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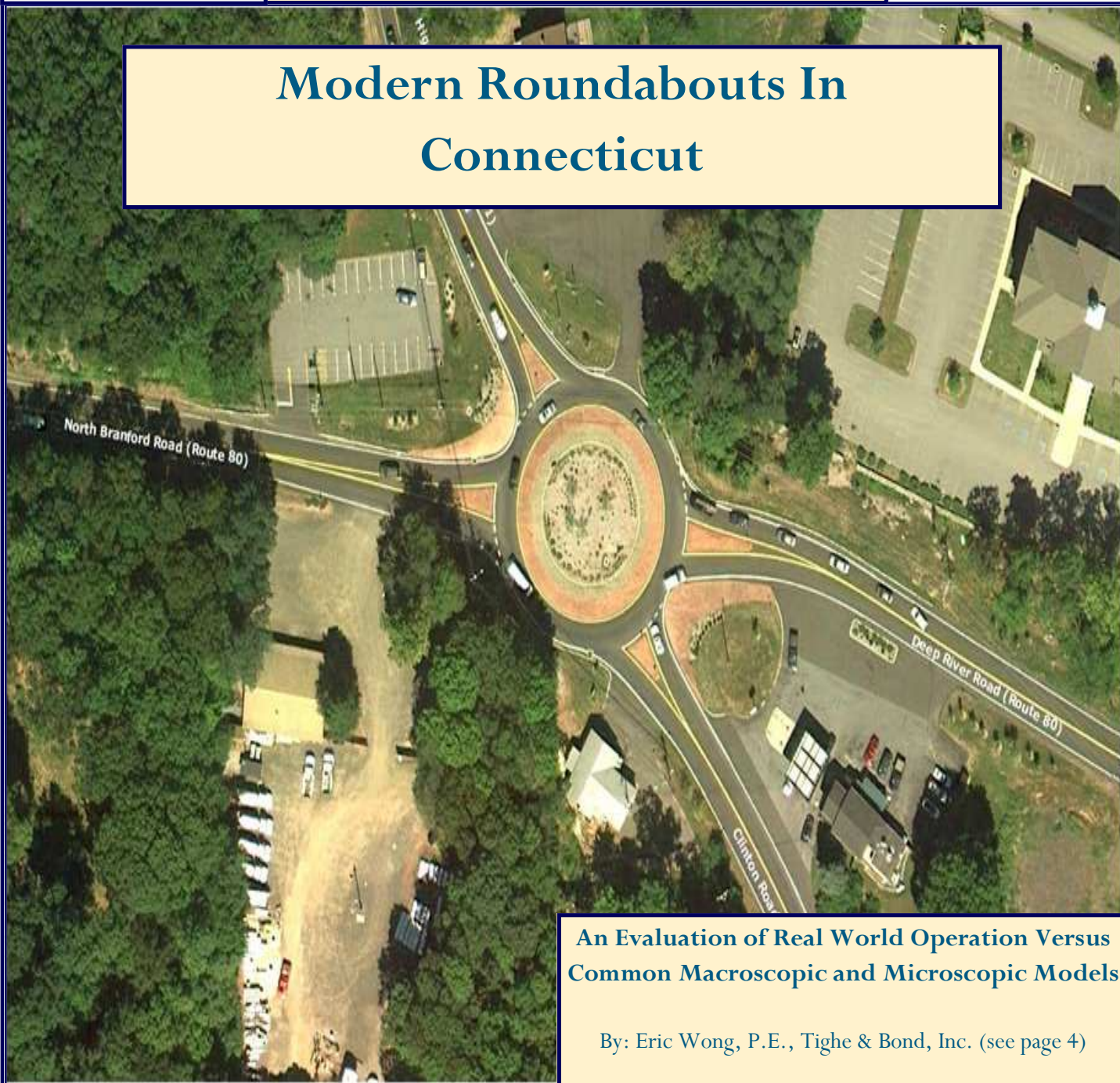
THE NEW ENGLAND SECTION
OF THE INSTITUTE OF TRANSPORTATION ENGINEERS



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May 2011

Modern Roundabouts In Connecticut



**An Evaluation of Real World Operation Versus
Common Macroscopic and Microscopic Models**

By: Eric Wong, P.E., Tighe & Bond, Inc. (see page 4)



A Message from the President

-Joseph C. Balskus-



Looking back on past issues of the 2nd issue of the Chronicle in the calendar years, some of my predecessors reflected upon harsh winters we endured. We all can attest to the severity of mother nature from the winter season that hit us, and continues to hit us with below normal temperatures and just gloomy clouds for several days at a time. Until these past several sunny days in mid-May, I think we were all beginning to wonder if New England was becoming the new Seattle! With the heavier snow falls and the colder temperatures for much of New England, we have seen firsthand the public works side of ITE is reeling from the winter affects. On the flip side, it was definitely a good skiing season.

Focusing on my goals for the year, 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 of the Chronicle. As you are reading this, we are into our second edition of the year! Please contact Steve Findlen and his team with any content you may have. See the website for his contact information. Having too much content is a good problem for the Chronicle team.

Since I last wrote to you in this column, the UMass Amherst/NEITE student symposium was a resounding success once again and we held a terrific joint meeting with the Connecticut Chapter's annual meeting. Both of these meetings exemplify the state of our transportation profession, with progressive transportation ideas and presentations by officials and students. And speaking of meetings, while 2013 is a year and half away, we are in the midst of planning for that busy year for ITE meetings in New England! In 2013 we will have the International meeting in Boston in August and, the Northeastern District annual meeting hosted by the Section, in May, and in all likelihood, somewhere west of Boston. Planning for both meetings has begun with the appointment of a planning committee for the May District meeting by myself and conference call discussions already underway.

And what better way to get ready for spring/summer meetings is to play in golf tournaments to support the membership! There are three golf tournaments to consider in the coming months, from the Thomas E. Dejardins Memorial Tournament on June 8, to the ITE CT Chapter 1st annual golf tournament on June 23 and the Scott M.Herr 2nd Annual golf tournament in September 22nd. See our website for details.

Also, strategic planning for the Section is still on our radar. We will continue to review the Section Strategic Plan developed by past Section President John Mirabito, to ensure we remain in pursuit of the activities recommended in the plan.

I strongly encourage you all to visit the website. You can click right here to get to the website so you don't need to type anything! www.neite.org. As discussed right here in the inaugural 2011 Chronicle issue, we will be reviewing a new logo for the Section, much like the Northeastern District upgrading their District logo, the Section will be considering this in the future.

Please consider attending the Northeast District Annual meeting later this month in Port Jefferson which is shaping up to be another excellent meeting. As always, please consider participating and supporting the Section by providing input on how we are doing, support for meetings and lending a hand when needed for the Section as well as providing an article or idea for the Chronicle. And thank you once again for your support.

-Joe Balskus



Inside This Issue

- 2- A Message from the President
By: Joseph C. Balskus
- 4- Modern Roundabouts in Connecticut Cover Story
By: Eric Wong
- 8- 2011 Chronicle Sponsors
- 10- Executive Board Corner
By: Jeffrey S. Dirk
- 11- Remembering Bob Lee
By: Ken Petraglia
- 12- CTITE Annual Joint Meeting
By: Ted DeSantos
- 14- Student Symposium & District Traffic Bowl
By: Steven Tupper
- 14- MAITE Winter Social
By: Daniel Nelson
- 15 - What's Happening At UCONN
By: Nicholas Lownes
- 16- Thomas E. Desjardins Golf Tournament
- 16- Northeastern District Annual Meeting Reminder
- 16- Save The Date
- 16- Joke of the Day

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



Cover Story
**Modern Roundabouts in Connecticut:
 An Evaluation of Real World Operation versus Common Macroscopic
 and Microscopic Models**
 By: Eric Wong, P.E., MSCE - Project Engineer, Tighe & Bond, Inc.

Roundabouts have been gaining in popularity in Connecticut as an effective and safe intersection control method since early 2000. With the short operation history, roundabout analyses in Connecticut are still very limited, and there has not been any assessment to determine the degree of accuracy when evaluating roundabout operational performance using results estimated by various common macroscopic and microscopic models versus the field conditions. A study was conducted in the Fall of 2010, which field measured the operation condition of two existing roundabouts in Connecticut and compared the measurements with results estimated by some common models. The comparisons compared the field results against the model results estimated using the model default and user calibrated parameters. The macroscopic model examined in the study included the British's *RODEL*, the Australian's *SIDRA*, and the American's *NCHRP 572* models. The microscopic model examined included Trafficware's *SimTraffic* and PTV's *VISSIM* simulations were tested.

ROUNDBOUT SELECTION AND DATA COLLECTION

The two modern roundabouts studied included a four-leg roundabout in Killingworth at the Route 80 and Route 81 intersection, and a three-leg roundabout in West Haven at the Route 162/SR 702 and Route 162 intersection. Both roundabouts were video recorded

TABLE 1: HOURLY TRAFFIC VOLUME SUMMARY (5-6pm)				
	Eastbound	Westbound	Southbound	Northbound
KILLINGWORTH				
Right	160	96	36	48
Through	104	60	320	300
Left	80	32	84	52
U-Turn	0	0	8	0
Total	344	188	448	400
WEST HAVEN				
	Eastbound	Westbound	Southbound	
Right	--	82	135	
Through	426	215	--	
Left	194	--	127	
U-Turn	2	1	1	
Total	622	298	263	

during the selected weekday afternoon peak hours, and then traffic volumes, approach delay, and gap acceptance were extracted. Table 1 summarizes the peak hour traffic volume for either roundabout.

Delays experienced for all vehicles recorded during the peak hour were averaged to obtain an overall intersection and approach average delays, and categorized into Levels of Service (LOS) A through F based on the *Highway Capacity Manual's (HCM)* unsignalized intersection LOS definition (1.) Based on the field measurement, the Killingworth roundabout operated with an intersection average delay of 5.2 seconds per vehicle (s/veh), and the

approach average delays ranged from 3.8 s/veh to 11.6 s/veh. The roundabout operated at overall LOS A; and three of the approaches operated at LOS A, except the eastbound operated at LOS B. For the West Haven roundabout, the field measurement indicated the roundabout operated with an intersection average delay of 4.4 s/veh, and the approach average delays ranged from 2.9 s/veh to 5.3 s/veh. The roundabout operated at overall LOS A, and LOS A at the approaches.

CRITICAL GAP MEASUREMENT

Other studies have shown critical gap influences a roundabout operation, and therefore, critical gaps at the two roundabouts were extracted. The number of accepted and rejected gaps, and gap lengths were plotted into two cumulative distribution curves to determine the critical gap; and the critical gap is defined at where the two curves intersect. Results of the measurement showed the critical

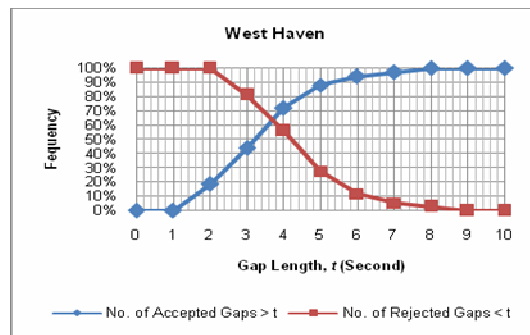
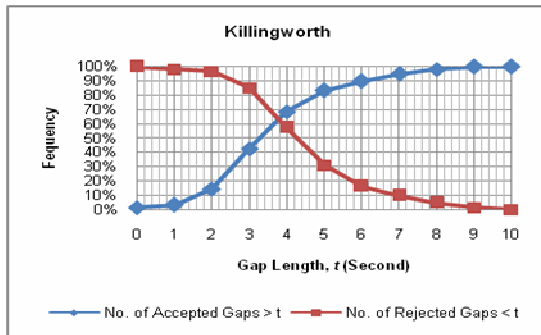
Continued on Pg. 5



Modern Roundabouts in Connecticut

Continued from page 4

gap acceptances for both roundabouts were very similar with critical gaps of 3.8 seconds. The results was lower than the HCM's critical gap of 4.1 seconds lower bound for roundabout (1), the national average of 5.1 seconds reported in the NCHRP's Report 572 (2), and the California's average of 4.8 seconds (3.) The results suggested Connecticut drivers may drive more aggressively than the national average, and are willing to accept short gaps in roundabout operation. Figures 1 and 2 show the cumulative distribution curves for the Killingworth roundabout, and the West Haven roundabout respectively.



ROUNDBABOUT ASSESSMENT AND CALIBRATION APPROACH

With the required data compiled, operation assessments were performed using the selected models and software packages. All models were first tested with the model default parameters set in the software packages, and compared with the field-measured results. Then, global calibration factors were adjusted in *SIDRA* and *VISSIM*, and compared with the results again. Finally, additional calibrations were made in *VISSIM* so that the overall intersection average delay and the approach delays matched the field measurements. Table 2 summarizes the analysis results in terms of LOS and average delays for the two-studied roundabout.

TABLE 2: ANALYSIS RESULT SUMMARY

BY LEVELS OF SERVICE AND AVERAGE DELAY (SECOND PER VEHILCE)

KILLINGWORTH					
Model	Overall	Eastbound	Westbound	Southbound	Northbound
FIELD	A (5.2)	B (11.6)	A (4.1)	A (4.3)	A (3.8)
RODEL	A (5.5)	A (6.0)	A (3.6)	A (6.0)	A (5.4)
SIDRA - Default	C (18.6)	C (15.2)	D (28.1)	C (18.4)	B (11.1)
SIDRA - Calibrated	A (6.0)	A (8.0)	A (7.2)	A (5.5)	A (4.4)
NCHRP-572	--	A (8.2)	B (14.6)	D (25.2)	B (14.6)
SIMTRAFFIC	A (5.6)	A (6.1)	A (4.5)	A (5.5)	A (5.8)
VISSIM - Default	A (4.2)	A (5.5)	A (4.5)	A (2.7)	A (4.9)
VISSIM - Global GA = 3.8s	A (7.2)	A (7.6)	A (6.7)	A (5.1)	A (9.6)
VISSIM - Calibrated by Approach	A (5.9)	A (8.4)	A (4.8)	A (4.4)	A (4.7)
WEST HAVEN					
Model	Overall	Eastbound	Westbound	Southbound	
FIELD	A (4.4)	A (5.3)	A (4.1)	A (2.0)	
RODEL	A (4.8)	A (6.0)	A (3.6)	A (3.6)	
SIDRA - Default	B (10.7)	B (10.6)	A (9.5)	B (12.2)	
SIDRA - Calibrated	A (5.4)	A (5.2)	A (6.7)	A (6.7)	
NCHRP-572	--	A (5.5)	B (9.4)	A (9.4)	
SIMTRAFFIC	A (5.2)	A (6.4)	A (3.1)	A (3.1)	
VISSIM - Default	A (3.8)	A (1.0)	B (1.5)	A (1.5)	
VISSIM - Global GA = 3.8s	A (4.0)	A (4.2)	A (3.3)	A (3.3)	
VISSIM - Calibrated by Approach	A (3.8)	A (4.2)	A (2.9)	A (2.9)	

Continued on Pg. 6



Modern Roundabouts in Connecticut

Continued from page 5

RESULT FINDINGS

Comparisons of the field measurements and the model-estimated results showed *RODEL* and *SimTraffic* using software default parameters provided results consistently close to the field measured delays at both roundabouts with relatively low percent errors. The estimated delays were no more than 53% different from the field measurements.

On the other hand, the *SIDRA* model with default parameters and the *NCHRP-572* model yielded delay estimations very different from the field measurements. The percent errors were as high as 585.4% for *SIDRA*, and 486.0% for the *NCHRP-572* model.

Calibrations were made with *SIDRA*, and the adjusted parameters yielded results much closer to the field results, but the errors were still relatively high.

For *VISSIM* models, results obtained from models using default parameters resulted with percent errors of 52.6% for the Killingworth roundabout, but 173.2% for the West Haven roundabout. Global calibration was made to the models for both roundabouts with the critical gap of 3.8 seconds, and resulted different accuracy at either location. These errors indicated calibration parameters may be site specific and generalized parameters could result additional errors. This finding was further confirmed by adjusting parameters on approach-by-approach basis. Figures 3 and 4 graphically demonstrate the percent errors between the average intersection delays and the average approach delays as estimated by the various tested software models, with and without calibration, against the field measured results.

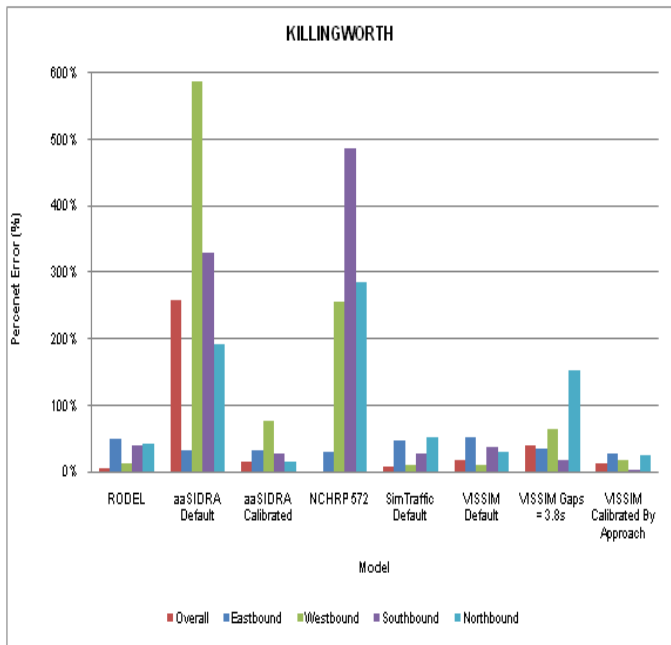


Figure 3 Percent Error of Delays versus Field Measured Delay for the Killingworth Roundabout

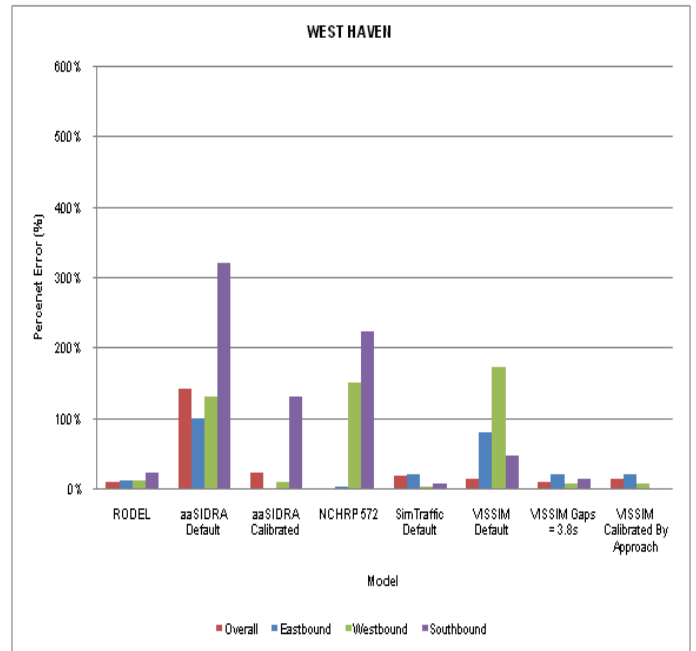


Figure 4 Percent Error of Delays versus Field Measured Delay for the West Haven Roundabout

In terms of LOS, the reported LOS ranking by *RODEL*, *SimTraffic*, *VISSIM* models were identical or very similar with the LOS as measured in the field. This indicates results estimated by the three models with default parameters could be considered as acceptable. This finding is important in conditions when field operation data is limited, such as during the planning or design phase when only traffic flow and geometric information are available.

Continued on Pg. 7



Modern Roundabouts in Connecticut

Continued from page 6

The study also found that caution should be used when using the *SIDRA* analysis model. LOS results estimated from *SIDRA* using default parameters were different from the field, and should be rejected. Calibration must be performed prior to accepting the *SIDRA* model. LOS results reported by the *NCHRP-572* model were also different from the field. The errors underestimated the approach capacity, and could result in overdesigning the roundabout to become a multi-lane facility. The use of *NCHRP-572* model as a guidance within Connecticut should proceed with extreme caution, and should consider supplementing the result with other analytical and/or micro-simulation models.

CONCLUSION

A study evaluated the operation performances of two roundabouts located in Killingworth and West Haven, Connecticut. The operation performance, in terms of delays and LOS, of the roundabouts were determined by analyzing data collected during the weekday afternoon peak hours. The field-measured results were compared against results estimated by the common roundabout models, including *RODEL*, *SIDRA*, *NCHRP-572*, *SimTraffic*, and *VISSIM*. These models were tested with using the model default parameters and the calibrated parameters for *SIDRA* and *VISSIM*.

The study results showed delays estimated by *RODEL*, *SimTraffic*, and calibrated *VISSIM* models fitted the field measurement very well; the percent errors reported are relatively low in comparison with the high errors resulted from *SIDRA*, *NCHRP-572*, and the non-calibrated *VISSIM* models. In terms of LOS, the results showed analyses performed by *RODEL*, *SimTraffic*, and *VISSIM* could be considered as acceptable. The LOS results reported from these models were found to be similar to the field measurements. On the other hand, results reported from the *SIDRA* and *NCHRP-572* models were very different from the field measurements. Calibration must be made to the *SIDRA* model prior to accepting the analysis results, and extreme caution is needed when using the *NCHRP-572* model as design guidance for Connecticut use.

As part of this study, critical gap acceptance was extracted from the field data, and the critical gap acceptances were 3.8s at both Killingworth and West Haven roundabouts. The critical gap acceptances found at Connecticut roundabouts were lower than the national average. The result suggests Connecticut drivers may be more aggressive and willing to take shorter gaps in roundabout operation increasing the roundabout operation capacity with higher efficiency.

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Executive Board Corner

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

On April 12, 2011, the Executive Board of the New England Section was hosted by the Connecticut Chapter at the Manchester County Club in Manchester, Connecticut. The meeting was held in conjunction with the Chapter's annual meeting and election of officers.

Periodic spring showers allowed the Board to focus on completing their agenda in a timely manner despite the distraction posed by the greening grass of the surrounding golf course that beckoned for golfers. NEITE President Joe Balskus outlined his goals for the meeting which included an update on the relaunch of the *Chronicle*, approval of the 2011 NEITE budget, and planning for the 2013 ITE International Annual Meeting in Boston and the 2013 Northeastern District Meeting, both of which will be hosted by the New England Section.

Members received the first edition of the newly revamped *Chronicle* in March, which was the first of four editions that are planned for publication in 2011. The *Chronicle* Committee held a conference call in early April to discuss feedback received on the March edition and to establish timelines and content for the May edition. The Board discussed potential refinements to the layout of the *Chronicle* and the sponsor ads, as well as ensuring that paper copies are mailed to sponsors and members that request hard copy delivery.

After reconciliation of income and expenses from the 2010 NEITE Annual meeting and receipt of the first disbursement of Section membership dues from the District, the Section continues to experience a steady growth in income. Costs have been reduced through the use of email distribution of the *Chronicle* and meeting notices, and the recent introduction of e-balloting. Given that the Section is a non-profit organization, the NEITE President has reconstituted the Financial Drawdown Committee to review the Section's finances and assess the recommendations from the Committee's prior report. The Executive Board reviewed and approved a balanced budget for the Section for 2011, which projected income and expenses for the year of \$24,500.

The Section will continue with e-balloting for officer elections in 2011 and will be working with the service provider to reformat the ballot and to develop an automated reminder system to encourage members to log-in and submit their ballots. Paper ballots will continue to be available at the Annual Meeting and for those members who do not have an email address listed with ITE International. A random polling of members concerning the e-balloting process will be undertaken by NEITE over the next several months in order to refine the process for 2011.

The NEITE Legislative Liaison Committee has been tracking

transportation legislation in the New England States. A number of bills concerning automated enforcement have been advanced in Connecticut, Maine and Rhode Island, with all three states are considering the use of cameras mounted on school buses to enforce no-passing (when red lights are activated) laws. In Vermont, the state legislature is considering restrictions on the hours of operation for junior operators. The Legislative Liaison Committee will be developing a "white paper" defining the minimum qualifications and appropriate level of licensure for the conduct of professional work by transportation professionals, a facet of the NEITE Strategic Plan.

The Section's State and Student Chapters continue to host an active meeting and social schedule. The Connecticut Chapter will be hosting the NEITE Emerging Professionals Group on May 12th beginning at the ConnDOT District 3 Office for a tour of the I-95 New Haven Harbor Crossing. The Maine and New Hampshire Chapters will be hosting NEITE at their joint meeting on June 22nd in York, Maine. The Massachusetts Chapter is coordinating with the BSCES Transportation Group to schedule a joint meeting in May, and has started planning for the joint NEITE/MA ITE Chapter meeting in September. The Rhode Island Chapter continues its successful sponsorship of webinars for its members in collaboration with WTS-RI. Please check the NEITE website (www.NEITE.org) for an updated listing of Section and State Chapter events.

The UMass Amherst ITE Student Chapter hosted the 7th Annual Transportation Student Symposium and the 12th Annual UMass Technical Day on March 24th, which drew an attendance of over 100 students and professionals. The UConn ITE Student Chapter edged-out the UMass Amherst ITE Student Chapter to become the Northeastern District Traffic Bowl Champions, and will represent the District in the Traffic Bowl at the ITE International Annual Meeting and Exhibit in August in St. Louis, Missouri.

The District will be hosting the 2013 ITE International Annual Meeting and Exhibit in Boston, as well as the 2013 Northeastern District Annual Meeting. The Section will be evaluating locations to hold the 2013 Northeastern District Annual Meeting and will be reviewing potential venues in western Massachusetts.

The next Executive Board meeting will be held in conjunction with the Maine and New Hampshire Chapters on June 22, 2011, at the York Harbor Inn in York, Maine. Board meetings are open to all members, so please plan to attend and participate in Section governance and activities.



Remembering Bob Lee

By: Ken Petraglia



Robert Merrill Lee Sr.
(1933 - 2011)

Prior to Bob's passing, I had been working with Kim Hazarvartian to meet with Bob and feature him in the next entry of our "Where Are They Now?" section of the Chronicle.

Sadly, we were not able to complete this effort due to Bob's health. Instead we offer this remembrance – Ken Petraglia.

Bob Lee was a transportation icon in New Hampshire for decades. He was known both for his accomplishments at the New Hampshire Department of Transportation (NHDOT) and for his contributions to the Institute of Transportation Engineers (ITE).

Robert Merrill Lee Sr., 78, of Concord, died Monday, March 14, 2011, at Hackett Hill Nursing Home in Manchester. Born in Concord, he was the son of Arthur R. and Rachel (Merrill) Lee. In 1950, he graduated from Concord High School. He went on to attend Northeastern University, where he graduated in 1955.

After college, Bob worked for New England Power Service from 1955-1957. From 1957-1990, he worked for the State of New Hampshire Department of Transportation as a research engineer.

Past NHDOT Commissioner Wallace E. Stickney remembered Bob as "THE MAN," noting that any traffic analysis had to get by Bob's scrutiny. Wally also remembered being in the field with Governor Judd Gregg and Bob at the weigh-in-motion location on I-393 in Concord. Wally asked Bob to demonstrate the system for the Governor. A surprised Bob hid being flustered pretty well, shuffled some papers and figured out how to do the demonstration on the spot.

Bob also helped established the statewide traffic monitoring program and ran it for many years. He implemented what was then modern traffic counting technology in the 1980s, including solar-powered equipment.

Bob was a Registered Professional Engineer and Life Fellow with the Institute of Transportation Engineers. He was also past president of the New Hampshire Chapter Institute of Transportation Engineers. Bob was instrumental in the founding of the Chapter,

and he was also the Chapter's first President in 1992, a position he held until 1995. The New Hampshire Chapter recently honored Bob by naming its annual award to outgoing presidents as the "Robert M. Lee Past Presidents Award". The award was presented retroactively to all New Hampshire past presidents in 2007, and since to those following. At the December 2008 meeting, plans to honor Bob were halted when he fell ill just prior to the meeting.

Bob was a member and past master of Blazing Star Eureka Lodge #11, a member of the Scottish Rite Bodies Valley of Concord and a member of Consistory Valley of Nashua. He was also a member of Bektash Shrine.

Above all, Bob was a man loved and respected by his family, friends and peers. Another former NHDOT Commissioner, Leon Kenison, wrote the following as a condolence entry;

"Bob was a NHDOT colleague for many years and I enjoyed working with him. I also enjoyed our many rounds of golf at Beaver Meadow while playing in the golf league. I wish his family peace and fond memories." Leon Kenison

Survivors include his wife of 52 years, Gail C. Lee of Concord; his son, Robert M. Lee of Franklin; and his grandson, Daniel M. Lee of Massachusetts.

This article was composed with input from the following sources:

- An obituary in the Concord Monitor
- Several issues of the GranITE Chips
- New Hampshire Department of Transportation

Kim Hazarvartian, Leon Kenison, Wallace Stickney and Subramanian Sharma contributed to this article.

The photograph shown in this article is of Bob at approximately 18, and this was all we could find. We invite others who wish to share their feelings for Bob to submit their experiences in the next issue of the *Chronicle*. We would also welcome any more recent photographs of Bob. If you would like to share photos or your experiences with Bob, please contact Ken Petraglia via email at KPetraglia@BETA-Inc.com.



CTITE Annual Joint Meeting with the New England ITE Section

By: Ted DeSantos, PE, PTOE

The Connecticut Chapter recently hosted a joint meeting with NEITE on April 12, 2011 at the Manchester Country club. The theme of the meeting was "Transportation Issues of Regional Significance", and we were treated to presentations from Industry Experts on several prominent and collaborative multi-state and regional projects. Over 120 members and professionals attended over the course of the afternoon and evening event. The full program of activities and copies of the presentation slide shows are available at www.ctite.org

The day began with a rigorous Board of Directors meeting for the New England Section of ITE, which hit on a broad reaching agenda ranging from a lengthy active task list to planning for the Annual Meeting in December. The Board was represented by Directors from Mass, Maine, Vermont, New Hampshire, and Connecticut.

Technical Sessions:

In the afternoon, there were sequential technical sessions held on regional transportation initiatives. The **New Haven-Hartford-Springfield (NHHS) Rail Design Project** was presented by Mr. David Carol, PE- Parsons Brinckerhoff, Program Manager of NHHS Rail Design Project. Mr. Carol gave an accounting of recent Washington DC political cutbacks on High Speed rail and was very knowledgeable on the national status and context of the Massachusetts and Connecticut collaboration for the New Haven to Springfield link.

The project will generate a number of design contracts from both the Connecticut Department of Transportation as well as the Massachusetts Department of Transportation. Design is expected to be complete in Connecticut by 2013, and the completed service is expected to be operational in 2016.

The substantial regional benefits resulting from the construction of the project include projected annual ridership of 1.26 million new trips by 2030 providing service to New York City, and an express bus service to Bradley International Airport. The project is expected to create some 13,000 new jobs in construction and service of provision and the resultant mode shift will save an estimated 3.2 million gallons of fuel annually.

Technical Session #2:

The **Hartford Interstate 84 Viaduct Alternatives Project** was presented by Ms. Jennifer Carrier, PE, Transportation Director-Capitol Region Council of Governments (CRCOG), and Mr. David Spillane, AICP, Director of Planning and Urban Design- Goody Clancy.

The project was initiated under State funding administered by CRCOG, in a timely fashion to review alternatives to an expected major overhaul of the Hartford Interstate 84 viaduct and ask questions about the best long term transportation plan for the City and the region.



Alternative Concept #3: Viaduct replaced by Tunnel. Rail Line Relocated to the North side of Interstate 84. City reconnected across highway

The collaborative process engaged a variety of stakeholders through the "HUB of Hartford" Committee and entailed extensive public outreach. Significant opportunities for new urban development acreage, as well as efficiencies in the connections between the major rail corridors and Union Station were identified through the work conducted on this project. Next steps will include a continuation of the dialogue between the stakeholders and an advanced feasibility study to be conducted by ConnDOT.

Evening Affairs:

The evening program was initiated with a well attended cocktail hour followed by some administrative issues executed by the CT Chapter. Elections results were revealed, and the 2011-2012 Officers are: Mike Dion – President, Ted DeSantos – Vice President, and Rhanjit Bhavé – Secretary Treasurer as well as the distinguished Gentleman – Rob Aloise staying on as Past President of the Chapter. Many thanks to Joe Hallisey (outgoing Past President) for all the work and laughs he has afforded to his colleagues among the Chapter Board.

Several awards were granted, including:

- President's Award to Mr. Rob Aloise; Capitol Region Council of Governments
- Service to the Chapter Award to Mr. Joe Hallisey; Parsons Brinckerhoff
- Transportation Achievement Award to Mr. Jay Koolis; Parsons Brinckerhoff
- Transportation Leadership Award to Mr. Joe Balskus; Tighe and Bond

Continued on Pg. 13



CTITE Annual Joint Meeting with the New England ITE Section

Continued from page 12

Dinner Program:

Our Keynote address topic, **Regional Transportation Issues – Funding and Advocacy**, was an excellent presentation given by both Mr. Paul Brady – Executive Director, American Council of Engineering Companies of CT (ACEC CT), and Mr. David Kooris – Vice President, Regional Plan Association. They provided a compelling overview of the State of Transportation in the Region and the key funding issues facing our industry in the coming years.

Mr. Kooris presented on the success of a recent sustainable communities grant provided by the Federal Agency of Housing and Urban Development (HUD). This two state collaboration included five regional planning agencies (MPO's) and achieved \$3.2 Million for the planning of regionally significant transportation initiatives ranging from Transit Oriented Development to improved transit and interstate planning.



New York and Connecticut
Sustainable Communities Partners

Mr. Brady had just returned from series of meetings in Washington D.C. providing information and expectations on the future of transportation funding in the nation. The recommendations provided by Mr. Brady included a directive for development of regionally significant projects, and the use of private funding to leverage the federal transportation dollars.

The Connecticut Chapter was very pleased with the turnout, and wishes to thank all of our excellent speakers for their efforts. In wrapping up the event we announced several upcoming events; including our first Annual Golf Tournament on June 23rd in Wallingford....put it in your calendar! Thank you again to all of the NEITE members who made the drive to CT, to Mrs. Pat Lozinski – the social force behind the scenes, and to all of our members and sponsors who made the event possible.



NEITE Student Symposium & District Traffic Bowl

By: Steven Tupper

On March 24th, 2011, the ITE Student Chapter hosted the NEITE Student Symposium & District Traffic Bowl in conjunction with its 12th Annual Technical Day Meeting on the campus of UMass Amherst. Throughout the day over 100 students and professionals participated in the meeting's events.

The focus of the day's events was on the future of the transportation profession, and as many professionals noted, the students at the event represented that future. A total of 34 students from five universities in the region presented posters in the poster sessions, and 17 presented their research with a podium presentation as well.

For attendees who had not been to the campus before, the chapter arranged a bus to pick them up at the event and bring them on a tour of the UMass Traffic Simulator and the Regional Traveler Information Center also located on campus.

During the social hour, the Northeastern District Traffic Bowl provided entertainment for the attendees. Teams from four universities competed with the UMass Amherst team falling just short of a repeat victory, coming in second to a very strong UConn team.

At the awards dinner, attended by 85 students and professionals, three awards were given out. Faculty Advisor Dr. Michael Knodler presented Jennifer Kennedy with the ITE Student Chapter Service Award and Dr. John Collura presented Diane Morabito, with the Distinguished Alumni Award. The final award, the Jane F. Garvey Leadership in Transportation Award, was presented by RITA Administrator Peter Appel to Dr. Anna Nagurney. The keynote speech, on the keys to a bright future for the transportation profession, was then delivered by Peter Appel. The day was a great success thanks to the participation of so many students and professionals, the support of NEITE and MAITE, and the support from our event sponsors.



MAITE Winter Social

By: Daniel Nelson, MAITE Vice-President



MAITE Members, Scott Carpenter, Erin Pacileo, Kristen Torrance, Neil Boudreau and Steve Findlen enjoying the event!

The 2011 MAITE (Massachusetts Chapter of the Institute of Transportation Engineers) Winter Social, originally scheduled for Thursday, January 27, 2011 but was rescheduled due to inclement weather took place on Thursday, February 3, 2011 at the Beantown Pub on Tremont Street in Boston, MA. The back room of the Beantown Pub was reserved for the Winter Social, creating a warm atmosphere on a cold night. The crowd included representatives from Nitsch Engineering, Toole Design Group, Howard Stein Hudson, McMahon, MassDOT, TEC, Inc., Jacobs, and LandStrategies. The beverages were cold and the food was steaming. Please join us for the upcoming Summer Social to be held in July at the Beantown Pub. Details to follow on the Summer Social.



What's Happening At UCONN? Center For Transportation And Livable Systems

By: Nicholas Lownes, Ph.D., P.E., and Ted DeSantos, P.E., P.T.O.E.

Representatives from the U.S. Department of Transportation (USDOT), Federal Transit Administration, Volpe Center and Connecticut Department of Transportation recently gathered at the University of Connecticut (UConn) to conduct an evaluation of the Center for Transportation and Livable Systems (CTLS) at UConn, a USDOT-designated University Transportation Center (UTC). Dialogue throughout the day recognized and encouraged the collaboration between government, private industry, and the CTLS.

The meeting reflects an important and ongoing conversation that will transform the way Connecticut leaders, transportation planners and citizens view the convergence of our communities, commercial districts and transit systems both now and in the future.

Following a day of meetings and workshops showcasing the successes of CTLS the UTC Grant Administrators from the USDOT praised UConn's success in capturing maximum value with limited funding. They stressed the importance of research outcomes with direct benefits to regional job creation and significant ancillary benefits to public safety, education, and quality of life.

An afternoon session highlighted the CTLS's extensive collaboration with ConnDOT and private industry, most notably the respected consulting firm Fuss & O'Neill. The informal dialogue was loosely framed by the UConn center's core theme, *Sustainable and Livable Transportation Systems for Smart Growth*. There was common agreement that national priorities concerning climate change, energy, and the environment will continue to drive an industry focus on sustainability for years to come. The group posed several questions:

What does it mean to have a livable transportation system?

Is it given that every livable system is also sustainable?

These are important questions and issues that will be prioritized in the Federal Transportation Reauthorization legislation before Congress. Our region's ability to adapt these priorities, and to align our planning, design and implementation of transportation projects, will dictate our success in both attracting federal funding and in accomplishing an economic rebound.

Transportation professionals have underlined the importance of community in recent years by promoting the integration of transportation and land use, context sensitive design, and complete streets that meet the needs of all users. We have observed that professional planners make the leap from these factors to a determination of livability, while professional engineers are reluctant to tread the path of subjectivity without science and computation to support the analysis and their opinion. In the absence of accepted science neither group of professionals can be confident in their response.

During the UConn meeting, Tom Harley, Chief Engineer at ConnDOT, described the challenge in terms of an ongoing DOT/City of New Haven project: the Route 34 expressway teardown. The project proposes to shift 70,000 vehicles per day from a six-lane expressway onto the adjacent city streets, which will be reconstructed as walkable urban boulevards. Ten acres of downtown property will be developed in the location of the Route 34 expressway, reconnecting the downtown to the Medical District in a walkable, transit oriented fashion.

The DOT must weigh the value of bike lanes, streetscape features, and the reduced numbers and width of travel lanes – all of which contribute to making the system livable – while also considering the need for traffic capacity, public safety, and the operations of the city street grid and the interstate highway system.

The project is no small challenge. Yet it exemplifies the science, research and progress that are vital to the future of our industry, the region, and the nation. We must thoughtfully define the way we plan and evaluate livable systems; educate our elected officials, local commissions, and municipal experts; and advocate for a cultural "great reset" of the way we, as citizen consumers of the transit systems, value and balance different transportation options within the context of our quality of life.

CTLS is well-positioned to meet the challenge and quickly bridge the gap from research to professional practice and public policy. In partnership with the Local Technical Assistance Program at UConn, directed by Donna Shea, the center is actively pursuing ways to engage transportation professionals in Connecticut's 169 Connecticut towns. It is through these partnerships that we can accelerate the process of designing and implementing sustainable and livable transportation systems in communities across Connecticut.



Save The Date

Thomas E. Desjardins Memorial Scholarship Fund

On Wednesday, June 8, 2011 the NEITE will be hosting the 12th Annual Thomas E. Desjardins Golf Tournament to benefit scholarships for college students in the field of transportation engineering. Last year's winner's from Ocean State Signal say they expect to repeat again this year



Last year we awarded two scholarships, thanks to your support and dedication to involving raising money for our students. We are already looking forward to this year's tournament at Sandy Burr. Our start time this year will be at 9:00 AM, so plan to arrive by 8:30 AM to give us a chance to register and be ready to go on time.

For more information please contact Rodney Emery at (617) 242-9222, fax (617) 242-9824, via email at remery@ekmail.com, or Paul Nauyokas at (617) 924-1770, pnauyokas@vhb.com.

Northeastern District Annual Meeting Reminder



The 2011 Northeastern District Annual Meeting will be held at Danfords Hotel and Marina in Port Jefferson, Long Island on May 25-27th. Make your hotel reservations now. All hotels include breakfast.

Danfords Hotel & Marina *Sold Out*

25 East Broadway, Port Jefferson, NY 11777 - Reservations: 1-800-332-6367 - Room rate - \$131/night

Holiday Inn Express: *Stony Brook, Long Island Available*

3131 Nesconset Highway, Centereach, NY 11720 - Reservations: 1-888-HOLIDAY - Located 6.17 mi from meeting - Room rate - \$139/night

Hampton Inn, *Brookhaven Available*

2000 North Ocean Avenue, Farmingville, NY 11738

Reservations: 631-732-7300 - Located 8.77 miles from meeting - Room rate - \$131/night

PLEASE NOTE:

Technical Only Registration (\$125): This includes admission to the Professional Program, Refreshments during Breaks, Products and Services Exhibit and the Thursday Business Luncheon. No other meals are included.

Maine and NH Chapter Meeting - June 22, 2011
York Harbor Inn, York, ME

Executive Board Meeting in conjunction with
Maine and NH Chapter Meeting - June 22, 2011

HCM Workshop in conjunction with Maine and
NH Chapter Meeting - June 22, 2011

Connecticut Chapter First Annual Golf
Tournament - June 23, 2011

Mass Chapter Summer Social - July 21, 2011

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

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

Joke of the Day "Best Patient"

Four surgeons were taking a coffee break and were discussing their work. The first said, "I think accountants are the easiest to operate on. You open them up and everything inside is numbered."

The second said, "I think librarians are the easiest to operate on. You open them up and everything inside is in alphabetical order."

The third said, "I like to operate on electricians. You open them up and everything inside is color coded."

The fourth one said, "I like engineers...they always understand when you have a few parts left over at the end."

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