MAINE’S FERRY TERMINAL MODERNIZATION
by
Paul D. Pottle, Project Manager, Maine Department of Transportation

INTRODUCTION
The State of Maine, through its Department of Transportation, has undergone a substantial modernization of its marine ferry terminals throughout the State. These upgrades have included the replacement of existing vessels, construction of new berthing facilities, transfer bridges, terminal buildings and crew quarters. Although there are many inhabited islands along the Maine coast, there are only two major ferry services providing instate service. One of these is the Maine State Ferry Service (MSFS), which serves the greater Penobscot Bay area and is owned and operated entirely by the State of Maine. The other serves the greater Casco Bay area and is operated by the Casco Bay Island Transit District. This is a public, non-profit transit agency that owns and operates the vessels, while the State owns and maintains the island pier facilities.

HISTORIC AND CURRENT OPERATIONS
There are six islands in Casco Bay serviced by the Transit District. Most of these islands have had communities there since before the turn of the century with some type of regular ferry service provided by private and public ferry systems. As the islands developed and became more populated, five of the six pier facilities were turned over to the Maine Port Authority. It became the responsibility of the Port Authority to maintain and rebuild these facilities. During the late 1950’s and early 1960’s, the Port Authority undertook a rebuilding program, which also standardized the configuration of the facilities. Of the six islands served, only one had regular vehicle service, while the others were mainly passenger with limited vehicle service.

Like in Casco Bay, there are six islands served in the greater Penobscot Bay area from three mainland sites by the Maine State Ferry Service.

(CONTINUED ON PAGE 4)
It’s time to take a mid-year look at how the Section is faring; and I conclude it is doing great. During the past few months, the Section has undergone some changes that are worth noting. I am pleased to announce that we now have a new Director – Neil Boudreau has been selected by the Executive Board to serve as a new First Year Director, while Jeffery Dirk will serve the remainder of the term vacated by Mary Manning. Mary regretfully needed to resign from the Board to spend more time with her two very young children. We all wish Mary the very best of luck and anticipate her return to the profession in the future.

Congratulations to Steven Hofener, who was recently elected as International Vice President. On behalf of the Section, I would like to thank John Kennedy who also ran for the position. John has done much for the Section and the District. We all wish him the best on his future endeavors.

It is very important for each of us to take the time to keep up to date with our rapidly changing profession. Visit ITE.org or NEITE.org often to find out the latest information on what’s going on that affects our careers. The Professional Traffic Operations Engineer (PTOE) exam is once again being offered in the fall. It will be given at Bentley College in Waltham, Massachusetts on October 26, 2002. All professionals who have the requisite amount of experience and a PE license are urged to sign up for the exam. There is enough space available to accommodate 30-40 applicants.

The Technical Committee has been working very hard collecting data for the countdown pedestrian signal study they are undertaking. Ken Petraglia, as usual, has done a great job on focusing the committee’s efforts.

I look forward to seeing you at the September 18th meeting in Waltham, Massachusetts. John Mirabito has put together a fine program and I urge your attendance. MassHighway Commissioner John Cogliano will be the keynote speaker at the dinner.

Gary Hebert
EDITOR’S CORNER

Welcome back from your summer vacations and time spent with your families. It is time for my 3rd issue of the New England CHRONICLE, and my search for the next editor. Being editor of the CHRONICLE is a challenging task, but also a very rewarding one when you get compliments and praise from your peers throughout the Transportation profession. I have enjoyed the position thus far, but with the duties as Director for the section, I feel that I need to direct my efforts towards that task. If you have an interest, give me a call.

It was one of my goals as editor to bring some new and exciting features to the CHRONICLE, as well as a variety of main articles. However, my primary goal as editor was to start the New England Section down the electronic highway and increase the use of email for Meeting Notices and even a full issue of the CHRONICLE. This will be the first issue that is sent out via email in an Adobe Acrobat (.pdf) format to all those members who have subscribed to our email service. For the first few issues, a traditional “snail mail” copy will be sent out as well.

As always, any articles or papers that you have and would like to share with the NEITE community send them in and I will be happy to include them in the next issue. Enjoy!

Neil

Neil E. Boudreau, Editor
neil.boudreau@state.ma.us

NEW ENGLAND TECHNICAL COMMITTEE

The New England Section ITE Technical Committee has finished the first phase of an evaluation of count-down pedestrian signals. The “before” data has been collected at the project locations and the Boston Transportation Department has installed the new count-down devices. After a breaking in period, the committee will go back and collect the “after” data necessary to complete the evaluation process. The data will be broken down and analyzed to compare the results. We are still looking to expand our study to other areas where count-down pedestrian signal use is being considered. We are looking for locations with existing standard pedestrian control that will be converted to countdown pedestrian signals in the near future.

Our second project has been tabled during the summer months while the pedestrian study data was collected. We will soon begin meeting again to attack our study on the effects that short lanes (on approaches) and far side lane drops would have on capacity. We need to re-examine potential locations, and perhaps identify additional candidate locations for the study. We hope to generate a balanced data sample to effectively evaluate short-lane throughput capacity.

If you are interested in helping out with either study, please contact Technical Committee Chairman Ken Petraglia at (617) 357-7700.

MASSACHUSETTS CHAPTER

A joint meeting of the UMass Student Chapter and the Massachusetts Chapter of ITE was held on July 17th in the Mullins Center at the UMass Amherst campus. The topic of the meeting was Highway Safety; with presentations on the Crash Data System in Massachusetts, Roadway Safety, ITS Applications, MassSAFE Initiatives and the State of the Communications Network. The event was well received with XXX members and students in attendance. Next meeting is a Joint NEITE meeting on September 18th in Waltham.

NEW HAMPSHIRE CHAPTER

A joint meeting of the New Hampshire Chapter and the New England Section of ITE was held on June 10th at the Sheraton Harborside Hotel in Portsmouth. The program included Traffic Calming and Roundabout Seminars taught by Michael J. Wallwork, P.E. Mr. Wallwork is a Principal of Alternate Street Design, P.A. in Orange Park, Florida. A traffic engineer for many years for Melbourne, Australia and the Florida Department of Transportation, he is one of the foremost national experts on Traffic Calming devices and applications and Roundabout design. He is also an instructor in bicycle/pedestrian design and safety.

STATE CHAPTER REPORTS
These islands are located further off shore than those in Casco Bay, with the furthest being Matinicus Island that is approximately twenty miles out. These islands have also had established communities since before the turn of the century, but their ferry service was provided by the island community or privately until the Maine State Ferry Service was created. In the 1950's the Ferry Service was developed under the Maine Port Authority, and at that time the Port Authority undertook a rebuilding program that standardized the pier facilities for each of the islands, as well as the mainland facilities. Along with the facilities, there were also several ferries constructed for the service. Unlike Casco Bay, the Ferry Service operation is primarily a roll-on/roll-off operation that emphasizes vehicle movement along with the passenger operation.

During the mid 1970's, the State of Maine reorganized its Highway Commission and created the Maine Department of Transportation (MDOT). Shortly after its creation, many of the duties and responsibilities of the Port Authority were transferred to MDOT. With its new responsibilities, MDOT instituted a regular maintenance program and started developing a long-range strategy for replacing the pier facilities and the vessels.

During the mid and late 1980's the Ferry Service had experienced ridership increases that averaged more than 5% a year and had taken a system that was accustomed to carrying fewer than 250,000 passengers and 100,000 vehicles, to handle over 350,000 passengers and over 130,000 vehicles. In 2001, the Ferry Service handled more than 520,000 passengers, 193,000 vehicles and 7,600 bicycles. Although this growth appears manageable, many of the increased vehicles were trucks and much of the increase was experienced from June through October, in any given year.

As with the Maine State Ferry Service, the Casco Bay Island Transit District was also experiencing similar growth. In the early 1980's, ridership was nearly 1/2 million passengers, but by 1990 it had climbed to over 700,000 and today, they are handling close to a million passengers a year. Not only did they see an increase in passenger ridership,
DISTRICT I CHAIRMAN’S MESSAGE

This has continued to be a vibrant year of success and accomplishment for Institute of Transportation Engineers (ITE) and District One.

The ITE District One Annual Meeting at Shelter Island, New York from May 15 to 17 was an unabashed success! Many thanks go to Co-Chairs Mike Salatti, Lynn LaMunyon and Andy Saracena, the entire meeting committee, the wide range of people on the meeting program, and all of the rest who made the trek to Shelter Island. The meeting seemed very special this year, with a lot of heart. I will remember, among other things: the business meeting that was actually lively; a very meaningful banquet including ITE International President Jenny Grote’s presentation that mixed humor and poignancy; a hushed audience during the captivating keynote speech that was a first-person, ground-zero account of September 11 by Frank Lombardi, Chief Engineer of the Port Authority of New York and New Jersey; and finally, Mike O’Rourke receiving the well-deserved Harvey B. Boutwell Award for distinguished service to District One. What a meeting!

The ITE Annual Meeting was in Philadelphia from August 4 to 7. This meeting was also extremely rewarding; it was an excellent venue for exchanging ideas, strengthening our profession, seeing old friends, and making new friends. District One was well represented at the meeting. Congratulations to Steve Hofener, who was elected ITE International Vice President at this meeting. District One’s own John Kennedy was the other fine candidate for International Vice President. He ran a great campaign, and I thank John for his service to ITE, District One, and our profession. David Kalbaugh, editor of New York Upstate Section’s Interchange, received the award for best section newsletter with circulation under 250. Congratulations to David and the Upstate Section!

We still have several months to go before the year is out. Right here in District One, we have plenty going on. The New York Metropolitan Section, New York Upstate Section, and New England Section (and Chapters) have a full slate of meetings and activities. The Professional Traffic Operations Engineer certification examination will also be offered this fall, throughout District One. Please take the time to enjoy ITE; you will be glad you did!

Kim Eric Hazarvartian, Ph.D., P.E., P.T.O.E

NEITE POLICY AND LEGISLATIVE AGENDA.

The Institute of Transportation Engineers (ITE) in conjunction with the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) have identified intersection safety as a primary policy objective to be pursued over the next year as each organization formulates its action plan. The key elements of the program were formulated as a result of a meeting of transportation and safety professionals in November 2001 to develop ways to focus attention on the need to improve intersection safety. National statistics indicate that in 2000, more than 2.8 million intersection related crashes occurred, of which approximately 8,500 involved fatalities and approximately 1 million resulted in personal injury. Intersection related crashes accounted for approximately 44 percent of all reported crashes in 2000. The November 2001 workshop resulted in the development of a National Agenda for Intersection Safety to be pursued by ITE, FHWA and AASHTO. The National Agenda established 11 categories of solutions and possible strategies for implementation toward improving intersection safety, which are as follows:

1. Programmatic and Legislative Options
2. Political Support
3. Safety Management
4. Research
5. Traffic and Crash Record Systems
6. Engineering
7. Intersection Safety Audits
8. Red Light Running
9. Tools and Best Practices
10. Outreach, Education and Training
11. Marketing and Communications

A number of the elements of the program are currently in place and available through ITE,
NEW ENGLAND SECTION ITE HISTORY: A BRIEF LOOK BACK
By John Thompson, Section Historian, Town Engineer, Wallingford, CT

This is a quick look back at where the Section's been, who was in office, and major events from that time.

October 4, 2002 the NE Section ITE will celebrate its 55th Birthday.

LAST YEAR (2001)

President: Diane Morabito
Vice President: Gary Hebert
Treasurer: Bill Lyons, Jr.
Secretary: Sudhir Murthy
Directors: Jack Gillon, Kevin Hooper, Mary Manning, Ken Petraglia

Annual NEITE Meeting: Holiday Inn at the Crossing, Warwick, RI
Annual District I Meeting: Mystic Hilton, Mystic, Connecticut.
Significant Event/Activity: Attack on America - 9/11/01
NEITE Chronicle Editor: Bill Lyons, Jr./Gary Hebert (Acting)

TWO (2) YEARS AGO (2000)

President: Rod Emery
Vice President: Diane Morabito
Treasurer: Gary Hebert
Secretary: David Scott
Directors: Bill Lyons, Jr., Sudhir Murthy, Jack Gillon, Kevin Hooper

Annual NEITE Meeting: Holiday Inn at the Crossing, Warwick, RI
Annual District I Meeting: Niagara Falls, New York
Significant Activity: Steve Gayle elected International President. Strong economy creates high demand for experienced traffic engineers. ITE International moves into new headquarters offices in Washington, DC

FIVE (5) YEARS AGO (1996)

President: Frank Tramontozzi
Vice President: Tom Gorrill
Treasurer: Dave Debaie
Secretary: Kim Hazarvartian
Directors: Ali Khorasani, Bill McDonough, Eve Barakos-Landino, Rod Emery

Annual NEITE Meeting: Johnson and Wales College, Cranston, Rhode Island

Continued on Page Next Page
of the Year and Bob Shaw receives Distinguished Service Award. Bruce Hillson, as Committee Chair released first phase of uniformity of traffic control devices study.

NEITE Chronicle Editor: Bob Shaw

TWENTY (20) YEARS AGO (1981)

President: Mike Burke
Vice President: Allan Davis
Secretary/Treasurer: Ed Brewer
Directors: Paul Schmidt, Don Rhodes, Bob Blasi, and Doug McCobb
Annual NEITE Meeting: Valley Steak House, Warwick, Rhode Island
Annual District I Meeting: Cooperstown, New York
Significant Activity: Roy LaMotte, PE named First City Traffic Engineer for Newport, RI. Country and New England remain bogged down in period of economic uncertainty. City of Stamford appoints Jim Ford as Director of Traffic and Parking. Earle Munroe takes over as Program Chairman.

NEITE Chronicle Editor: Bob Shaw

TWENTY FIVE (25) YEARS AGO (1976)

President: Milton Moritz
Vice President: John Cavallaro
Secretary/Treasurer: Al Godfrey
Directors: Lauren Preston, Frank Tibaldi, Bob Drummond, and Dick Marshall
Annual NETTE Meeting: Sheraton Inn, Strubridge, Massachusetts
Annual District I Meeting: Kutsher’s Resort, New York
Significant Activity: Interim Right-Turn-On-Red Regulations first issued. Travel distances to various Section meetings is an on-going topic of debate. Long time ITE member Roger Chandler passes away. Concept of forming separate “Chapters” within the Section first discussed.

NEITE Chronicle Editor: Bob Rudolph transfers editorship to Allan Davis.

THIRTY (30) YEARS AGO (1971)

President: Ted Siegel
Vice President: Frank D’Adabbo
Secretary/Treasurer: Tom Barlow

DIRECTORS: Fred Hesketh, Dick Luettich, Bob Randolph, Bob Johnson

REQUEST: If anyone has copies of the New England Chronicle for 1972 and earlier, please send them to the Section Historian c/o The Department of Engineering, Town of Wallingford, 29 Town Farm Road, Wallingford, CT 06492

NEITE POLICY AND LEGISLATIVE AGENDA

(From Page 5)

FHWA and AASHTO for use in developing local policies, educating legislators and the public, and refining engineering design standards. The New England Section has been working with ITE and the State Chapters to identify contacts and organizations within each state through which NEITE can facilitate implementation of the elements of the National Agenda. The first step in this process will be the identification of a “Top 5” list of legislative policy initiatives that NEITE should pursue as a part of its legislative policy agenda. This list will be compiled from input received from the State Chapters and will be used by NEITE to develop programs and materials to support each state in advancing the National Agenda for Intersection Safety. NEITE will be soliciting input from the State Chapters in the next few months with the goal of formulating a legislative policy agenda with regard to the National Agenda prior to the Annual Meeting in December.

For more information on the National Agenda for Intersection Safety or NEITE legislative policies, contact Jeffrey S. Dirk, P.E., NEITE Policy and Legislative Liaison (jdirk@rdva.com or 978-474-8800)
Connecticut – The Connecticut Department of Transportation has received approval from the Federal Highway Administration for a unique highway crash cushion that "captures" vehicles impacting at or near the nose and along its sides. When impacted near the back of the unit, nearer to the fixed object, the vehicle is redirected. The crash cushion, named "Connecticut Impact Attenuation System" or CIAS, is approved for use on the National Highway System at gore areas and other locations where traffic can pass on either side of the array and opposite-direction impacts are not a concern. The CIAS highway safety device meets the FHWA’s performance requirements for highway crash cushions as a “Test Level 3” stationary device, under NCHRP Report No. 350.

Massachusetts – The Massachusetts Highway Department (MassHighway) is now more than halfway through its first ever Design-Build project. The Route 3 North project, a multi-million dollar venture, is being built by a team led by the Modern Continental Construction Company of Cambridge, MA. Since being given the notice to proceed on August 17, 2000, construction has moved along at a brisk pace. This design-build project includes adding a travel lane and two 10’ shoulders in each direction, the replacement of 47 bridges, construction of a visitor center, a park and ride facility, as well as various environmental improvements.

The Route 3 corridor is divided into three distinct segments based on the width of the median. The Southern (I-95 to Route 129 -exit 29) and the Northern (just north of Drum Hill to the New Hampshire line) segments have wide medians while the remaining segment has only a narrow median between northbound and southbound Route 3.

The current status of the project has numerous bridges under construction with a majority of the structures in place. The footprint of the new roadway is established in some spots and some lane shifts to the finish grade are in effect. Interruption to commuting traffic has been kept to a minimum while the large-scale project surges on. Completion of the Route 3 Transportation Project is scheduled for the spring of 2004.

Maine – The Maine Department of Transportation (MDOT) has launched the “Be a Road Model” media campaign to promote improved driver behavior through increased public awareness of highway safety issues. MDOT’s Safety Management Section directs the program with assistance from Garrand and Company, a public relations consulting firm based in Portland. The campaign includes a unique public-private partnership program. Campaign highlights include:

- Formation of a media partnership to fund, develop and air a television advertising campaign promoting various highway safety topics. Topics address: speed, driver distractions and inattention, work zones, driving safely around snowplows, collisions with moose and deer, and other high-profile safety problems.
- News media to periodically runs feature stories on highway safety issues. MDOT provides resource material and helps with development of these feature items.
- Continuation of the award-winning Back Seat Driver Program to coincide with National Work Zone Safety Awareness Week.

New Hampshire – To address the deficiencies of the lower Interstate 93 (I-93) corridor, from the Massachusetts border to Manchester, the NH Department of Transportation (NHDOT) has undertaken a preliminary design and an environmental evaluation of alternatives and impacts. The focus of the I-93 project is to improve an existing interstate corridor that is seriously deficient relative to capacity and safety. I-93 is an important transportation corridor between the greater Boston metropolitan area and the New Hampshire communities in the south central part of the state. Traffic projections indicate that the average daily traffic will increase to 140,000 vehicles per day in Salem (at the Stateline) by the year 2020.
AGENCY CORNER (CONTINUED FROM PREVIOUS PAGE)

Traffic operations are expected to deteriorate under future conditions and motorists will experience more delay and congestion for longer periods during the morning and afternoon rush hours. The safety will be further compromised with the increase in level of congestion throughout the corridor.

Rhode Island – The Rhode Island Department of Transportation (RIDOT) recently announced plans for the relocation of Interstate 195 (I-195) in Providence. RIDOT is looking at a target date of 2008 for this massive construction project.

The project includes one mile of new roadway for I-195 as well as one and a half miles of resurfaced and realigned Interstate 95, creating a new interchange between the two. There will be 15 new bridges constructed, including ramp bridges and a fifty-foot wide pedestrian bridge. The proposed Providence River Bridge is a network arch signature span. The project will improve the highway access points and traffic flow along the city streets. An Intermodal Transportation and Visitors Center is planned along with multi-use pedestrian and bicycle paths on both sides of the river. New boat ramps are featured, including a new commuter boat dock. The project calls for the dredging of the Providence River to aid in passage of larger vessels.

As is the case with any project of this size, there are a significant number of property acquisitions involved. Utility relocation will play a big part of the construction process, including the relocation of the 136,000-barrel oil tank owned by PG&E Generating, the former Narragansett Electric Company. Overall, the project scope involves a significant amount of cooperation between RIDOT and the Providence community. For more information, visit the RIDOT website at: http://www.dot.state.ri.us/images/195slides/index

Vermont – The Vermont Agency of Transportation (VTrans) invests in new technology. The Ryder Brook Bridge on Vermont 100 in Morristown is under construction with some exciting new technology – the bridge features fiber optic sensors and is reinforced with plastic. The sensors will allow the bridge’s conditions (both traffic and stress) to be monitored so as to continue the research in fiber reinforced polymers. The other innovation features the bridge’s reinforcement made of fiberglass encased in a hard plastic. The plastic makes the fiberglass easier to work with. The plastic will not corrode – and will stand up to winter road salt. The bridge is 34 feet wide, 144 feet long, and is crossed by 7,000 cars a day. The plastic, which is actually a polymer, is expected to extend the bridge’s expected life to 80 years, which is more than twice that of a “regular” bridge.

In other news, The Vermont Agency of Transportation recently received a special achievement award for its implementation of Geographic Information Systems (GIS) technology at the 22nd Annual Environmental Systems Research Institute User Conference.

VTrans was recognized for its "exemplary implementation of GIS technology for its statewide, town-mapping program," and for its efforts to extend access to VTrans employees and the public via new Intranet and Internet GIS applications.

Do you have an article, meeting notice or job posting that you want to announce? Send it to Chronicle! We will be happy to publish it!

Submission Deadline for the next Chronicle is October 30th

Next Issue will be mailed in early November 2002 – Check for it in the mail!

** MARK THIS DATE **

NEITE ANNUAL MEETING

Monday, December 2nd 2002
Holiday Inn at the Crossing, Warwick, RI
VESSELS

Due to the nature of the service, the Transit District and the Ferry Service each operate a different class of vessel. The Transit District, prior to the modernization program, operated three 20m (65 ft) double decker passenger vessels, with one vessel having the ability to transport a single vehicle, up to 7.6m (25 ft) long, across its bow on the lower deck. In addition, they also operated a 24 m (80 ft) five vehicle, car ferry with minimal passenger capacity. The Ferry Service on the other hand operated mainly car ferries and limited passenger capacity. Prior to modernization, the Ferry Service had five car ferries ranging from 27m(90 ft) in length to 40 m (130 ft) in length. All but one were twin-screw boats and the last was a shallow draft, single screw, double-ended vessel. All of the vessels were built for the Ferry Service in 1959/60, except the largest, which was built in 1968. The double-ended ferry was recently replaced with the vessels now operating within the Maine State Ferry Service. Table 1 (Page 11) shows a detailed breakdown of the vessels currently in use.

STANDARDIZATION

After taking a long look at the existing system and performing several studies, MDOT was ready to develop a long-range modernization plan that would include the vessels, the piers, and the support facilities. The most difficult part of the plan was to determine which vessels and facilities to upgrade first, since most were constructed during the same time frame. The two ferry systems were evaluated separately, since their operation and needs were so different. Within each system, the facilities were identified by condition and amount of use. The last area was to look at which ferry runs had outgrown their vessels and which vessels were in the worst condition. Concurrently with this, MDOT also had to set up standards for the vessels and facilities.

ENVIRONMENTAL REGULATIONS

Associated with any marine project are environmental impacts. So during the development of each project, MDOT attempts to keep the facility in the same location and looks at techniques that reduce the amount of intertidal and underwater destruction and fill. We have always found it very beneficial and cost effective to design projects to meet the current " Permit-by-Rule" standards when possible and if not, to involve the appropriate environmental agencies and groups early in the project to develop features that are more acceptable.

TERMINAL BUILDINGS

As part of the Maine State Ferry Service modernization process, MDOT embarked on a program to upgrade the crew quarters and terminal buildings within the associated grounds. The new small terminal buildings that were designed for the mainland and island sites incorporated the Americans with Disabilities Act (ADA) standards with basic Maine coastal community building features.
FERRY BERTHING FACILITIES

Unlike the transfer bridges, the berthing facilities are somewhat more unique from facility to facility. Even though they all have similar features like elastomeric fender systems and in most cases have rock anchored pipe piles with fusion bonded epoxy coatings and passive cathodic protection systems, the pier configurations are different due to site conditions, weather exposure, current exposure, limiting water depths and local vessel congestion such as mooring areas and other public facilities.

SUMMARY

With the number of facilities owned by MDOT and the need to keep them continually operational, a methodology was needed that would make use of a variety of techniques. With the entire system being approximately the same age, evaluations were needed that considered the current use, structural and functional condition, ability to respond to problems, vessel replacement and the eligibility for various sources of funds. Once prioritized, there was the need to evaluate whether alignments could be modified to construct while still operating or whether the system would be in the same footprint and require phasing and limited suspension of services. In all of this, MDOT also needed to look at various construction techniques that would minimize this disruption and compare the costs of those techniques against that disruption of service. (Continued on Next Page)

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Year Built</th>
<th>Length</th>
<th>Beam</th>
<th>Draft</th>
<th>Passenger Capacity</th>
<th>Auto Capacity</th>
<th>Operating Speed</th>
<th>Owner</th>
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</thead>
<tbody>
<tr>
<td>North Haven</td>
<td>1959</td>
<td>90'</td>
<td>32'</td>
<td>8'</td>
<td>125</td>
<td>9</td>
<td>10 knots</td>
<td>MDOT</td>
</tr>
<tr>
<td>Everett Libby</td>
<td>1960</td>
<td>110'</td>
<td>32'</td>
<td>8'</td>
<td>175</td>
<td>12</td>
<td>10 knots</td>
<td>MDOT</td>
</tr>
<tr>
<td>Governor Curtis</td>
<td>1968</td>
<td>130'</td>
<td>36'</td>
<td>10'</td>
<td>250</td>
<td>17</td>
<td>12 knots</td>
<td>MDOT</td>
</tr>
<tr>
<td>Margaret Chase Smith</td>
<td>1987</td>
<td>166'</td>
<td>40'</td>
<td>10'</td>
<td>226</td>
<td>30</td>
<td>14 knots</td>
<td>MDOT</td>
</tr>
<tr>
<td>CPT Henry Lee</td>
<td>1992</td>
<td>130'</td>
<td>36'</td>
<td>10'</td>
<td>250</td>
<td>17</td>
<td>12 knots</td>
<td>MDOT</td>
</tr>
<tr>
<td>CPT Charles Philbrook</td>
<td>1993</td>
<td>130'</td>
<td>36'</td>
<td>10'</td>
<td>250</td>
<td>17</td>
<td>12 knots</td>
<td>MDOT</td>
</tr>
<tr>
<td>CPT Neal Burgess</td>
<td>1993</td>
<td>130'</td>
<td>36'</td>
<td>10'</td>
<td>250</td>
<td>17</td>
<td>12 knots</td>
<td>MDOT</td>
</tr>
<tr>
<td>Island Holiday</td>
<td>1967</td>
<td>65'</td>
<td>26'</td>
<td>6'</td>
<td>300</td>
<td>-</td>
<td>10 knots</td>
<td>CBITD</td>
</tr>
<tr>
<td>Island Romance</td>
<td>1973</td>
<td>65'</td>
<td>26'</td>
<td>6'</td>
<td>290</td>
<td>-</td>
<td>10 knots</td>
<td>CBITD</td>
</tr>
<tr>
<td>Bay Mist</td>
<td>1985</td>
<td>85'</td>
<td>30'</td>
<td>6'</td>
<td>328</td>
<td>-</td>
<td>11 knots</td>
<td>CBITD</td>
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<tr>
<td>Maquoit II</td>
<td>1995</td>
<td>85'</td>
<td>32'</td>
<td>9'</td>
<td>399</td>
<td>2</td>
<td>11 knots</td>
<td>CBITD</td>
</tr>
<tr>
<td>Machigonne II</td>
<td>1987</td>
<td>122'</td>
<td>37'</td>
<td>9'</td>
<td>349</td>
<td>14</td>
<td>12 knots</td>
<td>CBITD</td>
</tr>
</tbody>
</table>
One of the keys to MDOT’s success was its use of project management principles and having a single person see a project through from its conception to completion. This provided continuity to the projects and allowed for decisions to be carried out through all phases of the project. This person had extensive interaction with the users, operators, maintainers, environmental groups and regulators, impacted groups and funding entities. Communication was critical and a variety of methods were used such as: newspaper articles, liaison committees, public meetings, stakeholder group meetings, and newsletters to name a few.

Another key was to provide consistency to the system when possible. This was applied to such items as remote controls, structure anchor systems, transfer bridges, mechanical components, coating systems and fendering systems. In some cases, we met with manufacturers about their product, with the understanding that once selected, it would be used on all future systems, as long as it delivered the expected performance. There were instances when the products did not perform as advertised and they were rejected and new products were selected.

Along with consistency, successes were achieved through the evaluation of new methods and products and their incorporation into the system. These ranged from the use of new concrete additives to items like precast pile templates that would be incorporated into the final structure.

Early system decisions along with a consistent vision with carefully evaluated changes have allowed the MDOT to successfully upgrade the majority of its ferry system over the last fifteen (15) years. There remain a few components to be completed, but these are currently awaiting construction funding.

FUTURE APPLICATION

As Maine moves forward on dealing with traffic congestion on its highway and roadway systems, we are applying many of the same principles and concepts to the new programs and endeavors. Maine has embarked on an initiative called “Explore Maine” which is putting in place a passenger infrastructure that uses multiple modes of transportation such as air, rail, marine and mass transit systems to move people in, around and out of the state without the need of an automobile. This can be seen in a variety of projects such as the Island Explorer bus system on Mount Desert Island that uses alternative fuel buses to move people around the island and in and out of Acadia National Park during the summer season. Other projects include the new Amtrak service from Boston to Portland; the upgrade of Rockland Branch Railroad which connects the Central Maine area with the Central Coastal areas; the Ocean Gateway project which will bring all modes together in Maine’s largest city; and the development of coastal facilities that will support the use of a high speed intercoastal ferry system which will allow people to move from one area to another and connect with a variety of transportation modes.

Paul Pottle has 20+ years of experience with the Maine DOT as a marine infrastructure engineer. He currently serves as Project Manager with MDOT’s Multimodal Program.

*** JOB POSTING ***

EARTH TECH - SENIOR CIVIL ENGINEER (TRANSPORTATION) IN GLASTONBURY, CT

Earth Tech is seeking a senior transportation professional for responsible position leading team efforts including project management, design and development of transportation projects. A BSCE is required, MS preferred. 10-15 years related experience in roadway design and related civil design areas required, along with PE license or eligibility for PE in state of Connecticut. Must be CADD proficient (Microstation/In Roads) and have knowledge of CONNDOT policies and standards.

Earth Tech is a dynamic, growing organization, and we are looking for highly motivated candidates. We offer a competitive compensation and benefits package along with an excellent opportunity for professional growth and development.

For confidential consideration, please mail, fax, or e-mail your resume and salary history/requirements to: Theresa Pizzicone, Earth Tech, Inc., 196 Baker Avenue, Concord, MA 01742. Fax: (978) 371-4288. E-mail: tpizzicone@earthtech.com. We are an equal opportunity employer. M/F/V/D.
MEETING ANNOUNCEMENTS

MA Chapter/Joint NEITE Meeting

Date: September 18, 2002
Location: Best Western Hotel
          Waltham, MA 02451

Schedule:
10:00 AM – PTOE Refresher Class
12:00 PM – Board Meeting
2:30 PM – Technical Sessions
   a. Innovative Parking Technology
   b. Sagamore Rotary Project
5:00 PM – Happy Hour
6:15 PM – Annual Banquet

Cost: $55 Private / $35 Public Sector

Register: Kien Ho, BETA Group, Inc.
          Phone: (781) 255-1982
          Fax: (781) 255-1974
          Email: kho@beta-inc.com

New England Section
Institute of Transportation Engineers

Annual Meeting

Monday, December 2, 2002
at
Holiday Inn at the Crossing
Warwick, RI

Look for Details on the NEITE Website
and in the Next Issue of the CHRONICLE

Don’t miss this Annual Event!!

Upcoming Events

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