Avenue A Bridge Rehabilitation, Gill-Montague, MA:
Video Surveillance and Signal Preemption

By: Owen J. MacDonald, P.E., PTOE
(See page 5)
A Message from the President
-Joseph C. Balskus-

My fellow New England Section members, the last time I wrote to you, for the third Chronicle issue of this year, I finished my message just before Hurricane Irene hit. And while I wrote that I hoped you had a terrific summer, the Chronicle came out right after the hurricane! Here we are, two months since the last Chronicle draft was prepared by the team and we have experienced an earthquake (subtle but weird swaying motion we felt in the office) and two major weather events, Hurricane Irene and the Halloween week-end nor’easter. Hopefully by the time you read this, all New Englanders will have their power back. After the historic winter of 2011, and now these storm events, these are amazing times for our public service employees and families in the transportation and public works arena. Despite budget cutbacks, reduced employee levels and in some communities, wage concessions, in times like these, the demand is greater than ever for getting services back in operation for the public.

As I have in the past Chronicles this year, I routinely refer back to earlier Chronicles to understand the issues that were pressing then for transportation professionals in New England. As an example, I reviewed Fall Chronicles up through last year and realized we have made positive changes in the Chronicle with the changes in the editor teams, including graphics, president’s messages and overall technical content of the Chronicle. This is our newsletter for our membership and it is deserving of our strongest commitment of resources and involvement.

So as the fourth and final issue this year, I want to confirm our primary goal of having four issues of the Chronicle published is achieved. With this achievement, we head into 2012 with a renewed commitment to keep this momentum moving forward and build upon the success we have made this year with the resurgent Chronicle! We have also increased the involvement of our membership, and we continue to keep our strategic plan in sight as we set our goals for the coming year and work to achieve them.

Since I last wrote, the Massachusetts Chapter Joint Annual Meeting with the Section was held in Waltham once again, and this time, jointly with the Northeastern District Executive Board during our lunch board meeting. This joint meeting provided an ideal time for the District and the Section Executive Boards to meet face to face and to experience both meetings together. We also had terrific technical sessions and an impressive presentation by former NEITE President Neil Boudreau and his team on the accelerated bridge replacement project on I-93. Even better, this presentation followed the article in the Chronicle earlier this year on the Fast 14 project.

And as you are reading this final issue of the Chronicle this year, we will have held our traditional Joint meeting with the Rhode Island Chapter in Providence, where we have the NEITE Past Presidents attend and celebrate their contributions to the Section.

And our final meeting of the year, our traditional Annual Section meeting, we are back to Rhode Island, Warwick, for the first Monday, December 5th. We have a stellar day of training and technical sessions lined up from FHWA instructed Low Cost Intersection Improvement Seminar, to technical sessions on the latest traffic signal detection technologies for the afternoon.

Continued on Pg. 3
A Message from the President
Continued from page 2

New to the Annual meeting this year, while we are going to have the traditional 50/50 cash raffle, we are going to instead of keeping the proceeds for the NEITE budget, starting this year, we are going to dedicate the proceeds to other needs within the Section, potentially student chapter funds, scholarship funds and others that should be funded in lieu of the Section budget.

And finally, I look forward to my successor president, Kien Ho, introducing the new Section Banners for display at the meetings, from a tabletop banner, to a podium banner, the new look of NEITE will be on full display, consider it a rebranding of the NEITE, complete with a new logo!

Work remains to be done however, going forward, including continued efforts on our drawdown committee, public relations and continued membership drives. And, we have the planning underway for Year 2013, the year of NEITE! With two major meetings in the Section, Northeast District Annual Meeting in Northampton in May and ITE International in Boston on August, 2012 promises to be a busy year for the folks planning these meetings. We look forward to your help in assisting the various committees for these meetings. See Ken Petraglia for information on the Boston meeting and myself or Mike Knodler as co-chairs of the Northeast District meeting.

So let’s keep moving ahead with making the Section the best it can be going forward. Thanks for reading this and thank you for helping NEITE be success.

Joe
A Message from the President  
By: Joseph C. Balskus

Avenue A Bridge Rehabilitation  
By: Owen J. Macdonald

2011 NEITE Annual Meeting Recap  
By: Phil Viveiros

Remembering Mike Burke  
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What’s Wrong With This Picture?  
By: Alan Cloutier

Save the Date

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
Avenue A Bridge Rehabilitation, Gill-Montague, MA:
Video Surveillance and Signal Preemption
By: Owen J. Macdonald, P.E., PTOE

Abstract - During rehabilitation of the Avenue A Bridge, the traveled way on the normally two-way bridge has been reduced to one 11 foot lane, carrying one-way traffic for a two year period. Occasionally, emergency responders need to cross the bridge in the direction opposite to that of traffic flow, necessitating the temporary closure of the bridge to general traffic. Due to the width of the traveled way, a breakdown on the bridge would effectively close the bridge, necessitating prompt detection and rapid removal of the disabled vehicle. This article describes how the above issues were addressed.

Background - The Avenue A Bridge over the Connecticut River connects the Towns of Gill and Montague, Massachusetts. At its northerly end, the bridge intersects Massachusetts Route 2, the major east – west arterial in the northern part of the Commonwealth. The intersection is signalized. Interstate Route 91 connects with Route 2 about 2.7 miles west of the Avenue A Bridge. The Town of Montague contains several industrial villages, the largest of which, Turners Falls, is at the southerly end of the bridge. The Town of Gill is primarily rural, with a small residential neighborhood and a few commercial establishments near Route 2, at the northern end of the bridge.

The Avenue A Bridge is approximately ½ mile long. The bridge’s normal cross section consists of one travel lane and a 4.5-foot shoulder in each direction, and one 5-foot sidewalk.

Continued on Pg. 6
The nearest river crossings parallel to Avenue A are the Turners Falls Road Bridge, about 3300 feet (but 1.7 road miles on the north side due to difficult terrain) to the southwest, and Bridge Street (over the Millers River, a Connecticut tributary) about 4.6 miles to the east. The north end of the bridge is approximately 30 feet higher than the south end. The bridge profile has a crest curve near the middle, preventing a clear view from end to end.

The Massachusetts Department of Transportation (MassDOT) engaged Parsons Brinckerhoff, Inc. for the design of the rehabilitation of the Avenue A Bridge, including a maintenance of traffic plan.

A long term, full closure of the bridge during construction was deemed unacceptable by the neighboring communities because of the distance between the Avenue A Bridge and adjacent bridges. During the early stage of design, it was determined that the Avenue A Bridge could be rehabilitated “half at a time”, keeping one narrow lane and a sidewalk open at almost all times.

Alternating directional flow in the single lane on the bridge was determined to be infeasible due to the need to accommodate cross traffic on Route 2 at the north end of the bridge, as well as the alternating directional bridge traffic. Full time one-way traffic flow was the only viable solution. By community request, the bridge was designated to carry traffic southbound, toward the businesses and industries of Turners Falls from Route 2 (and I-91) during construction. Traffic going from Turners Falls toward the regional highway network is detoured to the Turners Falls Road Bridge. This detour results in a clockwise pattern, requiring primarily right turns.

**Problem** - The Avenue A Bridge rehabilitation traffic pattern required refinement for one primary reason. Because Turners Falls has factories and multi-family houses, its fire department is full time and relatively well equipped. Gill, on the other hand, has only call firefighters, many of whom are out of town much of the day, and only basic apparatus. As a result, it is not unusual for the Turners Falls Fire Department to respond to emergencies in Gill. The 4 minute increase in response time caused by the Turners Falls Road Bridge detour was deemed unacceptable by the local Fire officials.

Because the Avenue A Bridge traveled way during construction is one 11 foot lane with no shoulder for the full ½ mile length (presumed during design), a disabled vehicle would be very disruptive, both to general bridge traffic and emergency response to Gill, especially at times when no workers are present. The general work schedule is day shift only, Monday through Friday.

**Emergency Vehicle Accommodation** - Emergency responders in Turners Falls can travel northbound on the Avenue A Bridge to Gill by preemption of the traffic signal system at the Route 2/ Avenue A intersection, holding traffic on the Eastbound, Westbound and Southbound approaches. Considerations for this signal preemption include:

- The bridge ideally should be free of traffic when the emergency responders arrive. Given signal clearance time, the length of the bridge, and intersection widths on each end of the bridge, the time from initiating the preemption to the last southbound vehicle reaching the south end of the bridge, is about 90 seconds.
- If emergency responders in Turners Falls are dispatched to Gill from a previous call at a point less than 90 seconds away from the bridge, they need to be advised to wait at the south end of the bridge, and then advised when the bridge is all clear.
Motorists at the Route 2/Avenue A intersection need to be informed that the extended red signal constitutes an emergency condition, so they will not assume a signal malfunction and proceed against the red signal.

Emergency responders in Turners Falls who cannot see the north end of the bridge, need to know that signal preemption occurred successfully, and that motorists at the Route 2/Avenue A intersection are observing the extended red signal, so that the responders will not face errant motorists head on, on the bridge.

Disabled vehicle Removal - Considerations include:

- An arrangement with a tow company needs to be in place for rapid response at all times of all days
- Operators of vehicles that become disabled on the bridge need to know that they should call the designated tow company rather than their auto club, or a friend.

Video Surveillance - Video surveillance facilitates emergency vehicle response to Gill, and detection of vehicles disabled on the bridge by enabling:

- Confirmation that signal preemption successfully occurred
- Confirmation that motorists at the Route 2/Avenue A intersection are observing the extended red signal indication
- Confirmation that southbound traffic has cleared the bridge following the initiation of preemption
- Location of disabled vehicles and relay of information to tow operators and emergency responders, if necessary.

Video cameras were installed on temporary utility poles north and south of the bridge, both aimed toward the middle of the bridge, providing a continuous view of the entire bridge. Temporary pole location and camera mounting height were determined by trial. The cameras have point – tilt – zoom capability, enabling a view of the entire bridge and the Route 2/Avenue A intersection, or a close up view of a specific point, as necessary.

The cameras are monitored by the Montague Police dispatcher at the Public Safety Building, about 1.7 miles from the Route 2/Avenue A intersection. The Turners Falls Fire Department is also located in the Public Safety Building. The dispatcher maintains radio contact with Police cruisers and Fire apparatus units.

Communication between the cameras and the Public Safety Building was initially by cellular technology. The cellular communication failure rate was unacceptably high. A replacement internet based, DSL communications system has proven successful with no significant camera down time.

Traffic Signal Preemption - Initially during design, tests were conducted on implementing signal preemption using standard, vehicle based emitters (e.g.: Opticom). The constraints on this system were that the signal would have to be emitted when the emergency vehicle is at least 90 seconds, or approximately .75 mile, from the south end of the bridge, and the receiver would have to be located within 250 feet of the traffic signal controller (at the north end of the bridge), or at the south end of the bridge by communicating with the receiver near the controller using an auxiliary vehicle signal. Because the
Avenue A Bridge Rehabilitation, Gill-Montague, MA: Video Surveillance and Signal Preemption
Continued from page 7

the Public Safety Building is on higher ground than the river bank at the south end of the bridge, it was hoped that radio line of sight with a receiver could be established from a point more than .75 mile from the south end of the bridge, but a suitable location could not be found. Signal preemption was implemented by use of a standard fire station preemption and leased line telephone communication. Upon receiving an alarm requiring response to Gill, a dispatcher at the Montague Public Safety Building (Police or Fire) presses a mushroom button to initiate signal preemption. Voice contact is established between the Police dispatcher, monitoring the surveillance cameras, and the responding vehicle(s). One of these scenarios will occur:

- The dispatcher advises the responding vehicle that preemption was implemented successfully and is being observed by motorists. The responding vehicle proceeds across the Avenue A Bridge.
- The dispatcher advises the responding vehicle that preemption was implemented successfully and is being observed by motorists, but some southbound vehicles that preceded the preemption are still on the bridge. The responding vehicle proceeds to the Avenue A Bridge and waits until advised the bridge is clear to proceed.
- The dispatcher advises the responding vehicle that preemption failed, or is being violated by motorists. The responding vehicle proceeds to the general traffic detour at the Turners Falls Road Bridge.
- If voice contact between the Police dispatcher and the responding vehicle cannot be established, the responding vehicle proceeds to the general traffic detour at the Turners Falls Road Bridge.

Other features - Other items installed to implement the Avenue A Bridge Rehabilitation temporary traffic pattern include:

- Small signs on bridge light poles advising operators of disabled vehicles to call a number that will connect them to the contracted tow company for rapid vehicle removal.
- Signs on each approach to the Route 2/ Avenue A intersection advising motorists to observe the extended red signal indication when the preemption strobe light is flashing.
- Standard MUTCD regulatory, warning and detour guide signs.
- A variable message sign facing northbound traffic on Avenue A, south of the posted detour to the Turners Falls Road Bridge, attempting to intercept Gill bound motorists before they encounter the closed bridge.

Operations - The Montague Police Department appears satisfied with the Avenue A Bridge Rehabilitation surveillance and traffic preemption system. The Sunday dispatcher is aware of about 6 preemptions on her shift in 2011. No hardware failures have been reported since implementation of the DSL camera communication. The Sunday dispatcher is not aware of any disabled vehicle removals from the bridge. The Contractor’s work area access points are available as effective shoulders during non-work hours, which could reduce the need for rapid vehicle removals.

Acknowledgements - The following people were also involved in the development of the Avenue A Bridge Rehabilitation Traffic Management Plan: Michael O’Dowd, P.E., MassDOT Project Manager, Bao Lang, P.E., MassDOT District 2 Traffic Engineer, Robert Brooks, P.E., Parsons Brinckerhoff, Inc. Manager – Traffic Engineering, Michael Regan, P.E., PTOE, VHB, Inc. - Traffic Engineering (formerly of Parsons Brinckerhoff, Inc.), Jeffrey Walsh, P.E., Parsons Brinckerhoff, Inc. - Electrical Engineering, Sean O’Rourke, Parsons Brinckerhoff, Inc. - Electrical Engineering
Thank You for the Support

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VOLUME 51 • ISSUE 4
On September 14, 2011, the Executive Board of the New England Section and the Northeastern District Board were hosted by the Massachusetts Chapter at the Hilton Garden Inn in Waltham, Massachusetts. Both Northeastern District Chair Gary Hebert and New England Section President Joe Balskus kept the two Board meetings focused, concluding their agendas by 3:30 PM so that Board members could attend the Technical Session programs.

As a part of his President’s report, Joe Balskus reviewed the status of the goals outlined for the Section in January. The Section is on-track to meet the goal of publishing four issues of the Chronicle this year. Membership outreach is on-going, with the Section and State Chapters hosting a series of well attended joint meetings. Continuing efforts will be focused on implementing the elements of the NEITE Strategic Plan, including reestablishment of the speaker’s bureau and continued implementation of the greeter program at joint meetings.

Vice President Kien Ho reported on the refinements to the NEITE logo and presented two alternatives to the Board for discussion. The new logo will debut on the Section website and will be integrated into the Chronicle and appear on Section stationary. In addition, Kien has been coordinating the design of a replacement banner and podium flag for the Section which will include the new logo. Look for the banner, podium flag and a new table cloth banner to be on display at the Annual Meeting in December.

The Section continues to maintain a healthy financial outlook for 2011. The current checking account balance is just under $40,000, reflecting expenses of approximately $1,433 for the period June 13 through September 14, 2011. The Section’s major expenditure is the publication and mailing of paper copies of the Chronicle; however, these costs have been significantly reduced from prior years when the Chronicle was exclusively distributed in paper copy format. The Section continues to explore options to reduce its account balance by providing membership focused incentives as outlined in the report from the Financial Drawdown Committee.

Over the summer, the Nominating Committee chaired by Ken Petraglia solicited candidates to serve as Junior Director on the 2012 NEITE Executive Board. Ken presented the list of candidates to the Executive Board for approval and subsequent notice to the Membership. Congratulations to Alan Cloutier, Jeffrey Gomes and Marty Kennedy on being nominated as candidates to serve as a Junior Director in 2012. NEITE Secretary Joe Segale will finalize the e-ballot and a Tellers Committee chair will be appointed by Joe Balskus to maintain and tally the ballots. Please be sure to take a few minutes to submit your e-ballot prior to the Annual Meeting.

Rod Emery discussed his report on the Thomas E. Desjardins Memorial Scholarship. The Desjardins Scholarship is awarded to one undergraduate student and one graduate student pursuing a degree in Civil Engineering, Traffic Engineering, Transportation Planning or a related field, and was established in December 1999 in memory of Tom Desjardins. Eleven applications for the scholarship were received this year; five from undergraduates and six from graduate students. Congratulations to the 2011 Thomas E. Desjardins Memorial Scholarship recipients Radhameries Gomez and Alexander Lovejoy, both students at the University of Massachusetts at Amherst.

Planning for the 2013 Northeastern District Annual Meeting to be hosted by the New England Section continues. Joe Balskus and Mike Knodler will serve as meeting co-chairs. The meeting is planned to be held in Northampton, Massachusetts, with Joe and Mike currently working to identify hotels and venues. A local arrangements committee is being formed to help with organizing the meeting. Please contact either Joe or Mike if you are interested in serving on the committee. A formal report outlining the meeting details will be presented to the Northeastern District Board for approval at its meeting in January 2012. Next year’s Northeastern District Annual Meeting will be held in Lake Placid, New York, on May 23rd through 25th.

The next Executive Board meeting is scheduled for December 5, 2011 in Warwick, Rhode Island, in conjunction with the NEITE Annual Meeting. A reminder that Board meetings are open to all members, so please plan to attend and participate in Section governance and activities.
2011 RIITE Annual Meeting Recap
By: Phil Viveiros

The Rhode Island Chapter of the Institute of Transportation Engineers (RIITE) held their Annual Meeting on Thursday, November 3rd at the Providence Marriott hotel in downtown Providence, RI. An emerging tradition has developed at this meeting, as past presidents of the New England Section are honored and recognized at this meeting for their past service to the Section and their continued commitment to ITE and the transportation engineering profession. 14 past presidents of the New England Section were honored this year, including Bob Blasi, Kevin Dandrade, Jeff Dirk, Rod Emery, Thomas Gorrill, Gary Hebert, Joe Herr, Fred Hesketh, Michael Knodler, John Mirabito, Ken Petraglia, Doug Prentiss, Paul Schmidt, and Frank Tramontozzi.

RIITE Chapter President Russell Holt announced the results of the first election of Chapter officers since the Chapter’s inception in 2006. Serving on the RIITE board for 2012 are President Nate Urso, Vice President Francisco Lovera, Secretary Derek Hug, and Treasurer Peter Pavao. Newly elected officers will assume their positions on January 1, 2012.

The technical session prior to dinner focused on the design and operation of Rhode Island’s first multilane modern roundabout, located at Twin River in Lincoln, RI. Jennifer DiStefano of Pare Corporation presented and shared thoughts and “lessons learned” from the project, which will serve as a local example of the ever-increasing implementation of roundabouts to address congested intersections.

The keynote address was delivered by Amy Pettine, Special Projects Manager for the Rhode Island Public Transit Authority (RIPTA). Her presentation focused on several key initiatives currently progressing to expand, diversify, and improve transit service and delivery of information to Rhode Island’s transit users. These initiatives range from improvements to RIPTA’s website, development of mobile applications to provide real-time data on RIPTA services, development of a rapid bus service along RIPTA’s two busiest transit corridors (Broad Street in Providence, and North Main Street in Pawtucket), and the planning for a new downtown streetcar service connecting College Hill with the hospital area in South Providence, traveling through Kennedy Plaza, Washington and Empire Streets, and the emerging Knowledge District along Point Street.
Remembering Mike Burke...
By: Ken Petraglia

Michael L. Burke, 75, passed away on Sunday, July 24, 2011. I had spoken with him approximately two weeks before his death about featuring him in the “Where Are They Now?” article for this issue, and he was looking forward to it. I’m sad that we’ve lost another wonderful colleague, friend and ITE contributor in one year (Bob Lee was the other earlier this year), but at the same time it’s good to have this opportunity to remember Mike.

Mike was born in Gadsden, AL, the youngest of seven children. He received his BS in Civil Engineering from the University of Notre Dame. He then served as a first lieutenant in the United States Army and, after leaving the Army, started his career with the Michigan State Highway Department. He moved his family to Massachusetts in 1965, and began working for Bruce Campbell & Associates as a traffic engineer. He later furthered his education, receiving his MA in Public Administration from Northeastern University.

In 1968, he became the first Director of Parking and Traffic in Brookline, MA, and in 1976, he was the first city traffic engineer for Waltham, MA. In 1988 he became the Director of the Bureau of Transportation, Planning and Development for the Massachusetts State Highway Department. After he retired from public service, he worked for De Leuw Cather & Co. and EarthTech/TAMS Consultants.

It was during his tenure at the City of Waltham that I met Mike; I was working at TAMS and we redesigned Lexington and Lake Streets in Waltham. I was immediately taken by his big smile and that Southern Charm. I admired his ability to maintain his optimistic outlook, even as his health issues surfaced.

Jack Gillon, our friend and colleague, began his career working with Mike back in 1971; Jack’s predecessor working for Mike is current ITE Executive Director and Chief Executive Officer Tom Brahms. Jack offered, “I remember Mike’s ability to work with the Brookline Selectmen, and his invaluable mentoring that helped make me a better traffic engineer. I credit his guidance for my own ability to last in the public sector”.

Mike was registered as a professional engineer in Massachusetts, Indiana, and Michigan, and held the national certification as a professional traffic operations engineer (PTOE). He was also a long term member of the American Society of Civil Engineers (ASCE) and the Institute of Transportation Engineers (ITE). Mike served as the 1981 President of the New England Section ITE, was honored in 1996 as the recipient of the Distinguished Service Award for his contributions to the organization.

Mike lived in Canton, MA for 45 years and served on numerous town boards, including the finance committee and planning board.

Mike is survived by his wife, Noreen Lyons Burke, a retired teacher from the Norwood, MA school system. They were married for 52 wonderful years. He is also survived by his daughter, Mary Kaye Ashkenaze M.D. and her husband, David Ashkenaze M.D. and his grandchildren, Kerry Anne and Joshua of Laguna Niguel, CA, and his sister, Mary McGuire, of Baltimore, MD. Mike will be sorely missed by his family, friends and colleagues.

Many of the details included in this article were gleaned from an obituary that appeared in the Boston Globe.
As traffic engineers, we can’t always “turn it off” when we leave the office. I’m sure I’m not the only one who takes photos of signs and pavement markings where I drive. Am I? Well I figured I’d share some of my favorite photos with the rest of NEITE. Since we have some great minds out there, let’s make a game of it. Can you figure out what’s wrong with each photo? Send your answers to acloutier@fstinc.com. The first 10 members to email me with all correct answers will be acknowledged in the next Chronicle. Most of the photos were taken in Massachusetts. These photos were taken on public and private roadways.

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What’s Wrong With This Picture?
By: Alan Cloutier, PE, PTOE
What’s Wrong With This Picture?
Continued from page 14

Two photos for #7
**Joke of the Day**

An architect, an artist, and an engineer were discussing whether it was better to spend time with the wife or a mistress.

The architect said he enjoyed time with his wife, building a solid foundation for an enduring relationship.

The artist said he enjoyed time with his mistress, because of the passion and mystery he found there. The engineer said, “I like both.”

“Both?” asked the architect and artist in unison.

The engineer replied, “Yeah. If you have a wife and a mistress, they will each assume that you are spending time with the other woman, so you can go to the office and get some work done.

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

**REMINDER—ITE ANNUAL MEETING**

DATE: December 5, 2011 PLACE: Crowne Plaza at the Crossings Warwick, RI

Board of Directors Meeting: 10:00AM to 2:00PM

Training Session: 8:15AM to 4:15PM


Technical Session: 2:00PM to 4:15PM Technical Sessions will each offer 0.5 PDHs

Session 1: LED Vehicle Detection (2:00PM – 2:30PM)

Mr. Dave Gilbert, District Sales Manager, Northeast (LeddarTech)

Session 2: Thermal Camera Detection (2:30PM – 3:00PM)

Mr. Sal DiSalvo, District Sales Manager, Northeast (FLIR)

Session 3: Red Light Running – Automated Cameras (3:00PM - 4:00PM)

1. Officer Matracia, (Providence PD)
2. Mr. Robert Rocchio, P.E., Managing Engineer (RIDOT)
3. Mr. Richard Ledford, Vice President of Sales, (ACS)

Cocktail Hour: 4:30PM to 6:15PM Dinner: 6:30PM

Pre-registration cost: $70.00 (Students: $35.00) All Walk-Ins:$80.00

Mail, call, fax, e-mail registrations to: Ocean State Signal
27 Thurber Blvd. Smithfield, RI 02917
Tele: 401-231-6780 Fax: 401-231-4390
E-mail: cchoquette@oceanstatesignal.com

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**Job Posting**

Senior Transportation Engineer/Project Manager

Nitsch Engineering is seeking an experienced and dynamic Sr. Transportation Engineer to join our team at the Boston Office.

The successful candidate for this position will perform engineering tasks, oversee junior staff, and manage transportation studies and design of roadways, streets, intersections, and ancillary facilities. Experience in performing and overseeing analysis and design, preparing calculations, developing details, preparing specifications and estimates as well as directing the preparation of bid documents is required. The successful candidate should have construction administration services experience that includes interpreting design intent, evaluating construction for compliance with contract documents, and directing of engineering support personnel.

The candidate will be responsible for developing and overseeing all aspects of transportation engineering projects for local and state government clients. The candidate must have experience in preparing proposals, business development, and the ability to make public presentations. Strong verbal and written communication skills are essential. Qualifications: B.S. Civil Engineering with at least 10 years of related project experience. Active Massachusetts PE is required. Proficiency with AutoCAD and familiarity with all phases of transportation project and plan preparation are required. A Master of Science in Transportation Engineering will be considered a plus.

Please respond to this ad with a cover letter, resume, and salary requirements to:
E-mail: jobs@nitscheng.com

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**Save The Date**

**Northeastern District Annual Meeting**
May 23-25, 2012
Hosted by the Upstate Section - Lake Placid, NY

**The Boy Scouts of America National Jamboree**
July 15 - 24, 2013 at the Summit Bechtel Family National Scout Reserve - West Virginia

Upcoming NEITE meetings/events, visit: [http://neite.org/calendar.html](http://neite.org/calendar.html)