The follow presents some highlights of a study conducted to analyze pedestrian safety in Maine. The complete report is available from Maine Department of Transportation.

There are clear benefits from having people walk more, not least of which is for their own health. Walking is probably the form of exercise that has the fewest negative side effects in the form of injuries—as long as injuries caused by collisions with motor vehicles are avoided. However, it is not only actual safety that is of importance in shaping people’s habits. Also, perceived risks may keep parents from wanting their children to walk, for example, to and from school. Table 1 (page 4), based on interviews with 308 parents, shows that in Maine most people perceive traffic as more of a threat to their children than the risk of assault.

The pedestrian safety situation in the United States is worse than in most other ‘civilized’ countries. The annual number of pedestrian fatalities per hundred thousand people in the U.S. according to NHTSA (2000) is around 1.80. Most European counties have lower crash rates based on data from a report by the European Transport Safety Council (1999). The safest countries are the Netherlands (with a rate of 0.70) and Sweden (0.84). The fatality-rate comparison is certainly not flattering for the U.S. considering the fact that people walk much less in the U.S. than in the Netherlands and Sweden. Surprisingly, the situation in Maine is noticeably better than in the average state. Maine had (according to the analysis presented here) 81 pedestrians fatally injured in the 5-year period 1994-98. That gives a rate of 1.30 fatalities per 100,000 people. However, this comparatively low rate may not be indicative of good planning or safe behavior, but purely reflect the fact that people do not walk as much in Maine as in many other states. And even if pedestrian safety is less of a public health issue in Maine than in some states, the situation is still far from satisfactory. There were 1589 reported pedestrian crashes in the years 1994-1998. And pedestrian crashes are more serious than other crash types with 5% (80 crashes) fatal and 19% (300 crashes) producing incapacitating injuries.

Seventeen of the fatal crashes (21%) occurred on local streets, eighteen (23%) on collectors and 45 (56%) on arterials. Only three of the collector crashes happened on minor collectors, meaning that 75% of all fatal crashes took place on arterials or major collectors. Thirty of the eighty fatal crashes (37.5%) occurred in areas designated urban by federal and state authorities. Another 14 crashes (17.5%) occurred in areas designated urban by the state but rural by the federal government.

(Continued on Page 4)
PRESIDENT’S MESSAGE
— — — — — —

It is finally Spring in New England. Unfortunately, it has been a very hard winter on state and municipal roadways and budgets. These are the days that the Fiscal ’04 budgets are being prepared and reviewed by the regulatory boards and, we as professionals, must do our part to ensure easy decisions to cut planning, engineering, and operations funds are tempered with reality checks. As I travel through towns and cities where I had worked, I notice signal offsets are not being maintained, signs no longer demand respect, and pavement markings have faded to a point where they are no longer effective. Citizens and unions set public safety and education as priorities but somehow engineering isn’t recognized except by those of us old enough to remember the three E’s of traffic safety. Engineering, Education, and Enforcement are all necessary to both improve and in fact maintain minimum traffic safety controls for the traveling public. Both consultants and public officials should get involved in the review process on local hometown levels and if possible, correspondence should be sent to state representatives and senators. The New England Section has supported me in representing the Institute’s views on the “Regional Transportation Advisory Council” of the Boston Region Metropolitan Planning Organization and, hopefully, this can make a small difference in funding.

On a personal note, I am grateful to the Executive Board for their elevating me to the position of President upon the resignation of Bill Lyons who has been re-called to further serve our country as an active reservist. As many of you know, Bill is also a personal friend of mine and I’m sure he wouldn’t mind if I passed along his e-mail address for those of you who may want to let him know that he is missed and that he and his family are in our thoughts and prayers. Bill’s current email address is: william.lyons@us.army.mil

I am also very grateful that Kevin Hooper has agreed to serve as Vice President which both maintains some stability on the Executive Board and re-captures Kevin’s talents and enthusiasm for the New England Section ITE.

Best wishes,

Jack Gillon

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<th>Upcoming Events</th>
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<td><strong>May 20:</strong> Tom E. Desjardins Golf Tournament – Sandy Burr Country Club in Wayland, MA. The scheduled start time is 8:00 am, and will be followed by a barbecue luncheon and raffle. Contact: Rodney Emery at (617) 241-9824 or <a href="mailto:remery@ekmail.com">remery@ekmail.com</a></td>
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<td><strong>June 11:</strong> Joint NH/ME Chapter &amp; Section Meeting – Seacoast Area Contact: See the NEITE.org website for more details.</td>
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EDITOR’S CORNER

The New England Section ITE Technical Committee is finalizing a report on the evaluation of countdown pedestrian signals. The task of conducting a before and after study of locations subject to the installation of countdown pedestrian signals was performed on behalf of the Boston Transportation Department. The committee has finished breaking down the data collected, including a review of statistical analysis techniques. It was initially thought that the actions of pedestrians during the flashing don’t walk interval before and after the installation of the countdown pedestrian signals will provide an indication of the signals effectiveness. The hypothesis that is being tested is that the two criteria of classifications (Countdown Pedestrian Signals and Pedestrians initiating a street crossing during the Flashing Don't Walk phase and finishing during the Don’t Walk Phase) are independent. Watch for the release of the study to read how the statistical results turn out.

The next step for the committee is to move forward with developing a policy for the use of Accessible Pedestrian Signals’ (APS) for the MassHighway Department. If you are interested in participating in any of these projects, please contact Committee Chairman Ken Petraglia at (617) 357-7700.

2004 DISTRICT 1 MEETING

In January Dave Scott from the Vermont Chapter presented a proposal to the District Executive Board for the hosting of the 2004 District 1 meeting by the New England Section. The proposal outlined three possible venues: Burlington, Vermont, Portland, Maine and the Berkshire Mountains in Western Massachusetts. All three of the sites provided had excellent facilities for hosting the meeting and a number of interesting sites and attractions for recreation. The proposal recommended Burlington, Vermont as the location for the 2004 District Meeting based upon three key factors: first, no one can remember if or when a District 1 meeting has ever been held in Vermont. Second, Burlington is easily accessible from all parts of the District. Finally and most importantly is that Burlington is a beautiful city located on Lake Champlain with a spectacular view of the Adirondacks. Burlington has a wide variety of restaurants and shops that are a few steps from the Radisson Hotel where the meeting will be held.

The District 1 Executive Board gave the proposal a preliminary thumbs up, pending final approval by the entire District 1 Board at the meeting in Rochester. The Vermont Chapter has already formed a meeting steering committee and has begun the planning process for 2004. Vermont may be the smallest chapter in the District but they have big plans for the 2004 Meeting and are looking forward to showcasing the “Green Mountain State”. Look for the Vermont 2004 booth at the 2003 meeting in Rochester.
The remaining 36 crashes (45%) occurred in rural areas. However, some of these also happened in built-up areas, but with building density or total populations not triggering urban designation.

The speed limit was 25 mph (40 km/h) or lower in 21 of the fatal crashes. It was 30 mph (48 km/h) in 7 cases, 35 mph (56 km/h) in 21, 40 mph (64 km/h) in 3, 45 mph (72 km/h) in 16, 50 mph (80 km/h) in 6, and 55 mph (88 km/h) in 6 cases. These numbers as well as the speed limits of all crashes (fatal and non-fatal) were compared; giving the likelihood a crash will result in a fatality as presented in Figure 1, which indicates that there is a close relationship between speed and crash severity.

Irrespective of severity, all pedestrian crashes were analyzed in detail for a small number of Maine communities—Bangor, Paris, Norway, Camden, Rockport, Hallowell, and Brunswick—representative of different types of communities in the state. Also, pedestrian and vehicle volumes were recorded along randomly chosen streets in the selected communities, prior to any knowledge of the crash data for those streets.

**Figure 1: Speed Limit And Probability Of Fatality With 95% Level Of Confidence**

![Speed Limit And Probability Of Fatality With 95% Level Of Confidence](image-url)
A total of 70 crosswalks at intersections and 52 midblock sections were observed. Pedestrian counts, a minimum of two hours for each location, were expanded to approximate annual average daily volumes. Motor vehicle traffic counts were taken from Maine DOT’s website (http://www.state.me.us/mdot/traffic-1999book.pdf). For these 122 locations, crash numbers were predicted and compared to outcomes. Prediction models from Sweden and the U.K. were used since U.S. models are lacking. It was found that high speeds and wide roads lead to more crashes and that the focus of safety improvement should be on arterials and major collectors. For example, the low-speed locations in downtown Bangor have better than expected pedestrian safety.

The studied semi-central arterials have about three times as many crashes as expected to be typical according to the European models. The total number of crashes is also higher in the higher-speed environment than downtown. This means that pedestrian safety projects in Bangor should be focused on these higher-speed arterials rather than the areas where most pedestrian activity occurs.

Pedestrian and vehicle counts throughout the University of Maine campus were also taken. The roads on campus are narrow and typical driving speeds are around 20 mph (30 km/h). Nine crosswalks and three major roadways were covered. Only two pedestrian crashes were reported along these roads. Even two are too many, but the number is lower than what the typical ‘European’ safety standard would be. On the other hand, one may demand ‘absolute’ safety on a university campus, and a car-free environment may be an option.

In Brunswick, ten intersections/sections were covered along Maine Street, which is alleged to be the widest main street through any downtown in the state. There are about 2,000 pedestrians crossing Maine Street every day, and pedestrian crashes can obviously be expected. The models applied here indicate that around two to three crashes in five years would mean that the safety standard was about average for European conditions. We should not accept lower standards in this country. However, the actual number of crashes was more than three times that expected number; that is statistically significantly greater than either of the expected two numbers (p < 0.01).

For Hallowell, the European models predict a total of about 1.6 pedestrian crashes in the five crosswalks along the two-lane US201/27/Water Street. If we look at the official pedestrian crashes, only one occurred. That indicates that this environment is about as safe as what typically could be expected. The low-speed is a positive factor, but the environment may be more complex than desirable.

The pedestrian safety in the twin towns of Norway and South Paris (Oxford Hills) seems to be lower than in any of the other areas included in these studies. About five times as many crashes were reported as what would be expected for those volumes. One signalized intersection and 13 non-signalized crosswalks and 12 sections between them were included along Main Street in Norway. In South Paris, all of Main Street was covered. This meant that nine separate areas were analyzed. Both Main Streets are wide State highways with high speeds outside the town centers and many drivers go through the towns without slowing down to the posted speed limit.

The total number of expected crashes in four crosswalks along Main Street of Camden—one of the most congested tourist towns in Maine—is, according to the models around 2.9. The observed number of pedestrian crashes was only one. In other words, the environment (and design) in Camden seems to be somewhat (but not significantly) safer than the typical environment. The numbers are small, and there is a 20% statistical chance that zero or one crash would occur when 2.93 are expected. Still, the low-speed environment may certainly also be related to the low number of actual crashes.

It is clear that the studied locations, on average, have more crashes than ‘typical’ European locations would have. The difference between the observed sum of crashes and that predicted by the models is statistically significant. A majority of locations studied seems to have safety levels that need improvement. However, it is also clear that the low-speed environments of downtown Bangor, Hallowell and Camden as well as the University of
Maine campus has better safety than the models predict. The actual number of accidents (7) is lower, but not significantly lower ($p = 0.08$), than what the two models predict (12.1 and 12.3 respectively).

In conclusion, it is human to make mistakes, no matter if you are a pedestrian or a driver. The consequences of mistakes can be deadly when vulnerable human beings are mixed with cars and trucks. It may even be human to break rules at times, and only in an ideal world could we regulate away all problems. Enforcement of existing rules governing safe behavior has possibilities to improve pedestrian safety—but probably only marginally if conventional police surveillance is used. That is both because intense enough police enforcement is expensive and because we break rules we typically follow when we need the rules the most, when we are in an extreme hurry, or under the influence of, e.g., alcohol. Still, using automated speed enforcement and red-light cameras may be effective ways of improving safety but that has not been studied as part of this project since such systems are not used in Maine.

The review of literature within this project showed that there are very few evaluated educational programs indicating any clear safety benefits. To use an allegory: It is possible to sell ideas and products, e.g., stationary bikes, to people but very hard to make them actually use such equipment consistently. In the same way, we can have people “buy into” good behavior, but they may not follow those recommendations when there is significant resistance to it; when it is easier not to. And especially not when they are in a hurry.

Encouragement by rewarding people behaving safely (or legally) has similar problems as enforcement. It may be effective in theory, but would be very hard to implement. Another type of encouragement that has more potential is to provide safe facilities to pedestrians. Then, hopefully, pedestrians will gravitate towards these facilities and away from dangerous locations.

Engineering, sometimes in combination with education and enforcement, is probably the way to clearly improved pedestrian safety. But all engineering measures are not effective. But we also know that there are several measures that are very effective. That includes making the road narrower, installing refuge islands, and reducing the travel speeds of, in particular, the faster vehicles. Also, barrels and cones in the roadway seem to act as good substitutes for refuge islands where it is impractical to install permanent islands.

Vertical speed-reducing measures such as humps, cushions, and speed tables may be more effective than horizontal ones. However, in Maine there is only one street—Stevens Avenue in Portland—with vertical traffic calming measures and good empirical data of such measures could therefore not be collected here. But vertical measures do seem promising in Maine too. In the three-year period before the traffic calming was implemented (1994-96), there were four pedestrian crashes along Stevens Avenue. In the three years following the installation (1998-2000), there was only one pedestrian crash. Traffic calming does not have to be focused on street layout. In Maine, there is strong opposition to humps and to “too narrow streets” among the general population as well as among town officials. In-vehicle speed control may therefore be a better solution.

Finally, this study shows that the pedestrian safety problem in Maine is focused to its arterials and major collectors, where highways pass through villages and towns. The risk faced by a pedestrian crossing such a street—exemplified in this study by Main Streets through Norway and South Paris—is almost 50 times higher than the risk a pedestrian faces in a low-speed environment such as the University of Maine campus. And downtown Bangor is more than 20 times safer than Main Streets through Norway and South Paris.

Dr. Gärder has been with the University of Maine since 1992 in the Civil Engineering Department – Transportation

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Contact the New England Chronicle Editor at neil.boudreau@state.ma.us
CONNECTICUT CHAPTER

The Annual Joint NEITE Section/Connecticut Chapter was held April 8th at the Marriott Hartford Rocky Hill at Corporate Ridge. The meeting was well attended and included two technical sessions: Vision 2020 - Congestion Mitigation Study and Transportation Funding. The dinner speaker was Connecticut State Rep. Richard Roy, Chairman of Transportation Appropriations Sub-Committee. New chapter officers were announced at the meeting:

President – Julie Annino, Ph.D.
Vice President – Jennifer M. Carrier
Secretary/Treasurer - Tim Sorenson

MAINE CHAPTER

The Maine Chapter will hold a midday meeting on April 28th in Bangor at Millers Restaurant. The morning technical session is titled "Photo Imaging for Highway Design" with presenters: Michael Waugh of Surry Engineering Associates and Tom Asbeck of Photo Science, Inc. The afternoon session is "Transportation Issues with the National Folk Festival in Bangor" with presenters: Jim Ring of the City of Bangor and Don Cooper of BACTS.

At this meeting, the following nominations for the Chapter Board will be announced:

1. President:
   a. Kevin Hooper – Kevin Hooper Associates
2. Vice President:
   b. Stephen Landry – Maine DOT
3. Secretary-Treasurer:
   b. Paul Godfrey – HNTB Corporation
   c. Ralph Norwood – Gorrill-Palmer Consulting Engineers

MASSACHUSETTS CHAPTER

The Massachusetts Chapter held a joint luncheon meeting with BSCES and ITSMA on March 13 at the Radisson Hotel on Stuart Street in Boston. The presentation: “Boston’s Traffic Signal System Upgrade Project – From Concept Through Design” was given by Don Burgess, Supervising Traffic Engineer, BTD, Joseph Herr, Senior Project Manager, VHB, and Mathew Picanso, ITS Network Engineer, VHB. Approximately 120 people attended the meeting.

On behalf of the Massachusetts chapter of ITE, We wish to express our thanks and appreciation to BSCE and ITS for inviting us to co-sponsor this successful technical presentation.

Planning for the annual Joint Meeting with the ITE New England Section is being scheduled for September 17, 2003, and will be held at the Best Weston Hotel in Waltham. Registration and program will be mailed out at a later date.

NEW HAMPSHIRE CHAPTER

Since the last issue of the Chronicle, the New Hampshire Chapter launched its website at www.NEITE.org/NH/. The Chapter held a very successful meeting on March 26th in Nashua. Thirty-three transportation professionals attended a presentation by the City of Nashua discussing the recently completed Broad Street Roundabout. The Chapter is working with the Maine Chapter to plan an exciting seminar and meeting in June in the Seacoast area. Further information will be posted online and distributed via email as soon as it becomes available.

UMASS AMHERST STUDENT CHAPTER

The UMass Student Chapter hosted a Joint NEITE Section/Chapter Meeting on March 12th with two technical sessions: An Overview of the MassSafe Program by Dr. Kitty Hancock, UMass Chapter Advisor and Communications Technology by Chuck Bluto of Ocean State Signal. At the dinner buffet, keynote speaker, Leslie Ferro from the Island Group gave a presentation on the latest advances in air bag technology. Contact Dan Dulaski at (413) 545-2509 for more information. Please visit our web site for a more detailed description of the Student Chapter: http://www.ecs.umass.edu/ite/
NEITE POLICY AND LEGISLATIVE REPORT

During the past few months, the Policy and Legislative Committee has reviewed pending transportation national and state legislation as it affects members of the Section, most notably the impending TEA21 reauthorization. The Executive Board has requested that NEITE send a letter to legislators in the six states throughout the Section to offer the NEITE’s assistance in providing technical information on legislative matters. ITE national has prepared policy statements that will be incorporated (in an abbreviated manner) into the letter. The intent of the Committee is to submit the letter no later than June 2003.

On April 15, the Commonwealth of Massachusetts held a Design Professionals Day at the State House in downtown Boston. The American Consulting Engineering Council (ACEC) provided packets of information for attendees regarding pending legislation. While ACEC was unable to schedule meetings with legislators, I managed to meet with my State Representative and the Deputy Chief of Staff at my Senator’s offices to have a brief discussion of pending legislation and NEITE priorities including intersection safety and infrastructure needs. Although the ACEC is not New England ITE, many of the issues ACEC supports are similar to the positions held by many New England ITE members. They include the following:

- Support of legislative bills that protect state and federal infrastructure funding
- Support of legislative bills that provide opportunities for smart growth and community planning.

Initiatives that support multi-community (and multi-state) planning and infrastructure investment are particularly important. Transportation and utility needs obviously do not begin or stop at community or state borders. Local community concerns must be addressed through cooperative efforts among communities whose residents and businesses share common regional and sub-regional transportation corridors.

CONTINUING EDUCATION UPDATE

The New England Section is planning to offer several training courses this year. Courses are being planned for the joint NH/ME/NEITE meeting in June, the joint MA/NEITE meeting in September, and the NEITE Annual Meeting in December. The courses may include either technical or non-technical topics and will be geared toward audiences with a variety of experience. Some of the topics that are being considered are Context Sensitive Design, Intersection Safety, Traffic Signal Basics, Access Management, and Presentation Skills.

Many New England Section members hold PE licenses and/or PTOE certifications that require Professional Development Hours (PDH) as a condition of renewal. The New England Section Executive Board has decided to present PDH certificates to all pre-registered training course participants. The certificates will also be available to participants who do not pre-register upon request for a $10 processing fee. The PDH’s will be awarded in accordance with the NEITE PDH Policy.

These courses are for you the members and we would like your suggestions on content, length, instructors, etc. We are also interested your experience with training courses offered by NEITE in the past and welcome your comments and suggestions (both positive and negative – that is how we learn what did not work). Finally, if you would like to be an instructor for a training course your effort will be greatly appreciated (and you will receive twice the PDH’s as the attendees).

Please contact John Mirabito, PE, PTOE, the Continuing Education Subcommittee Chair at jrimitabi@bigdig.com or (617) 951-6259 with your suggestions and comments.
An Intermodal Transportation Center (ITC) provides a seamless connection between the various modes of transportation and a safe, comfortable, and convenient environment for those using public transportation services. Several regional transit authorities within Massachusetts have examined the feasibility of constructing an ITC within their regions to better service their patrons and to assist in the revitalization and economic development of the downtown areas they represent.

Regional ITCs bring to fruition both transportation and economic development goals including:

- Improved regional public transportation links
- Development (or redevelopment) of buildings within the downtown core
- Cross-platform transfers to other vehicles or modes
- Indoor comfortable and safe waiting areas
- Opportunities for joint-development

Case Study: Berkshire County’s ITC

The ITC currently under construction in Pittsfield, Massachusetts by the Berkshire Regional Transit Authority, for example, will serve as a depot for the local and intercity buses, for the Amtrak intercity passenger rail, as well as for local paratransit services, pedestrians, taxis, and bicycles. A parking garage to be constructed below the building will act as a park-and-ride lot providing both short-term and long-term parking. A Community Meeting Room, Travel Information Center, Police Substation, and available retail space expected to contain a newsstand and coffee shop are also included within the design.

The amenities to be included in Berkshire County’s ITC are representative of the amenities expected at most of the proposed ITC sites throughout Massachusetts. U.S. Rep. John W. Olver spoke at the groundbreaking ceremony for Berkshire County’s ITC and said “We have to have a system where all of the cogs work together in an effective way; all of these things are crucial pieces for an effective transportation system for the area.” The development of a facility that will join all modes of transportation into one central location while also providing opportunities for joint development will bring all of the “crucial pieces” together to provide an effective transportation system for Massachusetts.

Intermodal Transportation Center (ITC) Planned for Berkshire County, Massachusetts

Creative and equitable ways to share the costs and benefits of multi-community transportation infrastructure upgrades must be found and acted upon.

Continued strong investment in sound engineering for the public’s transportation infrastructure and its maintenance is a clear necessity as the general population continues to grow. Increasing investments in transportation infrastructure will stimulate all-important private sector economic investments. This is perhaps the key message the Policy and Legislative Committee would like to get out to our legislators.

By Gary L. Hebert, P.E., PTOE
**Agency Corner**

For comments, or to make a submission to the *Agency Corner*, please contact the Editor via email at neil.boudreau@state.ma.us or at (617) 973-8211.

**Connecticut** – The Connecticut Department of Transportation released a report presenting the findings of an investigation on the factors affecting GPS position accuracy using the ConnDOT base station. An empirical study was performed to evaluate the accuracy of carrier-phase Global Positioning System (GPS) as a function of: number of control points used, distance to control, observation time and number of frequencies observed. To facilitate the study, a 19-station control network was developed in Southeastern Connecticut and surveyed to High Accuracy Reference Network (HARN) standards using dual frequency, carrier-phase GPS. The network was controlled using existing HARN stations in Connecticut, Massachusetts and Rhode Island. GPS observations were subsequently taken independently and processed in various ways to measure the effect of the control variables on the positional accuracy obtained. Results showed the ability of carrier-phase GPS to deliver high accuracy results both vertically and horizontally in reasonable times, especially when using two GPS frequencies and having three base stations surrounding the study area.

**Massachusetts** – Massachusetts Turnpike Authority (MTA) Chairman Matthew J. Amorello has announced the launch of web site traffic cameras, the latest addition to M.A.P. (the Motorist Advantage Program, an informational outreach initiative from the MTA and the Central Artery / Tunnel Project designed to comprehensively educate the public on the Artery Project and to help motorists navigate the Artery roadways.) The web site traffic cameras can be found at www.masspike.com.

“We are very excited to launch this new facet of our web site and to the Motorist Advantage Program,” said Chairman Amorello. “This is a great technological enhancement for motorists to use before they leave for their daily commutes. With all of the CA/T Project’s recent openings, real-time traffic information will help not only our internal staff at the Operations Control Center, but also help the general public during critical travel times.”

**Maine** – Most Mainers know how to get where they’re going on our interstate highway system. But it hasn't been so easy for the more than 50 million people who visit Maine each year and who are confused by duplicate exit numbers and inconsistent interstate route designations. The Maine Turnpike Authority and Maine Department of Transportation are working together to make changes that will clear up the confusion once and for all in 2004.

The old way of numbering exits on Maine’s highways has resulted in increasing confusion. For example, on I-95 there are two Exit 2s (one in Kittery and one in Wells). Exits 3 and 4 are duplicated on I-95, as well. This duplication will be a thing of the past when in mid-2004 a new exit numbering system based on mileage is introduced. The new mileage-based system will not only eliminate duplication, it also will give travelers a better sense of where they are and how far they need to travel to reach their destination. For more information visit www.maineturnpike.com or www.state.me.us/mdot.

**New Hampshire** – The Federal Highway Administration recently issued a “Record of Decision” for the Manchester Airport Access Road, thus enabling the New Hampshire Department of Transportation to move forward with the project’s final design and right-of-way process.

The Manchester Airport Access Road project plan calls for the construction of four-lane, median-divided, limited access highway (approximately two miles) providing direct access to Manchester Airport from the F.E. Everett Turnpike in Bedford. The current estimated project cost is $115 million, including $75 million for construction.

Since the Final Environmental Impact Statement, the NHDOT has revised the alignment of the bridge crossing the Merrimack River approximately 350 feet to the south to avoid a bald eagle nesting area.
Agency Corner (continued from previous page)

It’s estimated that construction of the project will begin approximately 18 months from the start of the final design process. Some right-of-way for the project has been acquired involving land that was subject to imminent development or property owners with extreme hardships. The NHDOT will now initiate the right-of-way process on those land parcels requiring total acquisition, as well as property identified for eagle habitat preservation, wetland conservation and wildlife corridors to be preserved as part of the project.

Rhode Island – The Rhode Island Department of Transportation (RIDOT) officially reunites two communities with the replacement of a historic bridge. Recently, RIDOT Director James R. Capaldi, P.E. led a ribbon cutting ceremony to celebrate the official opening of the $1.3 million General Nathanael Greene Memorial Bridge, formerly known as the Old Forge Road Bridge, on the North Kingstown/Warwick line.

The North Providence-based Cel-Bro Construction Corporation performed the work that included the demolition of the existing bridge and installation of a new prestressed beam/concrete deck superstructure with a new stone-faced substructure; roadway resurfacing; dam modifications; and the restoration of the General Nathanael Greene Memorial Park, which is owned by the Daughters of the American Revolution. In keeping with the bridge's historical integrity, RIDOT also added a decorative rail system similar to one that adorned the 1902 version of the bridge.

The Old Forge Road Bridge was renamed the General Nathanael Greene Memorial Bridge through resolutions by the bridge's co-owners, the city of Warwick and the town of North Kingstown. General Nathanael Greene was born in Warwick and was George Washington’s second-in-command of the Revolutionary War troops. Greene was also a charter member of the Independent Company of Kentish Guards, an East Greenwich-based historic military unit that will celebrate its 229th anniversary this year.

Vermont – As part of the Special Projects Unit, the Vermont Agency of Transportation (VTrans) announces that US Route 7 in Shelburne and South Burlington will be reconstructed, starting in Shelburne about 700 feet south of the LaPlatte River bridge and extending northerly 3.51 miles to Imperial Drive in South Burlington.

From the southern end of the project to Webster Road (North), construction includes replacement of the LaPlatte River bridge, addition of a sidewalk on the East side and reconstruction of the roadway. The highway will have 12-foot wide traffic lanes with eight-foot wide shoulders marked for bicycle travel.

For the rest of the project, the highway will be widened to two 12 foot travel lanes in each direction separated by a fourteen foot wide raised median island with mountable curbs. On both sides of the highway, there will be a six-foot wide shoulder marked for bicycle travel, a six-inch vertical curb, a grass strip and a five-foot sidewalk. Bus pull offs will be provided downstream of each median opening. Eight bus shelters will be located near the pull offs on the east side of Route 7. There will be 16 openings in the median, ten will be signalized and six unsignalized. At the approach to each median opening ten foot left turn narrowing the median island to will form lanes four feet. Passenger cars will be able to make U-turns at the median openings.

Jughandles will be provided at Webster Road for southbound traffic, and at Holmes Road for northbound traffic. The jughandles will provide for trucks to make U-turns.

Much of the work for the project can be done within the existing 99-foot wide right-of-way, so VAOT will have to acquire relatively little additional land. The project will be constructed in three segments, each as a separate contract. Beginning at Imperial Drive, Contract 4 will extend south 2.20 miles to a point just south of Bay Road. Contract 3 will begin at this point and continue south to Webster Road. The remaining segment, Contract 2, will continue south and include the reconstruction of the bridge across the LaPlatte River.
JOB POSTINGS

Transportation Program Manager

Seeking creative and motivated individual to serve as Transportation Program Manager for the Berkshire Regional Planning Commission (BRPC). BRPC serves as the regional planning agency and staff for the Berkshire Metropolitan Planning Organization (MPO) for the 32 municipalities in Berkshire County. The Berkshires have an excellent quality of life, known for cultural and outdoor recreational opportunities.

Responsibilities include coordination of all transportation projects and staff for BRPC. Responsible for MPO work program activities and certification documents, oversight of all transportation technical work and transportation contract management. Provides technical assistance to local highway superintendents for pavement management and other roadway infrastructure issues. Coordinates with other senior staff in integrating the transportation work program with agency-wide priorities and adopted BRPC policies, including The Regional Plan for the Berkshires. The Transportation Planning Manager serves as staff lead for multiple complex regional and community transportation planning projects and performs a wide range of functions including policy analysis, research, data analysis, plan development, community outreach and technical assistance, and project and contract management. Supervises Senior Planner and Traffic Planner as well as interns.

The preferred applicant would have specific knowledge of transportation planning principles and practices and demonstrated background in regional transportation planning, including traffic simulation modeling and transit planning. Demonstrated ability to work with local, state and federal government officials, excellent writing and oral communication skills, excellent analytic skills, strong customer orientation and advanced computer literacy in analysis of data using Excel and MS Access are essential. Master's degree in transportation planning, transportation engineering or closely related field from an accredited college or university and five years of progressively responsible, directly related experience or equivalent combination of related education and transportation planning experience required. At least two years of supervisory experience and supervisory training required. AICP or PE preferred. The starting salary range is $48,000 - $56,500 with a competitive benefit package.

Submit cover letter and resume by mail to: Executive Director, BRPC, 1 Fenn Street, Suite 201, Pittsfield, MA 01201 or e-mail: BRPC@berkshireplanning.org. Position is open until filled. EOE/AA. Information about the Commission may be obtained at www.berkshireplanning.org.

ANNOUNCEMENTS

Jennifer and Erik Wolf, formerly of Ocean State Signal Company, have both left their positions in order to pursue a career on the manufacturing side of the traffic industry. Erik was appointed as the Northeast Regional Sales Manager of Dialight Corporation, the industry's leading manufacturer of LED vehicle and pedestrian signals. The couple recently opened a New England sales office for the New Jersey based organization where Jennifer handles the day-to-day operation as the Office Manager. Jennifer and Erik have over 18 years of combined experience working in the New England traffic industry. The two look forward to many more years working with the friends and colleagues they have made throughout the years. Erik and Jennifer could be reached at Dialight Corporation, 508-234-9598.
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rrenewski@baysideengineering.com
ANNOUNCEMENTS

The meeting offers 66 technical sessions, divided among six tracks: Livability/Community Issues, Mobility/Operations, Safety, Transportation Management, Transportation Planning/Transit and Traffic Engineering. Please visit www.ITE.org for more information.

Upcoming Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Event</th>
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</thead>
<tbody>
<tr>
<td>May 7-9, 2003</td>
<td>Rochester, NY</td>
<td>ITE District 1 Annual Meeting</td>
</tr>
<tr>
<td>May 20, 2003</td>
<td>Wayland, MA</td>
<td>4th Annual Desjardins Golf Tournament</td>
</tr>
<tr>
<td>June 11, 2003</td>
<td>Seacoast Area, NH-ME</td>
<td>Joint NEITE &amp; NH-ME Chapter Annual Meeting</td>
</tr>
<tr>
<td>September 17, 2003</td>
<td>Waltham, MA</td>
<td>Joint NEITE &amp; MA Chapter Annual Meeting</td>
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National Transportation Week
May 11-17, 2003

National Transportation Week provides an opportunity for the transportation community to join together for greater awareness about the importance of transportation. National Transportation Week also focuses on making youth aware of transportation-related careers.