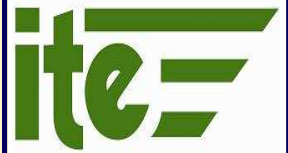




# New England Chronicle

THE NEW ENGLAND SECTION  
OF THE INSTITUTE OF TRANSPORTATION ENGINEERS



Volume 51, Issue 1

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# FAST 14

I-93 Rapid Bridge Replacement Project



"Medford I-93 Bridges -  
MassDOT's Innovative Design-  
Build Approach to Accelerate  
Construction"

By: Neil Boudreau (see page 8)





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## Editors Note

-Steven C. Findlen-

Welcome to the first issue of the NEITE Chronicle for 2011.

As the new editor of the Chronicle, I welcome all of you who are readers and contributors. I know many of you professionally or personally, and I look forward to meeting those of you I have not yet met.



In 2011, we intend for publication of the Chronicle to continue just as it has before, but with a few minor changes. One change is our goal to publish four issues this year. We are hopeful this will allow enough time for getting a greater number of well-researched articles and commentary. In each issue, we propose to have one or two featured articles. In addition to these, the Chronicle will continue to carry information and news about ongoing and upcoming ITE activities, both locally and nationally. The idea is to continue making the Chronicle a dynamic forum for exploring ideas in the transportation industry, as well as providing space for less heard voices. As such, all ideas and comments are welcome!

In this issue, we have a very informative and interesting article from Neil Boudreau, MassDOT State Traffic Engineer, who is working on the 93 Fast 14 Project. MassDOT, through its Accelerated Bridge Program, is streamlining its own processes and implementing projects using a design-build project delivery. For the 93 Fast 14 Project, this will allow full replacement of 14 deteriorated bridges on Interstate 93 in Medford, MA next summer. Pretty cool stuff.

We also have a message from the new NEITE President Joe Balskus who is taking on his new role with enthusiasm and implementing some exciting new goals.

Don't forget to visit our Section's website at:  
<http://www.neite.org>

Once again, I encourage you to send material for the next issue of our newsletter. Share your experiences, your expertise, and your challenges in the transportation industry.

Steven C. Findlen, Editor  
[steve.findlen@mcmtrans.com](mailto:steve.findlen@mcmtrans.com)

The NEITE Chronicle is interested in short articles on innovative projects and cutting-edge solutions. Please send articles, listings, graphics and photographs to Steven Findlen at [steve.findlen@mcmtrans.com](mailto:steve.findlen@mcmtrans.com). The NEITE Chronicle staff thanks you and we hope enjoy this issue.



## 2011 NEITE Directory

### 2011 NEITE Executive Board

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#### Maine

Rob Kenerson

#### Massachusetts

Steven C. Findlen, P.E.

#### New Hampshire

Andre H. Betit, Jr., P.E.

#### Rhode Island

Russell B. Holt, P.E.

#### Vermont

Evan Detrick, P.E.

#### Northeastern Student Chapter

#### Northeastern Faculty Advisor

Daniel M. Dulaski, Ph.D, PE

#### UMass/Amherst

Steve Tupper

#### UMass/Amherst Faculty Advisor

Michael Knodler, PhD

#### University of Connecticut Faculty Advisor

Nicholas Lownes, Ph.D.

#### University of Rhode Island Faculty Advisor

Christopher Hunter, Ph.D.

#### UMass/Lowell Faculty Advisor

Chronis Stamatiadis

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#### Charter/Bylaws

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#### Chronicle/NEITE Newsletter Editor

Steven C. Findlen, P.E.

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Alan Cloutier, P.E., PTOE

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#### Legislative Liaison

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#### Membership Chair

Peter Vasiliou, P.E., PTOE, LEED

#### NEITE Website Chair / Webmaster

Samuel Gregorio, EIT

#### Nominating/2013 ITE Boston LAC

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Jeffrey R. Gomes

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#### Student Chapter Liaison

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#### Young Professionals/Mentoring Chair

Jason Degray, P.E.

#### Past Presidents Council

Tom Gorrill, P.E.

#### Historian

John Thompson

#### Strategic Plan Administration

John Mirabito, P.E., PTOE

## Useful Links

Institute of Transportation Engineers

<http://www.ite.org>

Boston Society of Civil Engineers

<http://www.bsces.org>

American Society of Civil Engineers

<http://www.asce.org>

New Hampshire Chapter

<http://www.ascenh.org>

Vermont Section Chapter

<http://sections.asce.org/vermont>

Maine Section Chapter

<http://www.maineasce.org/maine.htm>

Connecticut Section

<http://www.csce.org/>

Rhode Island Section

<http://www.riasce.org/>

Urban Land Institute

<http://www.uli.org>

MA Association of Consultant Planners

<http://www.macponline.org>

The American Planning Association

Northern New England Chapter

<http://www.nnecapa.org>

Massachusetts Chapter

<http://www.massapa.org>

Connecticut Chapter

<http://www.ccapa.org>

Rhode Island Chapter

<http://www.rhodeislandapa.org>



## A Message from the President

-Joseph C. Balskus-



Holy mackerel. Wow. Words expressing my amazement at the position I am in today. Having started in ITE in late 1980's as an intern and then entry level engineer, I still remember the day when I was handed my first business card with the title "Transportation Engineer" emblazoned on it in color and then attending my first ITE meeting at the Chapter level. That same moment is reflected in my taking the reins of the Section some 20 years later. I am profoundly honored writing this message as the President of the Section, president of a great tradition in transportation in New England.

In reviewing the history of the section and the past Section presidents, I noted three Section Presidents later became ITE International presidents, including Edmund Ricker, NEITE's second president; Fred Hurd and William McGrath, all serving as ITE International Presidents in 1967, 1964 and 1973 respectively. While other sections of the District 1/Northeastern District have generated International Presidents in the recent history since 1973, including Met Section and the Upstate Section, including the current President, Paul Eng-Wong, the New England Section has not produced an International President since 1973's William McGrath. This drought in Section Presidents moving on to International President is long overdue. I do know that with the caliber of the recent presidents from the Section in the past two decades, I am confident we will be represented someday in the near future at the International level.

Following the December annual meeting, the new 2011 NEITE Section Board held the first meeting of the 2011 year at the 11<sup>th</sup> annual Joint Section Meeting with the Vermont Chapter. This meeting almost didn't happen with a snow event the night before in southern New England. With some improvising, we were able to move the Board meeting from before the Chapter meeting to after the meeting and later in the afternoon. We also allowed the use of technology at the meeting, given the reduced attendance from the southern weather events, we used telephone conferencing to supplement the dying to ski Board members attending in person. A special thanks to Evan Detrick and Jon Kaplan from the Vermont Chapter for arranging for the speakerphone and alternate meeting room and amenities at the VTrans office. Perhaps next year they can step it up another notch and hold the Joint Section/Chapter meeting at the ski lodge!

They used to say it takes a village to raise a child, well it takes a team to publish the Chronicle. Led by Steve Findlen at McMahon Associates and his staff as well as Chronicle Committee members Dan Dulaski and Jeffrey Dirk and others, we are off to a great start with getting the Chronicle back to its position as a preeminent newsletter for New England. Thank you Chronicle team! But the Chronicle can only be as good as the membership that supports it. I again encourage you to provide ideas, articles and anything that is newsworthy for our profession in New England for consideration for publishing in the next or future issues. Please contact Steve Findlen with any content you may have. See the website for his contact information. Having too much content is a good thing for the Chronicle.

If you noticed, there is no mention of the Section website in my issues or goals for the coming year because the website is already awesome!! Sam Gregorio and his team have done an amazing job in upgrading, improving, and reinventing the website. Many thanks to Past President Mike Knodler for getting these changes in motion last year. I strongly encourage you all to visit the website. Please remember to do so as you reading this because it is terrific. You can click right here to get to the website so you don't need to type anything! [www.neite.org](http://www.neite.org). From the website and the Section, I think one change we may want to consider is a new logo for the Section. Stay tuned for more information on this in the future.

Joe Balskus



## Awards Committee Update

### William P. McNamara Honored With Distinguished Service Award Designation

By: Kevin R. Dandrade, PE, PTOE – Past President

The NEITE Executive Board recently acknowledged the persevering work by one of its long-standing members. At the Joint NEITE/MAITE meeting on September 15, 2010, Bill McNamara was surprised with a special honorary plaque with the designation of NEITE's Distinguished Service Award. Joe Herr humored the large crowd with some of Bill's famous quotes that are part of his continued success with his business and NEITE. The proclamation and plaque were presented by Joe Herr, Kevin Dandrade, and Joseph Balskus.



Bill in action at the annual NEITE event in Warwick, RI

The Distinguished Service Award is intended to recognize outstanding service and contributions by a Section member for the activities and welfare of NEITE. Starting in December 2010, the Distinguished Service Award was renamed the William P. McNamara Distinguished Service Award and will continue to be issued annually. This award is given in Bill's name for his past and continued dedication and leadership of the Industrial Support Group and the long-standing coordinator of the membership list. He has provided overall guidance to the Section and has a dedicated passion in elevating the involvement of vendors and sponsors of the Section Chronicle. He also manages the most successful Section meeting of the year, our Annual Meeting in Rhode Island.

Bill has been a member of the Section for decades, and over the years he has been the involved in most every committee including, Membership, the Chronicle, the By-Laws, Public Relations, Legislative, and Goals and Objectives. He received the Section's Distinguished Service Award twice, first in 1981 and again in 2008. For many years he has been a technical resource to Section members with his knowledge of traffic signal systems and equipment. In the late 1980's, he formed his own company to further provide technical assistance to Section members. He is currently the national President of the International Municipal Signals Association (IMSA) in conjunction with his service to NEITE.

Next time you see Bill, please congratulate him on this recent honor.

Pictured at right is Dr. Michael Knodler Jr., Ph.D, the first recipient of the William P. McNamara Distinguished Service Award at the NEITE meeting in Warwick, RI. As an undergraduate student and a student member of ASCE, Michael developed a keen interest in transportation and safety, which lead him to pursue a graduate degree in transportation engineering. While a graduate student, he became president of the student chapter of ITE and a key accomplishment was that he organized a traffic counting program that became part of a work-study element for fellow transportation students, while also providing a traffic counting service to the consulting industry.

Michael is the first transportation professional to receive the Tom Desjandins Schilarship, the Young Engineer of the Year Award (emerging), president of the section and now the William P. McNamara Distinguished Service award.



Dr. Michael Knodler Jr. receives the William P. McNamara Distinguished Service award



## MAITE Chapter Update

By: Steven C. Findlen



The Massachusetts Chapter had a very successful Annual Joint Meeting with the New England Section on September 15, 2010 with 147 members in attendance.

Some of the highlights of the Annual Joint Meeting included:

- An announcement that all attendees of the Annual Meeting are considered “paid 2011 members” of MAITE.
- The ATSSA training program was successful with over 30 attendees.
- The Chapter presented an

award for member Neil Boudreau (MassDOT) who has made significant contributions to MAITE. Neil helped the chapter secure the monthly board meeting space at MassDOT, coordinated the ATSSA training program, recruited and participated in the Work Zone Technical Session, attended board meetings and helped assemble this year's ballots. Thank you Neil!

The Chapter elections were a close race and the results were presented by Jeff Dirk. I would personally like to welcome Steve Findlen (McMahon Associates) as the new president of the Chapter

and his Cabinet consisting of Dan Nelson (Howard/Stein-Hudson), Robbie Burgess (Howard/Stein-Hudson), and Ken Cram (Land Strategies).

Rod Emery (Jacobs) presented The New England Section Tom Desjardins scholarship awards to two students (One of which is Steve Tupper from UMass Amherst). Also in attendance were members of Tom's family. Kevin Dandrade (TEC) and Joe Herr (VHB) announced that the Distinguished Service Award is now called the William McNamara Distinguished Service Award. Joe Herr honored Bill McNamara with a humorous “roast” with 5 “family friendly” quotes.

MassDOT Chief Engineer Frank Tramontozzi was the key note speaker and spoke on various topics. The topics were mostly in regard to the new organizational structure and future plans for MassDOT. The Q&A was engaging with a variety of questions ranging from “how much money has the new organizational structure saved to date?” to “will there be high speed road tolls on Mass Pike?”

## RIITE Chapter Update

By: Russell B. Holt, P.E.



On Friday February 4 the Rhode Island Chapter hosted a “Designing Bicycle Facilities” webinar/lunch event in Providence, RI. The more than 25 transportation professionals in attendance were able to learn about the latest bicycle facility designs and traffic control treatments, all while enjoying lunch, networking with peers, and earning 1.5 professional development hours.

The RIITE Executive Board is wrapping up its review of the Chapter Bylaw provisions regarding (1) membership and (2) officer elections and is determining whether any revisions should be proposed and presented to the membership. The Board plans to implement procedural changes where appropriate as 2011 continues, including administering the Chapter's first formal officer elections to be held later in the year. The Board is also working to finalize a brand new RIITE website to enable greater ITE awareness/involvement for its members.

Monthly Executive Board meetings are held on the second Wednesday of the month at 12 Noon in the RIDOT Transportation Management Center (2 Capitol Hill) in Providence unless otherwise noted, and all RIITE Members are encouraged to attend. Due to the successes experienced to date, RIITE will host or co-host several more webinars in 2011.

## NHITE Chapter Update

By: David DeBaie



New Hampshire leadership in 2011 includes some distinguished and new faces. David J. DeBaie PE, PTOE of Stantec is president of the chapter and can be reached at [ddebaie@stantec.com](mailto:ddebaie@stantec.com). Rebecca L. Brown PE, of TEC, Inc is vice president and can be reached at [RBrown@tecmass.com](mailto:RBrown@tecmass.com). David Saladino, PE of Resource Systems Group, Inc is Secretary-Treasurer and his email address is [David.Saladino@rsginc.com](mailto:David.Saladino@rsginc.com). Nicholas B. Sanders, PE of VHB is the program chair and he can be reached at [NSanders@VHB.com](mailto:NSanders@VHB.com). The Chapter presently has 53 members.

We plan on four meetings in 2011. The spring meeting is planned for March 9<sup>th</sup> at Pats Peak in Henniker NH. The meeting will feature a supper speaker, Stuart Thompson of NH DOT whose topic will relate to crash data. Attendees are encouraged to bring their skis for some runs before and after the meeting and perhaps some traffic talk on the chair lifts under the lights.

In June, the Chapter will assist the Maine Chapter who hosts the joint meeting with the Section. During the second week in September we plan another webinar / pizza lunch at the NHDOT's Morton Building. The New Hampshire Chapter's annual business meeting will be during the second week of December when we typically have a dinner speaker.



## CTITE Chapter Update

By: Robert Aloise



**2011 Activities to Date: Winter Meeting:** ITE-CT held its Annual Joint Winter Meeting with ITS-CT on Tuesday, January 25, 2011 at the East Side Restaurant in New Britain, CT. The theme for the meeting was the New Britain to Hartford Busway. The cocktail hour featured display materials for the 9.4 mile long busway, which is currently in final design phase. The dinner program featured a presentation by Tony Morelli (Baker – Busway Program Manager), Michael Sanders (ConnDOT–Transit Administrator) and David Carney (MBTA–Director of Bus Operations). The presentation's focus was on the New Britain to Hartford Busway and Boston's Silver Line BRT. The evening concluded with a question and answer session moderated by Jake Argiro (CME – Busway Project Liason). The joint meeting was well attended; the best in recent memory, with over 90 people present at the dinner.

**2011 Planned Activities: By-Law Amendments:** ITE-CT is making efforts to establish a scholarship fund and offer electronic voting/elections per our by-law amendment protocol. Amendments to the by-laws have been drafted, reviewed by the officers, and sent to our voting membership for a review/comment period. ITE-CT is planning to have the membership vote on the amendment and have the scholarship fund and electronic voting in place by our Annual (Spring) meeting.

**Spring Meeting:** ITE-CT's 2011 Annual Joint Meeting with NEITE is tentatively planned for April 5, 2011. The spring meeting will also serve as the annual Awards Dinner and will conclude with the election of the 2011/2012 ITE-CT Officer Board. ITE-CT is currently seeking nominations for officer candidates.

**Summer Golf Tournament:** ITE-CT and WTS Connecticut Valley Chapter are planning a June 23, 2011 Golf Tournament at Tradition Golf Club in Wallingford, CT. Save the date announcements have been sent.

## MAINEITE Chapter Update

By: Rob Kenerson



The Maine ITE Chapter held their fall meeting in Augusta on October 27, 2010. Rob Kenerson, director of the Bangor area MPO, gave an update on the Maine Highway Simplification Study. In 2009 the Maine Legislature commissioned the Study directing the MaineDOT to work with various other industry groups to examine the current road classification system to determine if the division of maintenance and repair responsibilities over state and local roads needs to be "simplified" in order to improve customer service and maximize investment decisions. A 15-member Policy Working Group (PWG) was developed and after monthly meetings since November 2009, is near completion on the study report with plans to submit it to the Legislature in January.

Steve Landry, Assistant Traffic Engineer for MaineDOT, answered various questions from the audience concerning MaineDOT Traffic Engineering staff's current hot button topics and projects. Steve also handed out some draft sections of the DOT Traffic Engineering Manual for members to review and return comments.

The meeting ended with a presentation by Dustin Hinds of Spot Devices. Dustin showcased several of the effective, cost-efficient pedestrian and school zone safety products that Spot Devices has to offer.

The Maine Chapter's winter meeting will be held February 23<sup>rd</sup> at Di-Millio's in Portland. The agenda will include Kevin Hooper speaking on the NCHRP Project 8-51, "Improved Estimation of Internal Trip Capture for Mixed-Use Developments"; discussion of the results of a survey on social activities for chapter membership; and an ITE webinar on 2009 MUTCD: Traffic Signs and Pavement Markings.

The Chapter officers will be meeting soon to plan the New England Section/ NH Chapter/ ME Chapter meeting held in June at the York Harbor Inn in York, ME.

## VTITE Chapter Update

By: Roger Dickinson, P.E., PTOE



The Vermont ITE Chapter held its annual VT/New England joint winter meeting on January 27, 2011 at VTrans in Montpelier. Unfortunately, our sister states to the south had been hit (again) by a heavy snow the previous evening. Nonetheless, 43 hardy folks were able to attend the meeting and its technical presentations.

The first technical presentation was the City of Burlington's recent **Colchester Avenue Complete Street** project. Presenters included Jason Charest, Transportation Planning Engineer with the Chittenden County MPO, Nicolle Losch, Bicycle-Pedestrian Planner, and Erin Demers, Public Works Engineer, with the City of Burlington DPW. This project resulted from a Corridor Study funded by the CCMPO, and was undertaken as part of a scheduled repaving project.

The second technical presentation was **Status of Design-Build Projects** in Vermont, by Wayne Symonds, P.E. of the VTrans Structures Section. Historically, VTrans has used the traditional design-bid-build approach in its projects. The Structures Section designs approximately 60% of bridge projects in-house, with the remaining 40% designed under retainer contracts with consultants. In September 2008 the Agency began to examine design-build (D-B) as an alternative contracting method to provide faster and more efficient project timetables and to better utilize available funding. Initially, much resistance and concern was encountered, including, as the legal beagles pointed out, statutory restrictions that precluded the use of design-build contracting.

Our sincere thanks to VTrans for hosting our meeting and to the NEITE for its continued support.

Cover Story**"Medford I-93 Bridges - MassDOT's Innovative Design-Build Approach to Accelerate Construction"**

By: Neil E. Boudreau, State Traffic Engineer, MassDOT

The Massachusetts Department of Transportation (MassDOT) is working on an aggressive Design-Build project that will include the full replacement of 14 deteriorated bridge superstructures on Interstate 93 in the city of Medford, MA over the course of the summer. The bridge superstructure replacements are the core of the project that has been titled the *93 Fast 14* will take place on weekends between June 1<sup>st</sup> and September 1<sup>st</sup>, with the exception of the 4<sup>th</sup> of July when no work will be allowed. Other bridge substructure work will take place as soon as March 1<sup>st</sup> and the final paving, parapet walls and the reconstruction of the median will be complete by end of 2011. MassDOT will use modular bridge technology, enabling much of the work to be performed off-site. Replacement units will be built, shipped to each location, and put into place using heavy lifting equipment. By building the bridges in sections, at locations away from the roadways, MassDOT is greatly reducing the duration of on-site construction and the modular units will be installed in a short period of time over the weekend versus more traditional long-term staged construction. By erecting the bridges over weekends, MassDOT will not impact weekday rush-hour traffic.

MassDOT is committed to providing safe and durable replacement bridges. The project has been developed through the Accelerated Bridge Program to result in the fewest construction related impacts on traffic, businesses, residents and tourism. To that extent, MassDOT has defined specific goals for the *93 Fast 14*:

- Minimize the impact of the project on travelers and communities
- Reduce the construction duration as much as possible
- Use cutting-edge engineering and construction innovation to complete the work
- Communicate important project information and schedule updates with the public in a detailed and ongoing way



MassDOT's Accelerated Bridge Program streamlined its own processes and is using design-build to accelerate project development and procurement, enabling construction to begin quickly. With the consultant support from CME (bridge design and construction methods) and VHB (traffic management and highway design), MassDOT was able to expedite the development of the Design-Build RFP to facilitate the *93 Fast 14* project.

**Overview** – Interstate 93 just north of Boston in Medford carries a total of up to 200,000 vehicles per day during an average weekday. In this area, I-93 generally provides four travel lanes in each direction. The northbound and southbound lanes are separated by a typically flat median with concrete barrier. All of the 14 bridges included in this project are closely spaced with only a half to one mile between consecutive interchanges and are located between Interchange 30 (Mystic Avenue – Route 38) and Interchange 33 (Roosevelt Circle). The bridge carrying the northbound travel lanes of I-93 is structurally independent of the bridge carrying the southbound lanes. Thus, it is possible to travel on one bridge structure while the one next to it is being demolished and reconstructed.

The bridges to be reconstructed as part of the Fast 14 include the following from the south and heading northward:

1. Bridge M-12-039: I-93 over Mystic Valley Parkway (Route 16)
2. Bridge M-12-036: I-93 over the Mystic River
3. Bridge M-12-025: I-93 over Riverside Avenue
4. Bridges M-12-027 and M-12-028: I-93 over the Route 60 (Salem Street)
5. Bridge M-12-029: I-93 over Webster Street
6. Bridge M-12-030: I-93 over the Fellsway West/Valley Street (Roosevelt Circle)

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## "Medford I-93 Bridges - MassDOT's Innovative Design-Build Approach to Accelerate Construction"

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**Construction Approach** – The project primarily consists of reconstructing the superstructure of the fourteen bridges listed above over a course of a weekend. The construction time period will begin early evening on Friday and the contract is required to be off the road and have 4-lanes of travel restored on I-93 by 5:00 AM Monday morning. In advance of the superstructure construction, the contractor will need to complete preparation work to prepare the bridge substructure for the full replacement of the deck and beams. Similarly, the contractor will also need to do follow-up work to finish the new bridge decks, parapet walls and the median barrier after the deck is completed. This construction activity will take place during normal construction hours that include weekday nights as needed and select daytime shoulder/travel lane closures as approved by MassDOT. This construction approach presents a traffic management plan (TMP) that will require the weekend closing of portions of Interstate 93 in the north and southbound direction within the vicinity of the bridge(s) under construction. Using Accelerated Bridge Construction techniques the contractor will reconstruct the 14 bridge decks (7 side-by-side structures) over twelve possible weekends. This will require that at least one bridge be demolished and reconstructed each weekend, except during two weekends where two bridges will be completed.

It is anticipated that the contractor will begin setting up the work zone, traffic management devices and detouring traffic on Friday evening, beginning with a single lane closure around 8:00 PM. The work will continue through the weekend and the highway will be re-opened to a full 4 travel lanes in each direction prior to the Monday morning commute at 5:00 AM. In an attempt to minimize the impact to Medford and the surrounding communities, MassDOT developed the proposed bridge construction sequencing to limit the project to one local street closure per weekend. The order of the bridge construction sequence will be determined by the contractor; however MassDOT is requiring the bridge decks on the northbound barrel of I-93 be reconstructed in entirety before the contractor moves to the southbound barrel.

**Traffic Management Plan** – The goal is to reconstruct the bridges while minimizing disruption to traffic on I-93 and local roads underneath each bridge. All of the Road/Lane/Ramp closures that are needed during the weekends for the superstructure replacements on I-93 will be restored to a full 8-lane capacity during the weekday commuting hours. A number of TMP options to handle the I-93 traffic were examined before MassDOT selected the best option to handle the weekend volumes that are still as high as 6,000 vehicles per hour during peak periods. The preferred option selected is to build temporary crossovers in the median of I-93 north and south of the bridge locations in Medford. The crossover will be used to manage traffic during the weekend construction period by directing all I-93 traffic to travel on only one side of the existing highway, leaving the other barrel available for construction activities. Thus, traffic from one direction crosses over the median to the other side of the highway in advance of the construction zone creating a reduction in travel lanes in each direction of the open barrel of the highway in order to accommodate bi-directional traffic. The crossover will be delineated with moveable concrete barrier to provide for a safe separation of the bi-directional traffic.

In addition to utilizing the crossovers for regional traffic, where possible, one lane of local I-93 traffic will be allowed to continue on its regular side of the highway. Accordingly, selected on and off-ramps will also be allowed to remain open dependent upon which particular bridge(s) will be under construction that weekend. This setup is being proposed by MassDOT in order to minimize the need to detour local traffic from I-93 and to encourage use, where safe and appropriate, of available I-93 roadway outside the construction zone. The goal of the local access lane on the otherwise closed barrel of I-93 is to alleviate congestion on the local roadways in Medford and surrounding communities. Traffic traveling on I-93 through Medford and not having a local destination will be expected to remain on the Interstate and not divert to the local roadway system. Commercial Motor Vehicles without a local origin/destination will be instructed to continue on I-93. MassDOT will work with the Massachusetts Motor Transportation Association to get the message out to the trucking industry both locally and nationally.

In order to address local roadway traffic management, MassDOT has developed a series of local detour routes aimed at keeping the immediate impacts to the specific bridge that is under construction each weekend and providing a means for local and regional traffic to get around the City of Medford in a safe manner.

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## "Medford I-93 Bridges - MassDOT's Innovative Design-Build Approach to Accelerate Construction"

Continued from page 9

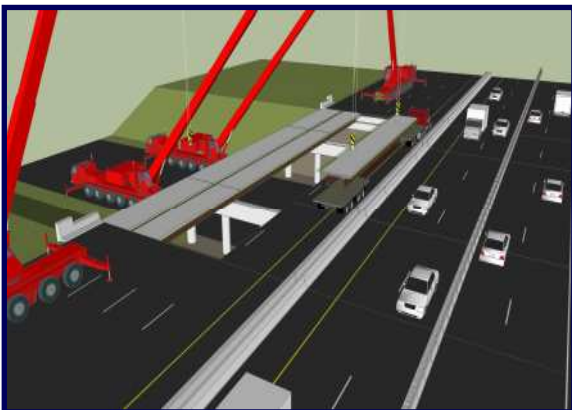
Route 28 (Fellsway) and Route 38 (Mystic Avenue) are set as the primary detour routes for travel in the north-southbound directions and access to the surrounding communities.

In an attempt to encourage motorists that do not need to travel on the Medford stretch of I-93 to use an alternate route that is likely to save them considerable delay time, MassDOT will be using a comprehensive intelligent work zone monitoring system to measure travel delays created by the reduction in lane capacity on I-93. This information will then be transmitted to the public via portable message boards stationed along the approaches to key interchanges throughout the eastern part of the state and in Southern New Hampshire. The goal is to inform the public of the magnitude of the travel delays and thereby encourage them to select an alternate route and by-pass the stretch of I-93 in Medford. Though it may be a shorter distance to travel on I-93 through Boston, the pure travel time associated with the weekend construction will be reason to divert to another highway. This should relieve some of the potential congestion and still make it viable for people that do have an actual destination in the Boston metropolitan area and the need travel on I-93. The same message boards will be used to convey project information and the web site for specific construction details during the non-weekend time periods.

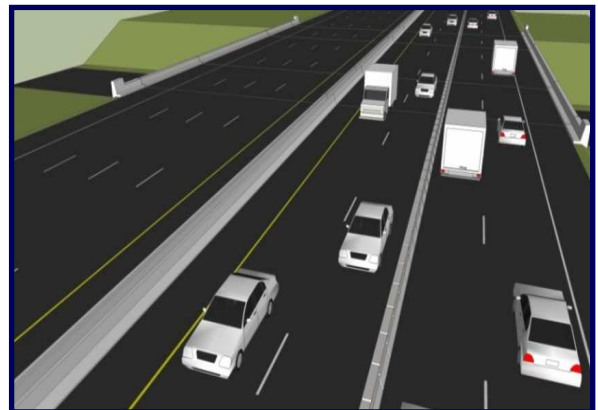
**Public Outreach Efforts** – Communication and partnerships will be essential ingredients in reducing construction-related impacts. MassDOT has been working on a comprehensive plan to reach out to as many road users as possible. Many of the initial briefings for the local communities that will experience the traffic mobility impacts associated with the project have already taken place. The outline of the public outreach strategy includes:

- Briefings for communities, business and tourism organizations
- Positioning variable message signs along all of the major intersecting roadways in the region to alert visitors to the work
- Using intelligent work zone systems, road signs and billboards to let people on the road know about the project
- Reaching out to traditional and new media outlets early and often to ensure coverage of the project
- Working with the MBTA to ensure that we reach out to the local bus riders and develop route plans for impacted stops during construction and to investigate other transit options to reduce vehicular travel in the Medford area
- Providing a comprehensive project website with detailed detour maps and construction information
- Asking website visitors to sign up for email updates and enable them to ask questions and make comments
- Information and services offered through MassRIDES, Mass MotorTrans and 511

The goal of these efforts is to inform travelers of multiple routes and means of transportation and deter “through traffic” not stopping in the work area or surrounding region to other routes, while encouraging commerce and tourism.



← During  
construction  
Prior to re-  
opening →





## Executive Board Corner

By: Jeffrey S. Dirk, P.E., PTOE, FITE

The Executive Board of the New England Section held its inaugural meeting of 2011 on January 27<sup>th</sup> in Montpelier, Vermont, in conjunction with the Vermont Chapter. Following tradition, the first meeting of the year focuses on the transition of officer duties, the establishment of goals and objectives by the incoming President, and the development of a budget for the upcoming year. Mother Nature decided to add to the complexities of this year's meeting by providing an overnight snowstorm. Not to be deterred from participating, a number of Board and committee members participated in the meeting by conference call.

This year the New England Section will be led by Joe Balskus as President, with Kein Ho serving as Vice President; Kevin Dandrade as Immediate Past President; Tom Errico as Treasurer; Joe Segale as Secretary; Michelle Danila and Peter Vasiliou as Senior Directors; and Joe Hallisey and Roger Dickinson as newly-elected Junior Directors. The Executive Board expressed its gratitude to Kevin Dandrade for his leadership and guidance of the Section in 2010.

The primary goals established by the President for 2011 are to advance publication of four editions of the *Chronicle* and to engage active participation by members in Section and State Chapter governance and meetings. The *Chronicle* team will be lead by Steve Findlen of McMahon Associates, who has agreed to undertake the role of Editor for 2011. Steve will be assisted by the *Chronicle* subcommittee whose focus will be on developing and soliciting articles for publication. As always, members are encouraged to submit articles to the Editor for publication. This is an excellent opportunity to inform the membership of interesting projects that you or your firm may be working on.

The Membership Committee will be chaired by Peter Vasiliou. Peter has been tasked with developing a program for membership retention, recognition and expansion, building upon the past efforts of the Financial Drawdown Committee. This Committee was formed by the Executive Board several years ago to explore ways to use the Section's finances to reward and encourage active participation in Section activities. Peter will be a regular contributor to the *Chronicle* providing updates and soliciting input to improve membership outreach.

The Section's finances continue to be strong and concluded 2010 within the established balanced budget of \$25,000, despite the continued sluggish economy. The primary income generators for the Section are membership dues and proceeds from the Annual Meeting in December. The Section will operate on a balanced budget for 2011 as well, with an increased emphasis on funding for programs and incentives for membership and the Emerging Professionals Group. The 2011 Section budget will be submitted for discussion at the next Executive Board meeting in April.

As many of you are aware, the Section switched to E-balloting for the 2011 election as a way to increase membership participation and, secondarily, to save costs. Despite this initiative, the number of E-ballots received did not increase over the rate of return from prior years when paper ballots were used. The Executive Board discussed ways to make the E-ballot process more user friendly, with an easier to navigate ballot layout and periodic e-reminders to vote prior to the close of the election.

Gary Hebert provided a report on the activities at the District level. The New England Section is a part of the Northeastern District (formerly District 1) which includes the Metropolitan New York/New Jersey Section and the Upstate New York Section. The Northeastern District will be focusing on legislative and policy initiatives related to transportation in order to assist ITE International in advancing policy initiatives at the national level. The 2011 Northeastern District Annual Meeting will be held on May 25 through 27, 2011 at Danfords Inn in Port Jefferson, Long Island, New York. Additional information and registration forms can be found at [www.NortheasternITE.org](http://www.NortheasternITE.org), and be sure to notice the newly designed District logo courtesy of the University of Buffalo Student Chapter. In addition, the District will be hosting the 2013 ITE International Annual Meeting in Boston and has established a coordinating committee led by Ken Petraglia, past District Chair and New England Section President.

The Section continues to develop meeting programs and training sessions that are of interest to members and meet the needs of those who require professional development hours. If you have a suggestion for a technical program session or training workshop, please contact the Section's Program Committee Chair Jeff Gomes or Continuing Education Chair Alan Cloutier. Their contact information can be found on the Section website ([www.NEITE.org](http://www.NEITE.org)) and is also listed in the *Chronicle* under Standing Committees.

Finally, the Section is host to a number of active and award winning Student Chapters, as well as a Technical Committee that conducts research on transportation-related topics. The Technical Committee is chaired by Mike Wasielewski and will be advancing two research projects in 2011: i) a study of the effect of adding lanes through an intersection (short lanes); and ii) investigating an average effective car length for vehicles in queue. Participation in the Technical Committee is a great way to get involved with the Section.

The next Executive Board meeting will be held in conjunction with the Connecticut Chapter in April. A reminder that Board meetings are open to all members, so please plan to attend and participate in Section governance and activities.



**Where are they now?**  
**-An Interview with Bob DeSanto-**  
 By: Ken Petraglia

“Young people rely on computers too much – they need to spend more time in the field and thinking”. For those of you who know me, you can understand that this statement was music to me. Bob had a lot of interesting things to say during this interview.

Bob spent two years at the University of Hartford’s Ward School of Electronics, and then another two years at Tunxis Community College, and also at Central Connecticut University. In 1959 he began his career with the Connecticut Department of Transportation (ConnDOT) as an engineering intern in training and stayed for 33 years working his way up the ladder to his final level of Engineer of Traffic in charge of the DOT’s Traffic Control Computer System’s Unit. He left the

*“Sometimes the public should listen to the professionals”.*

*-Bob DeSanto*

Department to join VHB for two years and then worked with DKS Associates for another two years. Bob then started his own firm for three years before joining Earth Tech for two years working with Jim Ford. Subsequently, Bob went to work part time with Garo Garabedian for the Town of Greenwich, CT., which was his final place of employment in 2005. He has been retired for the past five years.

Bob continues to follow transportation issues, and while at times he misses being active, he said “Most of the time I enjoy what I am doing”.

He thinks that too much attention is paid to Interstate Highways and not enough to arterials and traffic signal systems where many of us spend much of our time waiting in traffic. He appreciates roundabouts, but only where they are appropriately installed. Bob thinks, “... transportation engineers should apply more common sense in their designs and not rely totally on the computer models”. Bob doesn’t spend all of his time thinking about transportation – he prefers playing golf and spends a lot of time enjoying what Florida has to offer. He and his wife Toni have lived in Florida for three years and highly recommend it for everyone.

One of Bob’s greatest challenges during his career was “keeping traffic moving and eliminating traffic jams”. Also, discussing the public process, Bob is very supportive of the Transportation Engineering Community, and lamented that, “Sometimes the public should listen to the professionals”. Can any of us sympathize with that sentiment?

It is obvious Bob left his mark on the transportation industry. His highlights include: the development of the first State run ITS system in New England that was started in 1980 on Route 44 in Connecticut; and completing coordination of approximately 400 traffic signals. All of his signal systems were designed by using Time/Space diagrams that were developed *by hand*. “Good for you” he said when I told him that I taught manual Time/Space diagrams when I was an adjunct professor at Northeastern University (I don’t think my class agreed). His biggest regret was

leaving ConnDOT- he felt that he could have remained for another ten years and accomplished much, much more.

Bob is a Past President of NEITE (1988) and was the Chair of the 1988 District I Meeting in Mystic Connecticut. He also Co-Chaired the 2001 Meeting, also in Mystic, with Joe Balskus. He said that the last Mystic Meeting lost approximately \$5,000, but he noted that he provided great gifts for the attendees, had a cocktail party at the Mystic Aquarium, a dinner party at the Foxwoods Casino and great technical programs. “Everyone had a wonderful time”.

Bob still keeps in touch with Jim Rice, Garo Garabedian, Joe Siklos and Paul Schmidt on occasion, and speaks fondly of all the people that he interfaced with during his career.

Bob enjoys time with wife, Toni and has three daughters and ten grandchildren. He still has a sense of humor and we touched on many topics. I thoroughly enjoyed this conversation with him, and I think he would enjoy hearing from many of his long term friends and associates.



**Bob DeSanto**  
 Past President of NEITE  
 (1988)



## Members Update

By: Roger A Krahn, PE

The Membership Committee has recently changed leadership from Roger Krahn to Peter Vasiliou. Roger and Peter will work together to provide a seamless transition. Some new recruitment initiatives include obtaining local ITE meeting attendance rosters to recruit ITE New England Section Members while other ongoing initiatives include “bring a new member or non-member to an ITE meeting”. The New England Section has done this at the joint MAITE/NEITE meeting in September 2010. We will also explore using social media for recruiting such as Facebook and Twitter.

### New England Section Membership

Connecticut	164
Maine	35
Massachusetts	373
New Hampshire	61
Rhode Island	54
Vermont	47
<b>Total</b>	<b>734</b>

The total membership of the New England Section (as of November 30, 2010) included 734 members, compared to 718 members in year 2009. The number of Voting Members at the end of 2010 was 593 compared to 607 in year 2009. Voting membership does not include the Student, Industry Associate, and Esteemed Colleague membership categories.

## Continuing Ed. Committee Notice

By: Alan Cloutier, P.E., PTOE

During the last December Annual Meeting, NEITE held a workshop which focused on parking. We are busy planning workshops for the upcoming year, but need your help. Our goal is to provide our membership with the most informative and most applicable workshops we can. To accomplish this goal, we want to hear from you what subject you might be interested in. If you have any ideas, please call Alan Cloutier at 781-221-1245 or email at [acloutier@fstinc.com](mailto:acloutier@fstinc.com).

Also, if you're interested in possibly teaching a workshop, instructors would be greatly appreciated.

## Website Update

By: Samuel W. Gregorio, EIT NEITE Webmaster

Over the past year, the official website for the New England Section has been under reconstruction with the help of many dedicated Section members. The objective of the overhauled website was not only to update information pertaining to the Section, but also to enhance the ability for the website to be an informational tool for the Section and District's membership.

Entering our twelfth month of continuous improvements to the site, many new resources are in the process of making their way to be posted; including the 2011 Section Directory, a few past Technical Committee papers, and recent technical session presentations from some of the most recent NEITE related meetings. In addition to technical resources, we are also looking to post the latest news from our student chapters.

The New England Section asks that if any members have additional ideas in regards to content or have information about current content, to bring it to the attention of the webmaster. Enjoy the site at:

<http://www.neite.org>

## Are You A Real Engineer?

Real Engineers...

- Consider themselves well dressed if their socks match
- Know the second law of thermodynamics– but not their own shirt size
- Have a non-technical vocabulary of 800 words
- Give you the feeling you're having a conversation with a dial tone or busy signal
- Rotate their tires for laughs
- Say “Its 70 degrees Fahrenheit, 25 degrees Celsius, and 298 degrees Kelvin” and all you say is “Isn't it a nice day”
- Don't find the above at all funny

The NEITE Chronicle would like to thank Kim Eric Hazarvartian, Ph.D. P.E. PTOE of TEPP LLC for sending us this great joke!



### Northeastern University Student Chapter visits Montreal, QC

By: Steven Taylor, NUITE President

The Northeastern University chapter of Transportation Engineers traveled to Montreal, QC to see what the city had to offer for innovative transportation design. The student chapter members rode “shared-bikes” on “cycle tracks” that were designed for both safety and comfort. The trip left the group with hope that such characteristics could one day define most US metropolitan areas.



Northeastern Student Chapter members

Montreal has a public bicycle sharing program, “Bixi”. The system was introduced in May 2009 and appears to be popular for both residents and tourists. The bikes are built to last with a one piece aluminum frame and puncture resistant, heavy duty tires, and pedal powered flashing lights in the front and rear. Renting a bike was quick and simple, even for tourists, due to the number of “bike corals” located throughout the city. When the bikes were rented, we then had the opportunity to ride them on Montreal’s premier bicycle facilities.

Montreal has several “cycle tracks” throughout the city. A cycle track is a bicycle facility that is separated from motor vehicle traffic either by a buffer, either horizontal or vertical. The separation from motor vehicles provided the students with a level of comfort that they wished they had in the US. The routes were well-signed, and some even had bicycle traffic signals that facilitated movement.

The bicycle signals are configured so that initially everyone gets a green “through” arrow. This allows cyclists to continue along the bike lane or cycle track, as well as pedestrians to start crossing the street prior to vehicles being able to make turns. After several seconds, a green ball is then displayed. This is similar to a leading pedestrian interval (LPI), only it allows both cyclists and pedestrians to move into the intersection prior to turning vehicles. The bikes were returned and

The Montreal Metro is completely underground which eliminates traffic conflicts for the system. Train cars had rubber tires, which caused them to bounce up and down while creating a slightly uncomfortable ride at best. The most notable aspect of the underground system was the architecture and art work present in each station. Each station had its own distinct theme. This detail made each stop enjoyable.

Overall, the trip to Montreal was informative and intriguing. The sustainable system in Montreal has many applications that could be used in the US. We look forward to applying some of the international approaches to multimodalism in our future designs.

### Northeastern District Annual Meeting

By: Jennifer Bates, P.E.



Danfords Hotel and Marina

The ITE Met Section is hosting the 2011 Northeastern District Annual Meeting on May 25-27th. The meeting will be held at the Danfords Hotel and Marina located in Port Jefferson, Long Island, NY. This boutique hotel is nestled in the heart of historic Port Jefferson Village and surrounded by spectacular views of Long Island Sound. The village has a rich maritime history and boasts a renowned local theater as well as many art galleries and antique shops.

Located on a marina, access is easily provided to New England members via the Bridgeport-Port Jefferson Ferry. The ferry slip is within a few hundred feet of Danfords so members need not even ferry their cars across the Sound. A block of rooms at the government rate of \$131 per night has been reserved at Danfords for meeting attendees. Rooms have also been reserved at two other local hotels.

There are currently 17 technical

sessions planned including a bike tour and the popular Student Poster Board Contest. Things kick-off with a Professional Development Workshop on Wednesday. All sessions are expected to provide PDH credits. The schedule enables us to have more sessions than typical, all while giving members adequate free time to enjoy their trip to Port Jefferson. Also included in the schedule are Wednesday’s Welcome Reception, the Networking Reception on Thursday, and a golf outing to the Hamlet Willow Creek Golf and Country Club in

Mount Sinai, NY.

The meeting registration form, program schedule, hotel reservation information, and information on consultant support opportunities and vendor registration are all available from the ITE Northeastern District website at [www.northeasternite.org](http://www.northeasternite.org). Check out the website today and make your reservations early. We hope to see you there!



## NEITE's Newest Tradition Work and Play in Vermont in January!

By: Joseph C. Balskus

As NEITE Past President Jeffrey Dirk summarized in his report on the Joint NEITE meeting with the Vermont Chapter on January 27 (see page 11), they still had good attendance at the meeting. That meeting attendance included some existing and former NEITE Board member flatlanders from Connecticut (Joe Balskus, Joe Hallisey), New Hampshire (Kevin Dandrade), New Hampshire/Vermont (Dave Debaie), Vermont (Jen Conley), Massachusetts (Guus Driessen), and from Maine (Tom Errico). These NEITE representatives journeyed from afar to attend the meeting subsequent to the wicked snowstorm that blanketed southern New England the night before. Traveling from afar, were these dedicated NEITE members driven by a strong desire to serve the membership and attend the meeting, or was there some other motive at hand?



NEITE members on the slopes!

As it turns out, there was a desire to kill two birds with one stone. Attend the NEITE/VITE meeting, Board meeting and then somehow find a way to enjoy the great white north powder, skiing! Selfish desires to have skiing before the VITE meeting were dashed by more realistic needs of the Chapter for attendance. So the skiing event was held the next day at Killington Ski Resort, a day which was considered by some veteran Killington skiers to be one of the best ski conditions in years at the fabled ski resort.

We were treated to an awesome day of skiing by our local ski guide and former NEITE board member Jen Conley and her husband Glenn who graciously showed us the best of the Killington mountains on a gorgeous day of skiing. We didn't realize how wonderful it was until on the last few runs without our tour guides, we figured out we were spoiled following them down the slopes.

Admittedly, and led by Dave Debaie, we did engage in some traffic engineering discussion on the ski lifts, but not in the gondolas for some reason. All agreed it was a wonderful inaugural tradition of combining NEITE board meeting with VITE Chapter meeting and skiing. Perhaps next year I will be able to have my cake and eat it too by having the skiing the same day as the meeting!

As shown in the photo above, NEITE skiers include, from left to right, Kevin Dandrade, Jen Conley, Joe Balskus, Dave Debaie, Joe Hallisey, it is clear that the Section needs to purchase a banner for future ski events!

Many thanks to Jen Conley and her husband Glenn for the tour of the mountains and for being such gracious hosts of the mountain. Oh yeah, a dinner recommendation at Killington is Peppinos, and get the veal special with the red wine. And tell the hostess that you know Jen Conley! Thanks Jen!

**For a list of upcoming NEITE meetings and events,  
please visit:**

<http://neite.org/calendar.html>



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- 10+ years of relevant transportation planning and engineering experience; with at least 5 years in a direct staff management role
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- Familiarity with CAD and GIS software
- Strong business acumen and strategic planning skills
- Outstanding client management and new business development skills
- Motivated and action-oriented
- Demonstrated success working both independently and as part of a team
- Outstanding verbal and written communication skills

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