The year 2004 promises to be busy and exciting for the New England Section. We are hosting the District 1 Annual Meeting in Burlington, Vermont in May. We will sponsor technical training at the Maine/New Hampshire meeting in June, the Massachusetts meeting in September, and the Section Annual Meeting in December. When combined with the numerous technical and social functions sponsored by our five state chapters and our three student chapters, virtually every month of 2004 is covered.

The Board has created an ad-hoc committee of section past Presidents to investigate whether the geographical distribution of section participation (e.g., board membership, committee participation, meeting attendance) meets our expectations and, if not, to identify potential means of improving participation across all states covered by our section.

But before we embark on our journey through 2004, it is important we recognize that where we stand today is a direct result of efforts that many of our colleagues have made in the past. To illustrate, I'd like to mention two very different, but both very important, efforts by two of our section members. First, Past President Bill Lyons served nearly all of 2003 abroad as a Major in the U.S. Army during the Iraqi conflict. As much as I want to encourage greater participation by all members in section activities, I also want everyone to keep their priorities straight --- country and family must remain higher priorities.

Second, under the leadership of Rod Emery, the Thomas Desjardins Scholarship Fund has grown to over $18,000 in just a few years. Last year, 100 golfers and numerous hole sponsors raised funds. All of us who are parents of college-age children (and all of you still paying off college loans) can appreciate the impact of the Thomas Desjardins Scholarship on a student’s ability to afford college.

As much as I praise the past efforts of my friends on the Section Board and its numerous committees, I have made it a priority to inject the Board with new ideas and new energy by encouraging turnover — not to push good people aside but rather to open up opportunities for new participants. In 2004, we have a new Chronicle Editor (Kien Ho), new Membership Chair (Paul Nauyokas), new Program Chair (Jeffrey Dirk), and new Public Relations Chair (Joe Balskus).

So, where do you fit in? If you want to get more involved in ITE, contact me or any member of the Section Board. Or contact your Chapter Board; they can always use help as well. If you do, I promise the rewards you receive will surpass the effort you give.
As we scramble to pull together our first edition of the New England Chronicle as your new editorial team, we decided the Editor’s Corner might present a good opportunity to introduce ourselves. But first, we want to thank Neil Boudreau for his years of service as editor of the Chronicle. His hard work and dedication to consistently produce a quality newsletter have set a high standard for those of us who follow in his footsteps.

When Kien Ho was approached about taking over as editor he thought the task might be too much for just one individual, given all of his other responsibilities and commitments. So he went about soliciting some help from his colleagues. Well, it was either his attractive sales pitch or his overwhelming wit and charm, but he managed to recruit a team to produce the Chronicle; and here we are about to print our first issue.

The entire editorial team works together at BETA Group, Inc. Christine lives in Rhode Island and is currently assigned to BETA’s Lincoln, Rhode Island office. Kien, Jenn and Alan live in Massachusetts and work in BETA’s Norwood, Massachusetts office. Each member brings unique and diverse interests and backgrounds to the editorial team, yet we have a collective desire to produce the highest quality newsletter for the organization. We are committed to providing the membership with new ideas, interesting articles, and transportation related information that is educational and informative; however, we cannot do it alone. We need your support. So make this the year that you step up and make a contribution to your organization.

We welcome your ideas and input and look forward to upcoming editions of the Chronicle!

Christine Team
Christine Ann Palmer
Kien Ho
Jenn Hupp
Alan Cloutier

DO YOU HAVE A JOB OPENING THAT YOU WOULD LIKE TO POST IN THE CHRONICLE?

DID YOU MISS OUT ON HAVING YOUR COMPANY AD DISPLAYED IN OUR SPONSOR SECTION?

CONTACT THE CHRONICLE EDITOR AT kho@beta-inc.com
Traffic counts form the basis of almost all work performed by the Rhode Island Department of Transportation (RIDOT). Good traffic data has several critical functions, such as use in allocation of federal transportation funds, use in planning and design of the transportation system, use in financial and tax assessment, as well as use in environmental assessment.

Each signalized intersection involves a sizable investment by the Department, anywhere from $50,000 for a simple equipment upgrade to as much as $300,000 for intersection safety and operational improvements. All signalized intersections these days are by default “actuated,” in that most if not all approaches (or lanes) have inductive loop detectors. These loop detectors are primarily used to enable the controller at the signalized intersection to adjust signal timings and thereby operate at its most optimal level.

Typically, there are two types of loop detectors: system detectors and local calling detectors. System detectors are mostly utilized within a coordinated signal system; while all actuated signalized intersections have local calling detectors. Given the level of financial investment made at each signalized intersection, and the availability of system and local calling detectors, why don’t we also use system and local calling detectors for traffic counting purposes? Would it not extract a greater value from our investments?

Traffic count data at signalized intersection can provide significant benefits:

- If the counts are taken continuously, the signalized intersection, under certain circumstances, can function as a permanent count station.
- With traffic counts at signalized intersections, periodic analysis and review of the signal timings can be made and necessary signal timing changes implemented to ensure optimal operations.
- If the counts are collected and processed in real-time, traffic operations and delays can be monitored as part of an Intelligent Transportation System (ITS).

The independent research work described in this paper was conducted by TrafInfo Communications, Inc. with support from RIDOT in terms of access to one of their signalized intersections, and equipment donated by the 3M Company. The research work was conducted at the intersection of Route 44 at the Apple Valley Mall driveway in the town of Smithfield. The detectors used for this work were Canoga C800 series detectors. Communication equipment was donated by TrafInfo to collect the data remotely for processing and analysis. Technical assistance was provided by Ocean State Signal of Smithfield, Rhode Island.

**Technology**

In order to collect traffic counts using existing loops at signalized intersections, two technologies were utilized: the Canoga C800 series detector by 3M and the TrafInfo Communication’s wireless communication and telemetry system. Brief descriptions of each of these two technologies follow.

**3M™ Canoga™ C800 Series Detector**

The Canoga is more than a standard loop amplifier. It is also a fairly sophisticated data acquisition system. The C400 series detector has two channels, and the C800 series detector has four channels, each capable for operating either in the presence or the pulse mode. The detector can be set either using the switches on the front panel or using the C800-CS software. The software provides much greater control on the settings of individual channels.

Three unique features of the Canoga led us to use it for this study. They are:

- The Canoga allow for RS-232 communication via a serial port on the front panel.
- It can collect and store traffic count information. Using the Traffic Data Binning, traffic counts for each channel can be
collected and stored in user-defined count (or bin) interval such as fifteen minutes, one hour, etc.

- The Canoga has the capability of Long Loop Counting. The detector keeps track of the inductance levels of the long loop, and thereby counts vehicles even when multiple vehicles are either traveling or stopped over the long loop.

**TrafiInfo’s Wireless Communication System**

The TrafiInfo’s wireless communication system is a unique internet-based system utilizing the digital two-way paging system. Central to this system is the Trafmate™ which stands for Transceiver for Monitoring and Telemetry. The Trafmate unit needs 12V DC power, typically through the use of an AC adapter. It has a RS 232 serial port that is used to interface with the Canoga. The Trafmate unit comes with a low-profile antenna that is easily mounted on top of the cabinet. Overhead utility wires, adjacent communication structures, and/or foliage do not impact the wireless communication.

At the end of every 24-hour period (or at midnight), the Trafmate extracts the data from each of the Canoga detectors. The data is then encoded for wireless transmission using the digital paging network. The final destination of the 24-hour count data is the TrafiInfo server. The data will reside on the server until it is downloaded by the user. The adjacent figure shows the overall TrafiInfo system and the different ways the error messages and the 24-hour data are handled.

The client software called **wTrafiInfo** is used to connect to the TrafiInfo server and download the data onto the user’s PC in an ASCII text or CSV formats.

**Field Testing**

In order to demonstrate that existing loops at a signalized intersection can in fact be used to collect traffic counts, the intersection of Route 44 at Apple Valley Mall in the town of Smithfield was selected. This intersection is a 3-legged signalized intersection. The eastbound approach on Route 44 has an exclusive left turn lane and two through lanes. The westbound approach also has three lanes consisting of two through lanes and an exclusive right turn lane. The Apple Valley Mall driveway has two approach lanes, with an exclusive left turn and an exclusive right turn lanes. Route 44 in the vicinity of this intersection is intensely commercial, with several closely-spaced signalized intersections on either side of this selected intersection. Equipment at this intersection is fairly new, with a TS2 controller and a Bus Interface Unit (BIU) for the loop amplifiers.

Following are some the reasons for selecting this intersection:

- The intersection has a TS2 signal controller, with loop amplifiers installed on a Bus
Interface Unit (BIU).

- Each lane has a loop which is wired independently to a separate channel.
- The intersection was recently constructed, hence all the signal hardware in the cabinet as well as all loops are in good working condition.
- The controller cabinet can be easily accessed from the adjacent parking lot, without requiring any lane closures.

During the field test, the following two critical assessments were made:

1. Were the traffic counts by Canoga accurate?
2. Did the Trafmate device properly read the Canoga and transmit the data?

In order to determine the count accuracy of the Canoga detector, manual counts were conducted for each of the Route 44 approaches for 15-minutes each. The C800-CS software was used to obtain the counts from the Canoga within the same 15-minute period when the manual counts were taken. In general, the Canoga counts were within ±4% of the manual counts. This level of accuracy is well within the accuracy of any loop-based detection system, particularly under stop-and-go traffic conditions. It is significant to note that during this specific but short manual count period, the Canoga count for the Route 44 eastbound exclusive left turn lane was exactly the same as that for the manual count.

It is important to note that a fairly high level of accuracy can be achieved from the Canoga as long as each of the detector channels are properly setup and fine-tuned.

Next, the 24-hour (or daily) traffic counts extracted and transmitted by the Trafmate were compared with counts extracted directly from the Canoga. In other words, using the C800-CS software, counts for a 1-week period were directly downloaded onto a laptop. These counts were then compared with the counts transmitted by the Trafmate for the same 1-week period. It was found that the Trafmate transmitted count for each count interval of every day of the 1-week period was exactly the same as that obtained directly from the Canoga.

**Conclusion**

This research work and paper demonstrates that it is possible to use existing loops at signalized intersections to collect traffic counts. New detection technologies such as the 3M™ Canoga™ C800 series detectors not only provide the normal loop amplification needed by the signal controller but also can perform traffic counts using existing calling detectors at signalized intersections. Tests conducted at the Route 44 and Apple Valley Mall driveway intersection in the town of Smithfield showed that the Canoga can achieve a long loop count accuracy that has an error of 4% or less. Combined with the TrafInfo’s wireless telemetry system, it is extremely cost-effective to collect continuous traffic count data using the existing loops at signalized intersections.

While it may not be applicable in all cases to use existing loops for traffic counts, it certainly can be applied at intersections where loops on each lane are separately wired into a detector channel. In those cases where there are no shared lanes, this methodology can be used to obtain turning movement counts, even on an on-going basis.

On-going data collection at signalized intersections can enable traffic engineers to periodically evaluate the traffic operations and determine necessary changes to signal phasing and/or timing. For a relatively small installation cost of the proposed system in this paper, significant value can be realized from the Department’s sizable investment in signalized intersections in terms of reduced delay and increased productivity for the traveling public.
CONTINUING EDUCATION UPDATE

During the past year over seventy people attended training courses sponsored by NEITE. Similar to last year, NEITE will hold training courses at three of our meetings in 2004. The NE/NH/MEITE meeting in June, the NE/MAITE meeting in September, and the Annual Meeting in December will be the host for full or half day training courses.

The subjects and duration for the training courses have not yet been established. However consideration is being given to presenting courses that correspond to ITE’s 2004 Emphasis Areas – Transportation Operations, Safety, and Designing for All Users. Specific information regarding the training courses will be available in future issues of the Chronicle and on our website at www.neite.org.

NEITE is pleased to support our members in obtaining the professional development hours required to maintain their PE license and PTOE certification, but it is our hope that you will look upon this as an opportunity and not an obligation. While we all have many commitments and responsibilities we must also continue to grow as transportation professionals. Through the training courses presented by NEITE you can expand the breadth of your knowledge, become familiar with the current state of the practice, and develop new skills.

In an effort to best serve our members we need to know what type of training courses are of interest to you and how and when to present them. Please contact John Mirabito, the Continuing Education Committee Chair at jmirabito@fstinc.com or (781) 221-1126 with your suggestions and comments.

UPCOMING WORKSHOPS

NorthEast Area Roundabouts
Introductory Workshops

This Workshop is offered in response to the increasing interest in roundabouts across North America, and particularly in New England. North East Area Roundabouts is sponsoring two 1-day workshops this spring: the first on Wednesday March, 24 in Tolland, Connecticut and the second on March 25, 2004 in Hudson, Massachussetts.

The instructors (Howard M. McCulloch of NorthEast Roundabouts and Roundabout Specialist from New York State, Mark Lentes of Roundabouts Canada and Georges Jacquemarts of Buckhurst, Fish, and Jacquemarts, Inc.) are well qualified to help you assemble the technical tools to properly design a roundabout, and information to present the Roundabout Option forcefully to both clients and/or the public at hearings, etc.

These workshops will address the following topics:
- The history of circular traffic control devices and the differences between traffic circles and roundabouts.
- The FHWA perspective on roundabouts - John McAvoy (FHWA - Connecticut) or Joshua Grzegorzewski (FHWA - Massachusetts).
- Changing public attitudes; advantages of roundabouts (safety, delays, visual).
- Siting considerations and retro-fitting existing “classic” traffic circles.
- Design principles (6 design parameters), and use of RODEL (capacity modeling software to aid design), peer review of plans.
- Cost and right-of-way comparisons of roundabouts and signalized Intersections.

Additional information is available at: http://www.ecs.umass.edu/baystate_roads/workshops/workshops.htm

Planning for Transportation Safety in 2004 and Beyond

Professor Emeritus Paul Ossenbruggen is teaching a course, through the University of New Hampshire Distance Learning Center, entitled “Planning for Traffic Safety in 2004 and Beyond,” which focuses on the evaluation of accident trends and roadway risk. Since this is an on-line course, you can stay at the office later each day without worrying about the commute to a seminar site or simply enjoy the comfort of home while learning about traffic safety.

Planning for Transportation Safety in 2004 and Beyond
UNH Course Registration # 25887 (Distance Learning Course)
Monday, March 15 to Thursday, March 18, 2004, 6:00 - 8:00 PM each evening via the Internet.
0.8 CEUs / $300, including textbook materials and Internet fee.
Professor Emeritus Paul J. Ossenbruggen, Ph.D.
603-659-3771
pjo@cisunix.unh.edu

You can review the course syllabus at: http://www.courses.unh.edu/safetea/Syllabus.html
NEITE 2003 Awards

The following awards were presented at the New England Section’s annual meeting in Warwick, Rhode Island on December 1, 2003 by the NEITE President, Jack Gillon.

Transportation Leadership Award

James R. Capaldi, P.E., Director of the Rhode Island Department of Transportation

Mr. Capaldi has been with RIDOT for thirty-three years. He started as a University of Rhode Island intern. Mr Capaldi has overseen dozens of major construction projects in Rhode Island including the new roadway system around the Providence Place Mall. The mall ramps project was the first RIDOT project that had a set completion date in the early planning stages. Mr. Capaldi redesigned the Washington Bridge replacement project so that an 1,800-foot linear park and bike path could be created on a remaining portion of the existing bridge and saved $30 million in demolition costs in the process. He was also responsible for developing and implementing a state of the art electronic disk based bidding system for all of the department’s construction contracts saving over $1 million per year in paper costs and the transmittal of contract addenda.

Mr. Capaldi recently implemented a GARVEE bond – a Grant Anticipation Revenue Vehicle bond – to fund five construction projects within the state. RIDOT received interest rates of 3.52 percent on the state side and 4.04 percent on the state side. These are the lowest rates ever received by a state for unprotected debt bonds. This GARVEE brightens Rhode Island’s transportation future in that it allows the Washington Bridge project, construction of a new Sakonnet River Bridge, relocation of I-195 and Route 403, as well as the final portion of the Freight Rail Improvement Project, better known as FRIP, to all be completed by the end of this decade. Without Mr. Capaldi’s insight most of these projects would have languished in the realm of “someday RIDOT will finish them” status.

Transportation Engineer of the Year Award

Charles F. Sterling, P.E., Director of Traffic Operations, Massachusetts Turnpike Authority

Mr. Sterling holds a Bachelor of Science degree in Civil Engineering from Lowell Technological Institute, now the University of Massachusetts Lowell, a Master’s degree in Transportation Engineering from the Pennsylvania State University and a Master of Public Administration degree from the Harvard University John F. Kennedy School of Government.

Mr. Sterling began his career with the Commonwealth of Massachusetts Metropolitan District Commission. He then moved to the Massachusetts Department of Public Works, now the Massachusetts Highway Department, where he worked for over thirty-five years. He had multiple responsibilities and positions with that department and its Bureau of Transportation Planning and Development, advancing to Assistant State Traffic Engineer and, in 1992, to State Traffic Engineer. This year, Mr. Sterling moved to the Massachusetts Turnpike Authority as its Director of Traffic Operations. Mr. Sterling is also a retired Lieutenant Colonel, Corps of Engineers, Massachusetts National Guard, with his last assignment at the Camp Edwards military reservation.

Over the years, Mr. Sterling has been instrumental in countless important transportation engineering initiatives and projects. His contributions have included traffic calming guidelines, Massachusetts Environmental Policy Act traffic impact study guidelines, use of breakdown lanes as peak-period travel lanes on eastern Massachusetts freeways (Massachusetts Routes 3 and 128 and Interstate Route 93), securing funding for new crash-record systems for the Massachusetts Highway Department and the Registry of Motor Vehicles, and the Traffic Management Plan for the reconstruction of metropolitan Boston’s Southeast Expressway and many other efforts.

Mr. Sterling has been a long-time member of the Institute of Transportation Engineers. He has been especially involved with the New England Section Technical Committee over many years, and has been key in setting its agenda and executing its projects.

Distinguished Service Award

Neil Boudreau, Manager of Traffic Operations and Safety, Massachusetts Highway Department

Mr. Boudreau graduated from the University of Massachusetts at Lowell in 1995 with a Master of Science degree in Civil Engineering, Transportation Major, after completing a Bachelor of Science degree in Civil Engineering in 1992. After a short internship with the traffic data collection unit at Vanasse Hangen Brustlin, Inc. in Watertown Massachusetts, he took a job in 1994 as a Junior Transportation Engineer with Holden Engineering & Surveying out of Concord, New Hampshire. For the past eight years, he has worked at the Massachusetts Highway Department in the Traffic Operations Division. His primary duties involve the review of traffic impact studies and functional design reports at the preliminary engineering level. His current position is Manager of the Traffic Operations and Safety Unit at MassHighway, overseeing traffic management, operations and crash data activities.
He has been a member of ITE for over eight years and has served on the NEITE Technical Committee for the last eight years. While serving as a member of the Young Professionals Group for a period of four years, he assisted in running a very successful job shadowing program and hosting a memorable joint social with the senior District 1 members at the annual meeting in Portsmouth, New Hampshire. The past two years he has served as the editor of the *New England Chronicle* and has done a superb job in redesigning it for the needs of today’s membership.

**Young Professionals Group Award**

*Raghuram Dharmaraju*

Mr. Dharmaraju is a 1999 graduate of the Indian Institute of Technology in Madras, India where he received a Bachelor of Science degree in Civil Engineering. In 2001 he completed his Master’s degree in Civil Engineering at the University of Massachusetts Amherst. His thesis involved the use of ITS technologies for automated detection and classification of non-motorized modes. Upon graduation he accepted a position with the Vermont Agency of Transportation in their Traffic Design Section. Besides normal signal design activities, Mr. Dharmaraju has been the project manager for the Vermont Route 15 signal coordination project. Mr. Dharmaraju has been working with the MPO to improve the traffic flow on this arterial that serves as the connecting link for a number of major employers including: IBM, Fletcher-Allen Hospital and St. Michael’s College. Following the optimization of the coordination the Agency and the MPO will be looking at ITS enhancements to the corridor that will provide additional benefits.

**NEITE Technical Committee**

The NEITE Technical Committee met on Wednesday, February 18, 2004 to begin work on our next project, a Guideline for Accessible Pedestrian Signals. We are in the early planning stages and subsequent meetings will be listed on the website.

The emphasis of this project will be the sight impaired. We have begun the process of reviewing similar documents from around the country, and will continue our efforts with meetings with sight impaired individuals who are willing to share their experiences, and also with mobility specialists to bring additional thoughts.

As we begin this project (our sixth!) we are already looking for ideas for the next one. Please contact Ken Petraglia at 617-357-7755 if you are interested in participation or if you have any ideas.

**2004 District 1 Annual Meeting**

The agenda for the 2004 District 1 Annual Meeting has been completed. The annual meeting will be held at the Wyndham Hotel in Burlington, Vermont over looking Lake Champlain. It is just a short walk from the hotel to either the Church Street Market Place where shopping and dining abounds or to the lake front where the views are spectacular and the Burlington Bike Path provides great recreation opportunities.

The Technical Committee received over twenty-eight abstracts for the meeting including fifteen received via the conference web site at www.neite.org/vt. The theme for this years meeting will be “Safe T for All Seasons.” There will be sessions on Winter Safety and Travel, Bikes, Tikes and Peds, Human Factors, Data and Research as well as the old favorites of Roundabouts, Traffic Calming, Safety Management and Operations, and Safety Design Considerations. On Wednesday afternoon we will kick off the meeting with a free training session provided by the Federal Highway Administration. The opening reception will be held at the Echo Center, which is Vermont’s new marine science museum located on the Burlington waterfront. Thursday will be a day full of technical sessions, the Traffic Bowl and will conclude with a relaxing dinner cruise on Lake Champlain. Friday morning will be a time for all to air their opinion on a number of “hot topics.” We are definitely looking for audience participation.

The Local Arrangements Committee is working very hard to make the annual meeting both relaxing and informative. Dress for the meeting will be casual. Travel to Burlington is easy, either by car or by air. We look forward to seeing you in May, when Vermont is in full bloom.

**Young Professionals Group**

The Young Professionals Group (YPG) is sponsoring a technical session at the joint meeting of the Connecticut Chapter and the New England Section on March 30, 2004. The session will start at 3:00, and will consist of a technical presentation, followed by a topic discussion. All are encouraged to attend this meeting. Visit the YPG website for more details. www.neite.org/YPG/

---

**IN THE NEXT ISSUE OF THE CHRONICLE:**

**Featured Article - An Evaluation of Countdown Pedestrian Signals**
Joint NEITE/CT Chapter Annual Meeting  
TUESDAY, March 30, 2004

Sheraton Hartford Hotel  
East Hartford Connecticut

PROGRAM

Technical Session #1 – 3:00 PM to 4:00 PM: NEITE Young Professionals Group

Technical Session #2 – 4:00 PM to 5:00 PM: Roundabout Panel Discussion

Social Hour (Cash Bar): 5:00 PM to 6:00 PM

Dinner: 6:00 PM to 7:00 PM

Dinner Topic: BUS RAPID TRANSIT IN THE GREATER HARTFORD AREA
Dinner Speaker: Mr. Michael Sanders – Transit and Rideshare Administrator, Connecticut Department of Transportation

Send check or money order for $40 per person payable to Connecticut ITE to:

Timothy P. Sorenson  
Connecticut ITE  
Wilbur Smith Associates  
135 College Street  
P.O. Box 9412  
New Haven, CT 06534-0412

or email: tsorenson@wilbursmith.com

Reservations must be received by March 24, 2004
All registrations must be honored

_________________________________________ Please Detach and Mail ____________________________________________

Name(s)____________________________________________________________________

Company___________________________________________________________________

Number Attending_____________ Amount Enclosed________________
**Maine Chapter**

The Maine Chapter held a meeting on Thursday, February 26, 2004 in Portland with approximately thirty attendees. Captain Jeff Monroe, Director of Ports and Transportation for the City of Portland, presented the city’s position on various transportation initiatives. Discussion topics included a planned major change to the Portland waterfront (the Ocean Gateway project) and port security issues. Representatives of the Maine Department of Transportation summarized recent upgrades to the Synchro software based on their experience at a multi-day training session sponsored by MDOT in early February.

The Chapter Board (Kevin Hooper, Steve Landry and Tom Errico) welcomed the addition of three new committee chairs. Paul Godfrey, as the new Membership Chair, has updated the membership database and has begun identifying potential new members. Ralph Norwood as the Website Coordinator has begun assembling the material necessary to create and maintain a Chapter website. And Jeremiah Bartlett, as Program Chair, has already put together one successful technical meeting and has begun planning subsequent meetings as well as a summer social event for the Chapter.

**Massachusetts Chapter**

The Massachusetts Chapter holds monthly meetings on the first Wednesday of each month. The meetings are at 12:00 PM in the Massachusetts Highway Department’s conference room on the seventh floor. Bill Bent, the Secretary/Treasurer reserves the room for us each month. The meetings have been well attended and we invite anybody who is interested in attending to send me an e-mail (Fhusseini@ekmail.com) or just show up.

The following are highlights of the items discussed at our February meeting:
- The Chapter will co-sponsor the Bert Berger Annual Scholarship Award meeting with BSCE Transportation. The meeting will be held on Friday, April 30, 2004. The topic of the meeting will focus on the Democratic National Convention and Transportation.
- Nominations for the Chapter election.
- We need technical papers and news for the Chapter website.
- We have been receiving e-mails that are infected with a virus.

**Connecticut Chapter**

The Connecticut Chapter held a meeting on Wednesday, January 21, 2003 at the Grassy Hill Country Club in Orange, Connecticut. A presentation was made on the Sikorsky Bridge – Connecticut’s “Smartest Bridge.” The speakers were Arthur Gruhn and Hal Decker from ConnDOT. Our next meeting, a joint meeting with NEITE, is planned for March 30, 2004.

**New Hampshire Chapter**

The New Hampshire Chapter held its annual meeting on December 10, 2003. At this meeting, Greg Bakos from Vanaasse Hangen Brustlin, Inc. and Amy Sheridan, Executive Director of Concord 2020, presented their experience in traffic calming initiatives in various areas in the city of Concord, New Hampshire. You can review a summary of this presentation in the upcoming issue of Granite Chips on-line. You can find a link to the New Hampshire Chapter website via www.neite.org.

This meeting also included the election of officers for 2004. The following members have been elected for the current term:
- President – Kevin Dandrade, P.E., TEC/Transportation Engineering & Construction, Inc.
- Secretary/Treasurer – Louise Casseres, P.E., CLD Consulting Engineers, Inc.

The Chapter’s next meeting is scheduled for Tuesday, March 16, 2004 at Fratello’s Restaurant in Manchester, New Hampshire.

**UMass Amherst Student Chapter**

In December the UMass Amherst Student Chapter attended the NEITE meeting in Rhode Island. During that month they were also given a tour of the Bradley International Airport in Connecticut. The highlight of January was the Transportation Research Board Annual Meeting. The Chapter sent more than twelve members to Washington, DC to partake in technical sessions, committee meetings, and the ITE student chapter gathering. The experience was invaluable in developing the members’ professional, technical, and social skills. In early February the Chapter held a resume workshop that focused on resumes, cover letters, and follow-up techniques. Currently, the Chapter is busy planning for their hosting of the NEITE meeting on March 10, 2004 on the UMass Amherst campus. Please visit our web site for a more detailed description of the Student Chapter: http://www.ecs.umass.edu/ite/
For comments, or to make a submission to the Agency Corner, please contact the editor via email at kho@beta-inc.com or at (781)-255-1982.

Massachusetts

Governor Mitt Romney filed a $1.15 billion blueprint for capital transportation spending that guarantees the state will invest at least $400 million every year in upgrading the Commonwealth’s roads and bridges until the year 2012.

The Transportation Bond Bill filed by Romney preserves the spending requirement that was first put in place by the federal government in 2001 to ensure that the statewide road and bridge program would remain vibrant during Big Dig construction.

Romney's Transportation Bond Bill also reflects his commitment to developing residential and economic activity around MBTA stations by setting aside $54 million in a Transit Oriented Development fund. This program will complement the Commonwealth Capital Fund, which was recently established to promote smart growth through discretionary grants.

In addition, the bill will provide three years worth of new capital authorization for critical transportation priorities.

Romney said the funding will be allocated consistent with his Fix it First and Communities First policies as well as with the use of objective criteria in ranking proposed projects.

The Bond Bill also authorizes MassHighway to use design-build construction in some cases, bring the MBTA and Regional Transit Authority (RTA) Tort Liability Limits into greater consistency with state limits and establish new fines to prevent fare evasion on the MBTA.

The full proposal is available online at www.state.ma.us/eotc/.

Vermont

Vermont Agency of Transportation received a national recognition of achievement award at the recent AASHTO (American Association of State Highway and Transportation Officials) bi-annual meeting in Minneapolis, Minnesota. Secretary Pat McDonald accepted the recognition award on behalf of the Vermont Agency of Transportation, for the development and deployment of a statewide 511 Travel Information Service.

The new 511 system in Vermont replaces the old travel information phone system that many Vermonters will remember as "800 ICY ROAD." (This phone number is still used as the underlying toll free travel information phone number and can be used outside Vermont to access real time travel and road condition information.) The Agency of Transportation has recently signed a contract with both Verizon Wireless and Verizon Wireline to provide on-line travel and road condition information reports to the public. Now motorists traveling in Vermont can simply dial 511 from home or their cell phone to receive real time travel and road condition information.

The 511 number can only be used within the boundaries of a particular state and only if that state has a deployed 511 system. Currently 15 states have a fully functioning statewide 511 system and seven other states have partial systems in place. In order to access information from one state to another a caller must use the target state's underlying 800 toll free number.

Vermont is also part of a three state collaboration for 511 travel information reporting system. By collaborating with New Hampshire and Maine, the trio of states, are unique in that a caller may access travel and road condition information from any of the three member states while traveling within those state boundaries, by simply dialing the 511 number. This regional travel information system is the first of its kind in the country to offer this multi-state option.

Connecticut

James F. Byrnes, Jr., Commissioner of the Connecticut Department of Transportation (ConnDOT) recently announced he will be leaving the department on April 1, 2004. Byrnes began his career with ConnDOT thirty-six years ago as an engineering intern. Now, after serving under six governors and rising to commissioner of the massive 3,100-employee agency he is retiring. Through the decades, Byrnes served in various positions, including as the department’s Chief Engineer – overseeing all highway and road construction. He served as a Deputy Commissioner before becoming Acting Commissioner in January 2002. He then became Commissioner in March 2003. Both state employees and legislators describe Byrnes as a dedicated, astute career
employee whose depth of understanding of the intricacies of the transportation department will be difficult to duplicate.

-- Taken from the January 10, 2004 Hartford Courant --

**New Hampshire**

The New Hampshire Department of Transportation recently announced that the Honeymoon Bridge in Jackson will be closed to traffic from February 2004 to June 2004. This five month bridge closure is necessary as part of a major rehabilitation project of the timber covered bridge that carries NH Route 16A over the Ellis Island. This project involves extensive structural repairs and the replacement of some sections of the wooden bridge. CCS Constructors, LLC of Morrisville, Vermont is the general contractor for the $833,000 project, which has a final completion date of August 6, 2003. The 121-foot long Honeymoon Bridge was built in the 1870’s. It is eligible for listing on the National Register of Historic Places.

**Rhode Island**

On December 10, 2003 Governor Donald L. Carcieri announced that the state of Rhode Island recently completed the closing for the sale of $270 million in Grant Anticipation Revenue Vehicle (GARVEE) and Motor Fuel Tax Revenue bonds, clearing the way for five critical transportation infrastructure projects to be built in Rhode Island. The five projects include the I-195 relocation project, the new Washington Bridge project, the Route 403 project in North Kingston, the Freight Rail Improvement project at the Quonset Davisville Port & Commerce Park and the new Sakonnet River Bridge connecting Tiverton and Portsmouth, serving as a gateway to Aquidneck Island.

On January 16, 2004 the Rhode Island Department of Transportation (RIDOT), in conjunction with the Federal Highway Administration released the Final Supplemental Environmental Impact Statement (FSEIS) for the Jamestown Bridge Replacement Project. The purpose of the FSEIS is to finalize the preferred alternative method for removing and disposing of the bridge. RIDOT is currently completing the design and permitting phase for the demolition and disposal of the old Jamestown Bridge. Removal of the old Jamestown Bridge is expected to begin in early 2005. The old Jamestown Bridge was removed from service in 1992 when the new Jamestown-Verrazzano Bridge was opened to traffic.

For more information on projects in Maine visit www.maineturnpike.com or www.state.me.us/mdot.

**Maine**

The following signing changes are occurring in Maine as part of the Interstate I-95 Re-Designation and Re-Numbering project:
- Maine’s Interstate road signs have been changed to re-designate the entire length of the Maine Turnpike, from Kittery to Augusta via Lewiston (formerly designated as I-95 and I-495), as I-95.
- The entire section of Interstate from Scarborough to Gardiner via Brunswick, (formerly designated as I-295 and I-95) has been re-designated as I-295.
- MaineDOT is now changing exit numbers to correspond to the nearest mile-marker numbers, and the Maine Turnpike Authority will begin the same process in April. It is anticipated that all of the Interstate signing changes will be complete by May 15, 2004.

**Thank You to Our 2003 New England Chronicle Sponsors**

**TEPP LLC**

TRANSPORTATION ENGINEERING, PLANNING AND POLICY

**Kim Eric Hazarvartrian, Ph.D., P.E.**

Principal

261 Sheep Davis Road, Suite D
Concord NH 03301 USA
34 Salem Street
Reading MA 01867 USA

Phone: (603) 226-4013
Fax: (603) 226-4108
Email: keh@teppllc.com
Web: www.teppllc.com
**ANNOUNCEMENTS**

ITE 2004 Technical Conference and Exhibit
Intersection Safety: Achieving Solutions Through Partnerships in cooperation with Federal Highway Administration
March 28-31, 2004
Hyatt Regency Irvine
Irvine, California, USA
Please visit [www.ITE.org](http://www.ITE.org) for more information.

Please visit [www.ITSmassachusetts.org](http://www.ITSmassachusetts.org) for more information.

---

**SAVE THE DATE**

May 19-21, 2004
Burlington, Vermont

---

**UPCOMING EVENTS**

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 30, 2004</td>
<td>Boston, MA</td>
<td>Joint NEITE &amp; CT Chapter Annual Meeting</td>
</tr>
<tr>
<td>April 8, 2004</td>
<td>Boston, MA</td>
<td>9th Annual ITS MA Meeting and Conference</td>
</tr>
<tr>
<td>May 19-21, 2004</td>
<td>Burlington, VT</td>
<td>ITE District 1 Annual Meeting</td>
</tr>
<tr>
<td>May 25, 2004</td>
<td>Wayland, MA</td>
<td>5th Annual Desjardins Golf Tournament</td>
</tr>
<tr>
<td>June 2004</td>
<td></td>
<td>Joint NEITE &amp; NH Chapter Annual Meeting</td>
</tr>
</tbody>
</table>

---

*New England Chronicle*
Institute of Transportation Engineers
New England Section
c/o Kien Ho, Editor
BETA Group, Inc.
315 Norwood Park South
Norwood, MA 02062

*Return Service Requested.*