



NEW ENGLAND Chronicle

March 2005
Volume 45
Number 1

NEW ENGLAND SECTION OF THE INSTITUTE OF TRANSPORTATION ENGINEERS

∞ PRESIDENT'S MESSAGE ∞



Ken Petraglia
2005 NEITE President

What a great start to the year 2005! On January 25, we held our first annual Joint New England Section/Vermont Chapter Meeting in Downtown Montpelier. After a morning NEITE Board Meeting, we had lunch and three technical presentations that each drew a lively question and answer session. Congratulations to outgoing Chapter President Joe Segale, newly elected President Roger Dickinson and the entire Chapter for putting together a great meeting.

This joint meeting was particularly gratifying for me because it is the cornerstone for an important goal for this year, which is to bring the entire Section just a little bit closer; I call this a goal of "inclusiveness". Currently, we have five excellent state chapters, with a sixth (Rhode Island) to be chartered this year. Each of the chapters has its own personality. Some are more active at the Section level, while others remain strong at the State level. The strength at the State level is important, but let's work on sending more of that talent up to the Section!

I spoke at the January meeting about this concept of "inclusiveness", and what we can all do to achieve that goal. Last year, then NEITE President Kevin Hooper and I made a pact to have at least one of us in attendance at all state chapter meetings, and we probably came close to doing that. That was a good start, but not nearly enough. This year, I have asked members of the Board and committee chairs to each take it upon themselves to attend more chapter meetings outside of their own state. It is my belief that if we bring the Board to the chapters, the chapters will come to the Section.

At the January meeting in Vermont we had almost the entire Board, some committee chairs, District 1 Chair Rod Emery and International Director Kim Hazarvartian. All of this was in addition to a very active Vermont State Chapter. I was proud and gratified to see such a turnout. This was a terrific first step. Now, if we can encourage members from Vermont/Maine/New Hampshire to attend chapter meetings in Massachusetts/Rhode Island and Connecticut, and vice versa, think of how much we can support each others' activities and learn from a cross-pollination of ideas.

And let's not forget the student chapters. We have several student chapters in the Section, including some very recent additions. Some of these chapters thrive on their own, while others are waiting for some direction. NEITE does these chapters no justice if we encourage new charters, and then do not follow up with some direct support. To this end, this year we will have a new committee to coordinate with our student chapters. This committee will include at least two members: one a more established Board Member, and the other a representative from the Young Professionals Group. This Student Chapter Coordination committee will be asked to contact each student chapter in the Section to become familiar with each program and to lend support where requested or where needed.

The Section must accomplish much this year, but no goal will be more important than achieving this "inclusiveness". With the addition of the January meeting in Vermont, all of the state chapters now participate once each year in a joint meeting with the Section. That is a start. I look forward to building upon that through attendance from Board

Continued on Page 2

INSIDE THIS ISSUE:

- PRESIDENT'S MESSAGE.....1
- WHERE ARE THEY NOW?.....2
- IMPROVING TRANSIT TRAVELER INFORMATION.....3
- FEATURE PROJECTS.....5
- 2004 NEITE AWARDS.....7
- COMMITTEE NEWS AND CHAPTER REPORTS.....8
- CAREER OPPORTUNITIES.....10
- SPONSOR ADVERTISEMENTS.....13
- REMINDERS/
UPCOMING EVENTS.....BACK

CONTRIBUTORS:

KEN PETRAGLIA
CAROL L. SCHWEIGER

CHRONICLE TEAM:

ALAN CLOUTIER
KIEN HO
JENNIFER HUPP
CHRISTINE ANN PALMER

THE NEW ENGLAND CHRONICLE WOULD LIKE TO THANK ALL ITS SPONSORS FOR THEIR CONTINUED SUPPORT.

NEITE DIRECTORY

2005 EXECUTIVE BOARD

President – Kenneth J. Petraglia, (617) 357-7755
 Vice President – Neil E. Boudreau, (617) 973-8211
 Treasurer – John R. Mirabito, Jr., (781) 221-1000
 Secretary – Joseph F. Segale, (802) 383-0118
 Director – Joseph P. Lowry, (603) 644-5200
 Director – Joseph G. Molinaro III, (617) 828-2875
 Director – Julie M. Annino, (860) 594-2730
 Director – Fayssal J. Hussein, (617) 242-9222
 Immediate Past President – Kevin G. Hooper, (207) 878-5790

CHRONICLE STAFF

Editor – Christine A. Palmer, (401) 738-5660
 Editor – Kien Y. Ho, (781) 255-1982
 Editor – Jennifer E. Hupp, (401) 333-2382
 Editor – Alan T. Cloutier, (781) 255-1982
 Directory – William P. McNamara, (401) 231-6780

STANDING COMMITTEE CHAIRPERSONS

District 1 Liaison – Rodney C. Emery
 Awards – David J. DeBaie
 Charter/Bylaws – Diane W. Morabito
CHRONICLE/NEITE Newsletter – Kien Y. Ho
 Continuing Education – Joseph P. Lowry
 Industrial Support – William P. McNamara
 NEITE Annual Meeting – William P. McNamara
 Legislative Liaison – Gus C. Driessen
 Membership – Paul T. Nauyokas
 NEITE Website – Andrea D. Quenneville, Silpa Munukutla
 Nominating – William F. Lyons
 Program – Jeffery S. Dirk
 Past Presidents Council – Frank A. Tramontozzi
 Public Relations – Joseph C. Balskus
 Historian – John P. Thompson
 Technical – Kenneth J. Petraglia, Mike W. Wasielewski
 Tom Desjardins Scholarship – Rodney C. Emery
 Young Professionals Group – Nick Fomenko

DISTRICT 1

Chairman – Rodney C. Emery
 Vice Chairman – Lynn A. LaMunyon
 Secretary/Treasurer – Michael D. Schauer
 Immediate Past Chairman – Paula F. Benway
 ITE International Director – Kim E. Hazarvartian

CHAPTER PRESIDENTS

Connecticut – Jennifer M. Carrier
 Maine – Kevin G. Hooper
 Massachusetts – Jim Terlizzi
 New Hampshire – Kevin R. Dandrade
 Vermont – Roger J. Dickinson
 UMass/Amherst Student Chapter – Daniel M. Dulaski
 Northeastern Student Chapter – Robbie J. Burgess

The New England Chronicle is a publication of the New England Section of the Institute of Transportation Engineers. All interested parties are invited to submit feature articles or editorial comments. All inquiries should be addressed to the Editor.

Visit our website at www.neite.org!

WHERE ARE THEY NOW? ∞

1991 Transportation Engineer of The Year Walter Freeman



We have tracked down the winner of the 1991 Transportation Engineer of The Year Award, Walter Freeman.

Kien Ho spent some time with Walter on Super Bowl Sunday and was able to find out what he is currently doing.

Walter is currently a part-time traffic engineer performing signal design and traffic impact studies. He says this is something that he enjoys and will never give up. In addition to his engineering, Walter is also a part-time stock trader performing close to a dozen trades per day.

In between his part-time employment, Walter spends a lot of quality time with his four grandchildren and loving wife.

He promises to make a return to the NEITE Technical Committee soon.

We thank Walter for his time and willingness to share his activities with the *Chronicle* readers.

Continued from "President," Page 1

members at state and student chapter meetings. I am confident that through this outreach, we can:

- Attract more of the future Section leaders from the state chapters;
- Gain a better understanding of the similarities and differences that occur throughout New England;
- Form a two-way line of communication that will strengthen the individual states, and the Section as a whole, and;
- Form a similar link with the student chapters.

I look forward to working with each of you this year. Please do not hesitate to contact me with any comments or ideas.

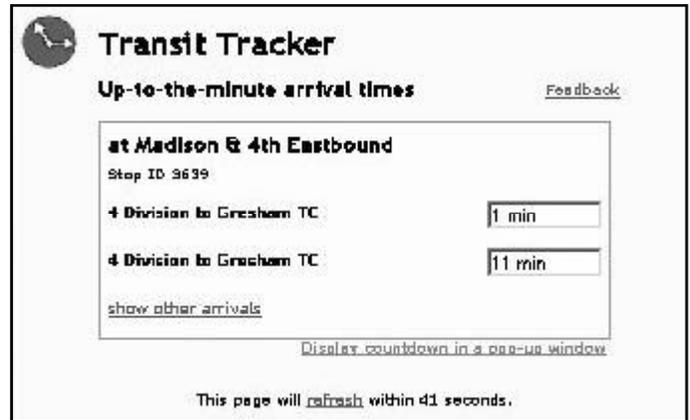
IMPROVING TRANSIT TRAVELER INFORMATION: WHAT WILL THE FUTURE BRING?

by
Carol L. Schweiger

Transit Traveler Information (TTI) systems are designed to provide timely and accurate information to help existing and potential transit riders make decisions on modes of travel, routes, and travel times. This information generally includes transit service areas and routes, scheduled vehicle departure times, projected vehicle arrival times, service disruptions and delays, information on fares, transfers and other transportation services, as well as information on the various activities and events in a region. This information is used to assist customers and potential customers in making pre-trip and en-route (including in-vehicle) trip decisions. Such TTI systems not only assist riders in their trip planning, but also help improve the visibility of transit agencies within their communities. Often, access to this information is through various media, including the Internet, wireless personal digital assistants (PDAs), electronic displays at stops/stations, kiosks (at bus shelters, office buildings, shopping centers and other locations), and land or mobile telephone (including 511 systems).

The transit industry is making significant inroads in improving TTI. While complete integration with other traveler information is still in its infancy, TTI has been proven to improve the perception of transit services. Continued improvements are being made in TTI to maintain existing riders and attract new riders. In this article, three major strategies are covered that will be used to improve TTI in the future:

- Improving the data that provides the basis for TTI;
- Completely integrating TTI with other traveler information, particularly traffic information for “one-stop” regional information shopping; and
- Providing more customer-focused and personalized information.



Improving Underlying Data

Developing and maintaining accurate and comprehensive data that provides the basis for TTI applications is a critical strategy for improving traveler information in the future. Data quality directly affects everything along the “information chain,” from the collection of raw data through its processing into useful information through its delivery to end users. The chain will usually involve multiple public and private organizations. Often, the public authority has the role of data provision and maintenance of data quality, while the private organizations have the role of using that data to deliver information services to the public.

Thus, if the initial data used by a public agency to generate information for dissemination is not accurate, the information provided to the user will not be accurate. This lack of accuracy of the underlying data can have significant consequences on the public’s perception of the information, and, therefore, their use of the information may be reduced. The four areas in which data quality is being improved to improve TTI in the future are level of detail, coverage, accuracy and maintenance.

511 TakeTransit™ Trip Planner



Integration of TTI with Other Travel Information

One of the “success factors” of TTI in the future will be the integration of TTI with other travel information. First, from a political perspective, it is often difficult to challenge our automobile culture, making it hard to invest in fully integrated systems. However, users have expressed a need for multimodal traveler information.

Second, public transit has the opportunity to sell their data (e.g., real time bus arrival information) in the future, “as long as the data being sold is of sufficient quality and is on a level that the private sector cannot replicate by gathering similar data on their own.” (Rick Schuman and Eli Sherer, ATIS U.S. Business Models Review, prepared for the US DOT ITS Joint Program Office, November 15, 2001, <http://ops.fhwa.dot.gov/Travel/Atis-bm.htm>, page 12). Given that the private sector cannot replicate public transit operational data, this could give transit a distinct advantage in selling their data. Transit

Continued from "Transit," Page 3

agencies selling their data could turn around the relatively recent market of firms that provide transit agencies with a for-fee service that collects, processes and disseminates real time information.

Third, the need for travel time information as part of TTI has been expressed. This is an area that public transit has not actively undertaken to date. If travel times were provided as part of TTI (and could be compared with the travel times on other modes), the public would be able to make more informed choices about mode(s), route(s), etc. Calculating travel times for different modes is non-trivial, and requires that many sources of data be combined and processed to predict travel times, and a rather sophisticated algorithm be developed to perform this calculation.

Developing an algorithm that is sophisticated enough to produce accurate and reliable travel time predictions has recently been achieved through The De Orientierte Mensch (The Oriented Person) (DOM) project. This project, initiated by the German Federal Ministry of Education and Research, provides a comparison between travel times and costs for travel by public transport and travel by car. "The traveling times for cars consider the individual streets' speed profiles and figures drawn from past experience. The costs are calculated on the basis of values from the German automobile association. The item cost of public transport route is calculated using a formula of public transport (rail and local forms of transport) as well as for paths and taxi trips." (Dijkster, "DOM - Der Orientierte Mensch (the oriented person) - The requirements and development of mobility oriented Internet services," Proceedings of the 9th World Congress on ITS, Chicago, Illinois, October 14-17, 2002, page 5).

Another good example of TTI integrated with other travel information is the Telematics Technologies for Transport and Traffic in Turin (5T) program in Turin, Italy. This comprehensive system provides TTI, combined with traffic, parking, and environmental monitoring, management and information. The TTI component of 5T provides real-time arrival information at stops and via the Internet, and trip planning services. A customer can easily plan a journey, examining real-time transit and traffic conditions, and using the trip planning feature. Then the traveler could check the real time status of the transit vehicle(s) they would like to take and/or the number of spaces available at the car park they will use.

More Personalized TTI

In several areas in the U.S., "choice" riders now have the capability to obtain personalized TTI, such as e-mail alerts for disruptions to specific transit modes and routes, and real-time arrival information for frequently-used stops and routes. However, the potential exists to personalize TTI even more. For example, in December 2001, RTD introduced "Talk-n-Ride," a telephone service that provides real time bus (and light rail) arrival information. RTD already provided and continues to provide real time bus arrival information (called Bus Locator) via their website (<http://www.RTD-Denver.com>) prior to the introduction of Talk-n-Ride. Customers using Talk-n-Ride can provide the key information by voice to the system in order to obtain the estimated time of arrival (ETA) for the next three buses at a particular stop. The key information needed by the system to do the prediction is route number, direction and stop name. The ETA calculations are done based on data from RTD's AVL system. After the success of Talk-n-Ride, RTD introduced wireless PDA and web-enabled mobile telephone access to real time information (called Mobile-n-Ride), using the same customer inputs as Talk-n-Ride. This sophisticated application supports 440 devices and multiple versions of Extensible Markup Language (XML), Wireless Markup Language (WML) and HyperText Markup Language (HTML).

Transport for London (TfL) recognized the need to provide improved static and dynamic traveler information to the public. The COUNTDOWN program, which provides real-time information at bus stops throughout London has been extremely successful since its demonstration in 1993. Over 2,000 signs have been deployed so far, with 4,000 expected by the end of 2005. In March 2004, TfL signed an agreement with Orange, a mobile telephone service company, to provide Orange mobile phone users with travel alerts and news, travel planning capability and fully interactive Tube maps. Other real-time information available from TfL includes real-time service information for all services via TfL's website, text messages on mobile phones, and/or e-mail. In terms of static data improvements, TfL has redesigned bus timetables and maps to provide customers with information at the bus stop level. Further, TfL developed spider maps, similar to the familiar London Underground maps, to show bus services from specific stops.

Another project related to more personalized information is the European Location Based Advertising project (ELBA), which was completed in January 2004. The purpose of this project was to provide personalized information to users based on their location. This project provided public transport users with targeted, location-based advertisements while on-board a transit vehicle using electronic displays. Further, this project demonstrated sending targeted information to mobile phone users based on their location.



Continued on Page 5

Continued from "Transit," Page 4

Another improvement in customer-focused information is the use of IVR systems. Voice recognition technology provides the basis for IVR systems, which are beginning to be used to provide various types of TTI. The Washington Metropolitan Area Transit Authority's (WMATA's) RideGuide system, which provides point-to-point itineraries, is available via telephone using IVR technology. This system, implemented in November 2002, allows callers to speak their responses to the itinerary building questions which are identical to those asked on the web application. The use of such voice technology provides access to trip/itinerary planning 24 hours a day and seven days per week, and does not require Internet access. Several other systems across the U.S. are now implementing this technology. In addition to availability to TTI 24/7, voice-enabled technology can provide additional benefits to agencies, including the capability to handle increased call volume, a reduction in call volume to customer service agents, and a reduction in the number of calls abandoned.

Summary

The future of TTI is almost here! Underlying data is constantly being improved, integration with other traveler information is progressing, and there is more customer focus and personalization in revised and new systems. Future systems will ensure that existing ridership is maintained and will likely attract new riders. Also, the future will include accessibility of TTI to all individuals, including those with disabilities.

In the future, the ultimate TTI would combine the real time information on vehicle status (e.g., arrival or departure time) with a trip plan. This has not yet been accomplished in the U.S., but several TTI systems are striving to make improvements that have such powerful functionality (e.g., WMATA's RideGuide). As the first step in the development of this ultimate TTI, the Federal Transit Administration (FTA) has issued a request for proposals (RFP) for the demonstration and evaluation of a standards-based, prototype, trip itinerary planning system that is multimodal (transit, driving, parking, etc.). The multimodal trip planner will provide door-to-door instructions over the Internet for a trip along a corridor. It will incorporate accessibility information and features of the transportation network, and accommodate customer preferences and constraints. The prototype system will demonstrate the integration of existing single-mode trip planning systems through the use of draft eXtensible Markup Language (XML) schemas that are based on Intelligent Transportation Systems (ITS) standards. The goals of the project are to demonstrate the technical and institutional feasibility of a standards-based, integrated, multimodal trip planning system, using XML, and to analyze the feasibility of the multimodal trip planning system vision. A future TTI system would take this system one step further by incorporating real-time information.

FEATURE PROJECTS

In this year's *Chronicle* we would like to feature interesting projects relating to a particular theme for each of the respective issues.

- May – Pedestrian Enhancements
- September – Roundabouts
- November – Alternative Pavement Treatments

The following three projects are examples of the types of submissions we are looking for and we encourage all of our readers to send pictures and/or drawings with a brief description of their project for inclusion in future issues of the *Chronicle*.

May 2005 - Pedestrian Enhancements

MAIN STREET ENHANCEMENTS

Campbell Street to Wood Street
Warren, Rhode Island

The design team of Pare Engineering Corporation (Civil Engineer), Diane C. Soule & Associates (Landscape Architect), and Antonio P. Franco & Associates (Electrical Engineer), created a unique street theme for the Town of Warren, Rhode Island. The design team worked hand-in-hand with the Town Manager and the Rhode Island Department of Transportation on this TEA-21 Enhancement Project. The goal was to produce plans that expressed the wishes of the town and were within the allotted budget set aside in the Enhancement Grant for the project.

The project focused on two main aspects of improvements to enhance the pedestrian experience: sidewalk pavement and decorative street lighting. In key areas, real brick pavers were selected, while materials in the remaining project corridor consisted of exposed aggregate concrete sidewalk with decorative scoring and bluestone pavers. Bluestone pavers highlight business and residential entrances along with more detailed scoring patterns. Decorative lights were designed by the Town and produced in cast iron by a Rhode Island manufacturer. All sidewalks were made wheelchair accessible and handicap ramps were installed at crosswalk locations.



September 2005 - Roundabouts



ROYAL SQUARE ROUNDABOUT West Warwick, Rhode Island

There will soon be a new traffic feature in the Riverpoint Section of West Warwick, Rhode Island. Along with the Federal Highway Administration (FHWA), the Rhode Island Department of Transportation (RIDOT) is working with the Town of West Warwick and the developer of the historic Royal Mill site to develop plans for a modern single lane roundabout. Commonwealth Engineers and Consultants has been retained as the consultant to develop construction plans for the improvements at this important crossroads.

The RIDOT and the FHWA agreed to investigate the feasibility of constructing a roundabout at Royal Square and shifting the Providence Street northbound travel lane to the north. The right-of-way along this segment of Providence Street is currently 80 feet wide and consists of a tree-lined landscaped median, which separates the northbound and southbound travel lanes. The single-lane, urban roundabout was designed to accommodate vehicles up to a WB-50. With an inscribed circle diameter of 130 feet, the footprint of the roundabout fits into the existing right-of-way in Royal Square and keeps the necessary property acquisition to less than 200 square feet. Although the existing landscaped median island will be removed, there will actually be a net decrease in impervious surface and several new landscaping opportunities will be created by this design. Additionally, the space efficiency of the modern roundabout allows the elimination of travel lanes on the approaches, which, in turn, frees up property in front of the Royal Mill for sale to a potential developer.

November 2005 - Alternative Pavement Treatments

COUNTY ROAD Barrington, Rhode Island

Working with the Rhode Island Department of Transportation and its consulting engineer Gordon R. Archibald, Gates, Leighton & Associates, Inc. (GLA) developed streetscape improvements to the downtown area of Barrington, Rhode Island. This project was a successful blend of vehicular and circulation and pedestrian safety improvements, and improvements to the visual quality of the roadway corridor.

As part of the improvements to vehicular circulation, a dual left-turn lane was constructed throughout most of the project area. GLA developed details and specifications for this turn lane to be a stamped and colored concrete paving. This detail reflects materials found on buildings throughout the project area and is also being proposed in crosswalks and other paving surfaces.



Send in your Feature Project for future issues of the Chronicle

2004 NEITE AWARDS

The following awards were presented at the New England Section's Annual Meeting in Warwick, Rhode Island on December 6, 2004 by the NEITE President, Kevin G. Hooper, P.E., with the exception of the The Transportation Leadership Award, which will be presented at the spring Section meeting in Connecticut.

TRANSPORTATION LEADERSHIP AWARD

Arthur W. Gruhn, P.E., Chief Engineer, Connecticut Department of Transportation

Arthur Gruhn earned a Bachelor of Science Degree in Civil Engineering from the University of Rhode Island and a Master of Public Administration Degree from the University of New Haven. He has pursued continuing education courses in Project Management, Construction Management, Construction Law, Construction Contract Claims Analysis and Defense, OSHA Safety, and Construction of Asphalt Pavement. Mr. Gruhn is a registered Professional Engineer in Connecticut and Vermont.

Arthur Gruhn has served as Transportation Chief Engineer and Bureau Chief, Bureau of Engineering and Highway Operations for the Connecticut Department of Transportation (ConnDOT) since February 2002. Prior service as ConnDOT Construction Administrator involved organizing, directing and implementing the construction program for the ConnDOT including highway, bridge, incident management, rail, marine, airport, and facility projects. This work has included establishing goals and policies for the Office of Construction; program development and implementation; construction contract administration; administering construction claims management programs; developing quality assurance programs; assisting in the development and implementation of departmental policies; representing the Department in public hearings, legislative hearings, national committees; staff development and training; office and departmental organizational activities; overseeing the Department's research and material testing activities; departmental budgeting activities; and personnel management. During this period the Department underwent a major downsizing and reorganization while maintaining an aggressive \$600 - \$800 million construction program.

As Transportation Construction Division Chief, Mr. Gruhn directed the staff and operations of the Department's Office of Construction. He coordinated and managed the activities of the unit; formulated goals and procedures for the construction engineering and inspection program of the Department; interpreted and administered contract specifications and pertinent laws. Mr. Gruhn directed the development and implementation of construction plan revisions; directed, coordinated and controlled development of computerized record keeping and management system; organized training programs for staff; directed preparation of claims analysis and recommended claims resolution and settlements; and directed implementation of DBE programs. Projects included major expressway expansions, major river crossings including a precast segmental concrete bridge,

pavement and bridge rehabilitation and reconstruction.

Mr. Gruhn has also served as a ConnDOT Transportation District Engineer. During this period, he was responsible for more than fifty concurrent construction and rehabilitation projects with a value in excess of \$300 million. For eleven years prior to joining ConnDOT Arthur Gruhn worked as a director of a construction department, construction manager, and resident engineer in the private sector.

TRANSPORTATION ENGINEER OF THE YEAR AWARD

William R. Bent, P.E., State Traffic Engineer, Massachusetts Highway Department

William Robert Bent, P.E. has over thirty years experience in the transportation field. His present position is the State Traffic Engineer for the Massachusetts Highway Department (MassHighway) where he has worked for over ten years. Bill previously has had management responsibility for the Traffic Operations and Safety Unit and most recently for the Traffic Signals Unit. Prior to joining MassHighway, Bill served as the Chief Transportation Engineer within the Central Transportation Planning Staff. Bill has worked for private consultants and for planning agencies in the State of Maine. This year's efforts regarding the Democratic National Convention (DNC) may have been Bill's greatest challenge. It started in early January when the Chief Engineer called Bill and asked that he put together some rough numbers regarding truck traffic if Interstate 93 were to be shutdown during the DNC. From that point there were meetings with the State Police, the City of Boston, Massachusetts Turnpike Authority, DCR, and most importantly the United States Secret Service.

MassHighway, and Bill in particular, spearheaded the traffic management effort. Bill worked hard to convince everyone concerned that this would be a no-win situation without a significant reduction in traffic. This Traffic Management Plan also required Bill to call on various civic groups, local politicians, police and fire officials and State Legislature to educate the public about the response plan that was developed. The end result of the countless hours of planning, extensive media campaigning and several high-level meetings/briefings with Governor Romney and the Cabinet Secretaries was an incident-free week for travel in and out of Boston.



DISTINGUISHED SERVICE AWARD

Diane W. Morabito, P.E., PTOE - Casey & Godfrey Consulting Engineers

Diane W. Morabito is a registered Professional Engineer in Maine and New Hampshire and a Professional Traffic Operations Engineer. Diane earned her Bachelor's and Master's degrees in Civil Engineering at the University of Massachusetts in Amherst. Mrs. Morabito is a partner and co founder of Casey & Godfrey Consulting Engineers in Gardiner, Maine. Prior to the establishment of the firm in 1986, Mrs. Morabito worked for the Maine Department of Transportation. Diane's responsibilities include the technical and administrative management of the firm's transportation planning projects including traffic impact and corridor analysis, parking and pavement management studies.

Diane is a longstanding member of ITE who is active in the Maine Chapter and the New England Section. Diane has served the full complement of NEITE officer positions and continues to be active. She was president of the Section in 2002. Diane was co-chair of the ITE District One Annual Meeting in Portsmouth, New Hampshire. Currently Diane chairs the New England Section's By-Laws committee.

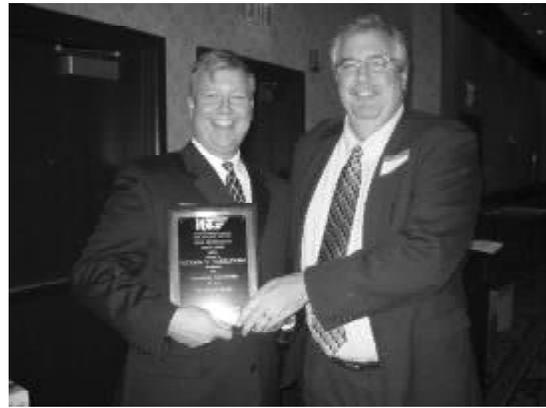


YOUNG PROFESSIONALS GROUP AWARD

Michael W. Wasielewski, E.I.T. - HDR Engineering, Inc.

Michael W. Wasielewski, E.I.T. is a graduate of the University of Massachusetts at Amherst where he earned his Bachelor's and Master's degrees in Civil Engineering in 2000. He is employed by HDR Engineering, Inc. in Boston and has been working on civil/traffic projects for New England and New York state agencies. Mr. Wasielewski has been involved over the past few years with many computer-programming projects.

Mike has been active in ITE from the beginning of his career, starting as a student chapter member at UMASS, and eventually acting as president. He is a member of the New England Section Technical Committee, and was Chair of the Young Professionals Group. As a member he has been a consistent contributor. He has revived the Young Professional Group as it has begun to reschedule activities again including a co-sponsored technical tour of the Central Artery/Tunnel Traffic Operations Center, a technical session at the Connecticut Chapter meeting, and a roundtable discussion at the District 1 meeting in Burlington, Vermont.



2005 DISTRICT 1 ANNUAL MEETING
MET SECTION HOSTS DISTRICT MEETING

The Met Section of New York and New Jersey will host the 2005 ITE District One Annual Meeting at the Madison Hotel in Morristown, New Jersey on May 2nd, 3rd and 4th. Please mark your calendars and reserve those dates now. Final planning for an educational and entertaining program for the meeting is underway. The technical program will include a half-day workshop on Monday morning, followed by a tour of the World Trade Center site and the newly completed PATH Station. There will be a series of technical sessions on Tuesday and a "Design Roundtable" on Wednesday morning. The Local Arrangements Committee is working to make sure that Professional Development Hours will be available for New York PE's. Our Monday night "icebreaker" will be a "Casino Night" complete with games of chance and prizes. Other social/companion activities being considered include a tour of local museums on Tuesday and a trip to a Broadway matinee on Wednesday afternoon, timed to coincide with the golf outing. There will also be an exam scheduled for the PTOE Certification in conjunction with the Annual Meeting. For more information, or to volunteer to make this a great meeting, please contact Andy Paluri (973-765-1931) or Michael O'Rourke (914-997-8510).

MASSACHUSETTS CHAPTER
 Massachusetts Still Drives the Nation

Massachusetts has long been the place where new transportation systems for the nation have been tried and refined. Among the firsts in transportation in Massachusetts are such systems as the urban subway transit, the railroad, and the canal. This legacy of firsts continues today with members of the academic community contributing today's ideas in research that will be tomorrow's functioning transportation systems. Some of the students of the finest higher learning institutions within the state are working hard to make our transportation infrastructure and therefore our lives easier and better.

On February 18th, the Massachusetts Chapter of the Institute of Transportation Engineers was pleased to hold the first of what will be an annual Transportation Research Symposium

at the Massachusetts Institute for Technology (MIT). Eighteen graduate and doctoral students from transportation programs of higher learning institutions in Massachusetts, including MIT, Northeastern, University of Massachusetts (UMASS) Amherst, and UMASS Lowell, were invited to present the results of their research after a call for papers was completed. Approximately thirty Chapter members, mostly professionals, sat in attendance and listened to the presentations over the course of the day and also contributed critical insight and questions. Some of the professors sponsoring the students also in attendance included: Dr. Joseph Sussman, the school's host, Dr. John Collura and retired Dr. Paul Schuldiner of UMASS Amherst, and Dr. Nathan Gartner of UMASS Lowell.

Michael Mulhern, the General Manager of the Massachusetts Bay Transportation Authority (MBTA), treated lunchtime guests to a discussion of the current state of the MBTA.

Many thanks are due to the meeting originators and helpers including Maaza Mekuria, Kien Ho, Bill Bent, Bob Campbell, and John Mirabito.

Upcoming Meeting Notice: Joint MAITE/Massachusetts Municipal Engineer's Association (MMEA) Breakfast Meeting on Wednesday, March 16th, 8:30 to 11:00, at the Best Western in Marlborough. State Traffic Engineer, Bill Bent, will speak on the state's approved traffic calming measures and the latest amendments to the Manual on Uniform Traffic Control Devices (MUTCD).

☞ VERMONT CHAPTER ☞

Over forty Vermont and New England ITE members attended the Vermont ITE Chapter/New England Section Board meeting on January 25th at the Capital Plaza Hotel in Montpelier, Vermont. The meeting was sponsored by DuBois & King, Inc. of Randolph, Vermont. Roger Dickinson was elected as the Vermont Chapter President, replacing Joe Segale who held that post for three years. Joe continues on the Vermont Chapter Executive Board as immediate past president. Thank you Joe! Susan Smichenko was reelected as Vice President and Jon Slason elected as Secretary/Treasurer. Evan Detrick rounds out the Vermont Executive Board as the at-large member.

After dispensing with the business portion of the agenda, the meeting continued with three excellent technical presentations. Raghu Dharmaraju of VTrans presented his recent experiences in optimizing traffic signals in a topic titled "Practical Considerations in Traffic Signal Optimization. Roger Dickinson of Lamoureux & Dickinson followed with a topic entitled "Delay and Gap Studies at Unsignalized Intersections," which focused on the difficulties in matching real world conditions with the results of the HCM analyses. Last, but not least, Bernie Byrne and Eleni Churchill of VTrans presented new guidelines on incorporating transit in traffic impact studies.

An excellent meeting!

☞ DISTRICT 1 EXECUTIVE COMMITTEE ☞

Chairman's Message
January 2005

Welcome to the New Year. It's my pleasure to introduce the new 2005 District One Executive Committee:

International Director:	Kim Hazarvartian (NE Section)
Immediate Past Chairman:	Paula Benway (NY Upstate Section)
Chairman:	Rod Emery (NE Section)
Vice Chairman:	Lynn LaMunyon (Met Section)
Secretary/Treasurer:	Michael Schauer (NY Upstate Section)

As we start the New Year we can look back and give a special thanks to our immediate past members of the District One family, who made 2004 a success. I would like to recognize the following members for many years of hard work at District One:

Rick Zabinski	International Director (3 years)
Mark Kulewicz	Executive Board (4 years)
Dave Scott	2004 Annual Meeting Chair

I would also like to congratulate our new International Director and recipient of the 2004 Distinguished Service Award, Kim Hazavartian.

We are also fortunate to have had a resurgence of student participation with the establishment of two new ITE student chapters at the University of Rhode Island and Cooper Union in New York. Attendance at the Annual Meeting by students totaled twenty, with eleven students presenting at a technical session.

District One also has numerous state chapters and student chapters. Each of the Sections is unique in their organization, geographic characteristics and activities. We encourage every officer to visit another Section meeting and learn from the exciting activities underway.

The District One Executive Committee meets yearly in January and the District One Board meets yearly in May at the Annual District Meeting. This year's meeting was held in Albany on January 19th and proved to be an exciting beginning to 2005 ITE year. Here are a few dates and activities at the District One level:

- Annual Section Reports Due – End of February
- Student Paper, Student Chapter and Section Activity Award nominations due to District Coordinator (ViceChairman) – Early April. More information will follow.
- 2005 District One Annual Meeting – May 2-4, 2005, Morristown, NJ. Contact Mr. Michael O'Rourke at (914) 992-8510 for more information.

We hope to see you soon at an upcoming ITE event.

∞ CAREER OPPORTUNITIES ∞

**BETA GROUP, INC.
CIVIL ENGINEERS**

Norwood, Massachusetts Office
Lincoln, Rhode Island Office
Immediate Openings

Join our dynamic team of talented professionals

Civil/Transportation Engineers - Full Time. 5 to 8 years experience with roadway design required. Proficiency in hydraulic analyses with Rational Method, SCS Methodology and SWMM Modeling desired. Experience with RIDOT a plus. Proficiency in Land Development and a Bachelor of Science Degree in Civil Engineering required. Professional Engineering Registration preferred.

Senior Traffic Engineer - Full time. 8 to 10 years of experience in Traffic Signal Design, both isolated and interconnected systems desired. Proficiency in AutoCAD, HCS, SYNCHRO and Sim Traffic computer programs required. Experience in traffic assessments and analyses, signal warrants and field inspection of existing or new traffic signals desired. Familiarity with MassHighway/RIDOT procedures a plus. Requires a Bachelor of Science Degree in Civil Engineering. Professional Engineering Registration in MA/RI preferred.

Structural Engineer - Full Time. 5 to 8 years structural bridge design experience. MassHighway/RIDOT experience preferred. Waterfront and building experience a plus. Proficiency in AutoCad and Finite Element Method Analysis required. Bachelor of Science Degree in Structural Engineering required. Professional Engineering Registration preferred.

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

Please submit resume to RKelly@BETA-Inc.com.

TRANSPORTATION ENGINEER

An immediate opening for an assertive, motivated individual with 2 to 6 years experience in conducting transportation studies, preparing roadway and traffic signal design plans and conducting roadway safety analyses. The firm is a regional transportation engineering and planning consulting firm conducting projects throughout New England. Educational background may include civil engineering or planning degree. Must have excellent writing and speaking skills and interested in doing independent research. Interested candidates should send resumes, transcripts, samples of work and references to:

MS Transportation Systems, Inc.
P.O. Box 967
Framingham, MA 01701
Attn: William J. Scully, P.E.

email address: msinatick@earthlink.net

Howard/Stein-Hudson Associates, Inc. now in our eighteenth year of service, is a transportation engineering and planning firm. We are searching for qualified individuals, at all levels, to join our growing team for a variety of challenging assignments. HSH's downtown Boston location is easily accessible and an exciting place to work. HSH offers a competitive salary and benefits, including T-pass subsidy.

Junior Transportation Engineer - This is an excellent opportunity for a candidate with a B.S. or Masters in Civil Engineering/Transportation planning, to assist in all facets of engineering projects. The qualified candidate will be flexible, have the ability to work on multiple projects of varied interest, possess good computer skills, and enjoy learning

Mid-Level Transportation Engineer - This is an exciting opportunity for the right career-oriented candidate who enjoys the challenge of working on a variety of interesting projects with a diverse client base. The qualified candidate will have a B.S. or M.S. in Transportation Planning or Civil Traffic Engineering and 3 to 5 years experience including some project management; business and client development skills are a plus. Master's Degree can substitute for some experience. Excellent computer, written, and communication skills and experience with impact studies and Synchro software required.

Senior Transportation Engineer - Howard/Stein-Hudson Associates has an exciting opportunity for an aggressive go-getter who enjoys the challenges of working on a variety of interesting projects with a diverse client base. The qualified candidate will have a B.S. in Civil or Traffic Engineering, (Master's degree preferred) extensive experience in traffic impact/parking studies and at least 8 years experience to include project management, business or client development skills. Excellent computer, written, and communication skills and experience with traffic analysis software are a plus.

We are looking for a proven leader to prepare and monitor project budgets, supervise client relationships and coordinate and approve pricing, estimating, scoping and marketing strategies for proposed projects. As well as developing engineering agreements and preparing forecasts of workload, while directing and supervising other engineer's activities and progress.

Please forward your resume and letter of interest with salary requirements to:

Human Resources Department
Howard/Stein-Hudson Associates, Inc.
38 Chauncy Street
Boston, MA 02111
FAX: (617) 482-7417
jobs@hshassoc.com
<http://www.hshassoc.com>
An Equal Opportunity Employer

 CAREER OPPORTUNITIES

Traffic Engineering Senior Project Manager/Project Manager - Join a growing transportation engineering firm in our Boston office. Manage/perform traffic studies, corridor studies, needs analyses for public/private clients, supervise/mentor project staff, market clients. Experience with HCS, Synchro, other traffic analysis software pref. Strong written/oral communication skills, proven leadership skills, MA PE required, business development skills, other PE registrations, PTOE certification preferred, 5 to 10+ years experience.

Entry-Level Engineer - Join a growing transportation engineering firm in our Boston office. Highway and roadway design, cost estimating, quantity takeoffs, specification writing, drainage design, and preparation of traffic control plans. Experience with MicroStation, AutoCAD, Microsoft Word, Excel, and PowerPoint a plus. EIT preferred, 4-year degree from an ABET accredited school, 0 to 3 years experience.

Send resume to: marie.herschel@mcmtrans.com.

Please visit: www.mcmtrans.com.

**TRAFFIC ENGINEERING AND TRANSPORTATION
PLANNING CAREERS**

Barkan & Mess Associates, Inc., is a Traffic Engineering and Transportation Planning firm located in Branford, Connecticut. We are looking for entry and mid-level engineers. The firm's work includes traffic impact studies, transportation planning, site layout, and traffic signal/road design. All candidates should possess good written and verbal communication skills.

Entry Level - candidates should possess an appropriate bachelors degree (BSCE or similar) have proficient computer skills, and knowledge of traffic engineering principles.

Mid-Level - candidates should have a minimum of 2 years experience and their EIT with ability to obtain a PE license in Connecticut within 2 to 3 years. Experience in traffic impact studies, corridor and area wide traffic analysis, or traffic signal design is desired.

To learn more about Barkan & Mess Associates, as well as the shoreline town of Branford, visit our website (www.barkanandmess.com). Please fax (203-483-7205), e-mail (mail@barkanandmess.com), or mail a letter of interest and resume to David Sullivan, Barkan & Mess Associates, Inc., 300 East Main Street, P.O. Box 661, Branford, CT 06405. EOE employer. M/F.

Career Opportunities at MDM

Ready to accelerate your career at a growing full-service transportation consulting firm with great benefits? Broaden your horizons and challenge yourself at MDM! MDM is currently seeking qualified candidates for the following positions:

Junior Transportation Planner/Engineer - Position involves field research, data collection, crash analysis and capacity analysis. Applicant would assist senior staff in the preparation of traffic impact and access studies, environmental impact reports, functional design reports, quantity/cost estimating, and plan preparation for roadway and traffic signal improvements. Experience with Synchro®, aaSIDRA®, Excel, MS Word and AutoCAD Land Development Desktop is desirable. BSCE, excellent written and oral skills, and a minimum of 1 to 3 years experience is required. FE preferred, working toward PE registration is desired.

Transportation Planner/Engineer - Position involves preparation of transportation analysis, modeling and research for traffic impact and access studies, environmental impact reports, corridor studies and multi-modal transportation studies. Position also involves field research and coordination of data collection. Experience with Synchro®, Excel and MS Word is required. Experience with AutoCAD Land Development Desktop, aaSIDRA® is desirable, but not required. BSCE, FE, excellent written and oral skills and a minimum of 3 to 6 years experience is required. Working toward PE and PTOE registration is desired.

Transportation Design Engineer - Position involves preparation of functional design reports, accident and capacity analysis, roadway and intersection design, traffic signal design, preparation of design plans, specifications and estimates. Experience with Synchro®, Excel and MS Word is required. Experience with AutoCAD Land Development Desktop and MassHighway design standards is desirable, but not required. BSCE, FE, excellent written and oral skills and a minimum of 4 to 8 years experience is required. Working toward PE and PTOE registration is desired.

MDM offers a challenging opportunity for career growth as a Transportation Planner or Engineer in our Marlborough, MA office. We offer a dynamic working environment with Principal Transportation Planners and Engineers on high-profile land development and municipal projects. MDM is an Equal Opportunity/Affirmative Action Employer and offers an excellent benefits package.

For confidential consideration, please forward a cover letter and resume to:

MDM Transportation Consultants, Inc.
5 Mount Royal Avenue
Marlborough, MA 01752
Phone (508) 303-0370
Fax: (508) 303-0371
e-mail: rdesrosiers@mdmtrans.com

☞ CAREER OPPORTUNITIES ☞

VHB, Inc., a leading national consulting firm specializing in transportation, land development and environmental services, is seeking our next generation of team builders to join its dynamic New England area offices.

BEDFORD, NH

Civil Highway Engineer – 0 to 7 years experience in the preparation of transportation studies, contract plans, documents and estimates associated with a range of transportation projects. Strong knowledge of stormwater mgmt design and CAD skills in MicroStation, MxRoads, GEOPACK and INROADS desirable. BSCE and excellent communication skills required.

Highway Eng. Tech. – 0 to 10 years experience with demonstrated background of progressively challenging highway engineering projects. The successful candidate will possess strong CAD skills in MicroStation, MxRoads or Land Development Desktop. A strong desire and aptitude to learn and ability to apply new techniques required.

Civil/Site Engineer – 0 to 4 years experience in the preparation of civil/site documents associated with a variety of land development projects. Strong knowledge of site grading, utility, stormwater management design and strong CAD skills with AutoCAD/SoftDesk. A BSCE, excellent communication skills and ability to multi-task required.

Traffic Engineer/Transportation Planner – 0 to 7 years experience in traffic impact studies, corridor planning studies, conceptual roadway design and traffic signal operations. Oral presentation and written communication skills essential. BS in Civil Engineering or Transportation Planning required. EIT/PE or AICP desired.

MIDDLETOWN, CT

Traffic Engineer -1 to 3 years experience working on major traffic engineering studies and signal design projects. Familiarity in all areas of traffic engineering including: impact studies, basic intersection design, signal control studies and design. Knowledge of AutoCAD, Micro-station, and traffic operational analysis tools such as HCS and Synchro applications. BSCE and familiarity with engineering guidelines and standards required.

Civil/Site Engineer – 1 to 3 years experience in the preparation of civil/site documents associated with a variety of land development projects. Strong knowledge of site grading, utility, stormwater management design and strong CAD skills with AutoCAD/SoftDesk. A BSCE, excellent communication skills and ability to multi-task required.

WATERTOWN, MA

Senior ITS Engineer/Planner - 8 to 10 years experience in ITS transportation planning or traffic engineering. Must exhibit clear understanding of ITS applications and familiar with strategic deployment plans and program development Windows-based word-processing and spreadsheet computer applications a must. BS in engineering or planning required; MS preferred.

*Position based in Watertown, however a significant amount

of time spent at RIDOT TMC in Providence, RI*

Traffic Engineer - 5+ years experience in private and/or public sector transportation field. Must exhibit clear understanding in all areas of traffic eng/transportation planning. Knowledge of highway capacity methodology and related traffic analysis software as well as word processing and spreadsheet computer apps a must. BSCE/MSCE or equivalent planning degree and ability to obtain professional registration within 1 year required.

Senior Traffic Engineer/Project Manager - 8+ years progressively challenging experience in traffic engineering field Responsibilities include traffic analysis and design review/supervision, project management client interaction, public presentation, and staff supervision/development. Must possess understanding of all areas of traffic engineering standards and procedures including basic intersection, roadway and signal design; impact assessment and environmental/development permitting. Knowledge of highway capacity methodology, traffic analysis software, and standard word processing and spreadsheet applications a must. BSCE required, MSCE preferred and PE license or ability to obtain professional registration within 1 year.

Please apply on-line at www.vhb.com

An Equal Opportunity/Affirmative Action Employer

Civil Engineer II (Traffic Signal Design)

Involves the responsibility to design the replacement of thirty-two traffic signal intersections in compliance with the State Department of Transportation policies and procedures; prepare traffic signal drawings, estimates, specifications and contract documents for the traffic signal replacement program.

Requirements: BS in Civil Engineering with a concentration in Transportation Engineering with 3 years experience in the design and analysis of traffic signal and engineering projects using the State of Connecticut Department of Transportation standards/procedures. Registered Professional Engineer in the State of Connecticut preferred. Salary: \$60,060-\$75,660.

Send application materials to:

Town of West Hartford
Department of Employee Services - Room 414
50 South Main Street
West Hartford, CT 06107

Please visit www.WestHartford.org for additional information.
Position open until filled. EOE M/F/D/V

2004 New England Chronicle Sponsors

SPONSORS

 ⌘ REMINDERS ⌘



**PTOE Exam
District 1 Annual Meeting
Morristown, New Jersey**

SAVE THE DATE!

**District 1
Annual
Meeting**

**May 2-4, 2005
Morristown, New Jersey**

 ⌘ UPCOMING EVENTS ⌘

Date	Location	Event
March 16, 2005	Marlboro, MA	MAITE/MMEA Joint Meeting
March 31, 2005	Boston, MA	ITSMA Annual Meeting
May 2-4, 2005	Morristown, NJ	ITE District 1 Annual Meeting
May 2005	Wayland, MA	6 th Annual Desjardins Golf Tournament

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