and responsibility, you will also have the opportunity to live in or near Portland Maine, one of the most desirable small cities on the East Coast, and experience the natural environment that Maine has to offer.

Traffic / Transportation Engineers
Gray, Maine

We are seeking a mid-level traffic/transportation engineer to enhance our team by contributing to the development of transportation/traffic studies and to the design for both public and private development projects. Your responsibilities will include the following: development of traffic data collection programs for projects; capacity analyses using HCS, SimTraffic, Synchro, Sidra and other transportation software; corridor studies; signal design; traffic signal warrant analysis and traffic control plans; transportation demand programs; pedestrian and bicycle facility plans; parking studies; report preparation; and public presentations.

The successful applicant shall possess a Bachelor’s degree in Civil Engineering, a Master’s degree in Transportation, and an FE certification. Two to four years work experience is preferred. The preferred candidate will be proactive in advancing their knowledge in the transportation field and will contribute to projects in both our Maine and Virginia offices. Gorill Palmer offers a competitive salary and benefits. Interested applicants are invited to visit our website to learn more and to apply at http://www.gorillapalmer.com.
The New England Chronicle is interested in short articles on innovative projects and cutting-edge solutions.

Please send articles, listings (ITE and other relevant), graphics and photographs to the Editor: Samuel W. Gregorio, P.E. at sgregorio@theengineeringcorp.com

The New England Section Chronicle staff thanks you and we hope you enjoy the issue.

**TEC, Inc. Contributing Staff:**
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**Special Thanks to:**
Claire Choquette - Ocean State Signal Co.
Lisa A. Rutherford - Ocean State Signal Co.

**REMINDEERS**

Those members of the New England Section that have not updated your personal and/or business contact information recently should visit the ITE website and do so. An updated contact directory allows the Section to properly send information emails, election information, and other details such as the NEITE calendar.

http://www.ite.org

For those members of the New England Section that would like to be included on the Section email list for Google Groups, please contact Samuel W. Gregorio, P.E. at TEC, Inc.

sgregorio@theengineeringcorp.com